PRAIRIE LINE TRAIL
Interpretive Plan

CITY OF TACOMA
ARTIFACTS CONSULTING, INC.

2016

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Cover image: 1922 view of area surrounding Union Station, looking southwest. Courtesy Tacoma Public Library, Boland Collection, 168860pu.

Chapter 1 cover image: Looking in a northerly direction along the Prairie Line, showing crossings at S. 19th and Commerce Streets. June 1928. Courtesy Interstate Commerce Commission.

Chapter 2 cover image: Ca. 1979 view of an enclosed bridge over Commerce Street and rails, taken by Stephen Cysewski. Courtesy Tacoma Public Library, 35648.

Chapter 3 cover image: Ca. 1979 image looking south along the Prairie Line, with former Snoqualmie Falls Power Co. Transfer House (250 S. 19th St.) at right. Photo taken by Stephen Cysewski. Courtesy Tacoma Public Library, 34936.

Chapter 4 cover image: Ca. 1885 image of the Hatch Mill, the first lumber plant in New Tacoma when its sawmill operations began on January 17, 1877. Courtesy Tacoma Public Library, PATERSON-01.

Chapter 5 cover image: Contemporary detail view of extant Prairie Line rails and ties. Courtesy Artifacts Consulting, Inc.

Chapter 6 cover image: Ca. 1889 view of the Half Moon Yards, where the railroad connected with maritime shipping. Courtesy Washington State Historical Society, 2015.0.91.

Appendices cover image: 1939 view of Pacific Ave and 17th St./Jefferson Ave/Hood St. intersection, looking north. Hotel Savoy at right. Courtesy Tacoma Public Library, 7581.

All contemporary photographs used in this report were taken by Artifacts Consulting, Inc. in June 2016 unless otherwise noted.

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Tacoma

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PROJECT TEAM

Project team members consisted of Artifacts Consulting, Inc. staff. Katie Chase Pratt, partner, served as project lead, coordinating with City of Tacoma staff, participating in the stakeholder meetings, conducting research, writing report sections, and producing the report. Spencer Howard, managing partner, prepared maps for the report in Geographic Information Systems (GIS) ESRI software. Mary Thompson, partner, researched and wrote the planning component of the report. Susan Johnson, associate, assembled the reference archive. Michael Sullivan, partner, participated in stakeholder meetings. Artifacts used Niki Stojnic, freelance writer/editor, to edit all text for proper grammar and general readability.

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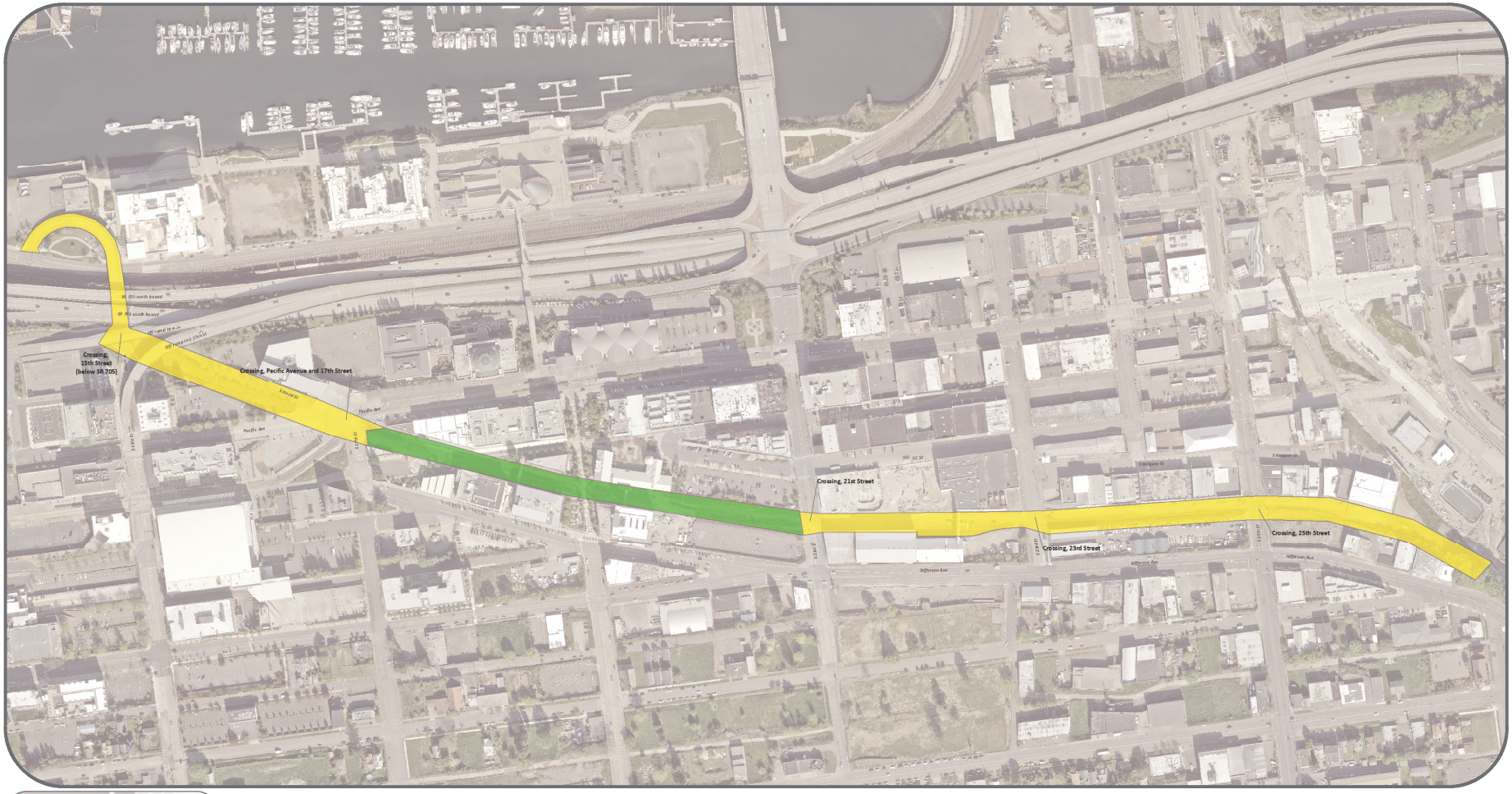
1 EXECUTIVE SUMMARY

The section of the Prairie Line that cuts diagonally through Tacoma's south downtown warehouse district is more than just a former rail corridor. The Prairie Line represents the significant moment when the Northern Pacific Railroad completed its transcontinental line, which brought numerous people and goods to the City of Destiny. The Prairie Line continues to provide a means of transportation through the city now as the Prairie Line Trail—a newly created signature public space with history intertwining with public art and green spaces.

The Prairie Line Trail (PLT) follows the former rail corridor right-of-way for the Prairie Line section of the Northern Pacific Railroad, which roughly parallels South Hood Street. The southern end of the PLT begins just south of the intersection of South Hood Street and South 25th Street and extends north towards South 11th Street. The PLT runs through an incredibly vibrant portion of Tacoma's south downtown, which attracts residents, students, and visitors and includes the Union Depot-Warehouse Historic District—a historic district listed on both the Tacoma Register of Historic Places (TRHP) and National Register of Historic Places (NRHP)—and the University of Washington Tacoma campus. The PLT runs west of bustling Pacific Avenue, with its lineup of restaurants, shops, museums, and Sound Transit's Link light rail, before crossing the busy street at South 17th Street. Nearby museums include the Washington State History Museum, the Tacoma Art Museum, Foss Waterway Seaport, the Children's Museum, and the Museum of Glass. The Foss Waterway, with its industry and marine activity, lies just east of Pacific Avenue. The neighborhood revitalization continues as a few long-standing vacant buildings, particularly the Jet Building and the former Nisqually Power Station, have new owners and host new uses.

The PLT and subsequent interpretation will only add to the vitality of this already energetic area of the city and provide visitors with an opportunity for engagement. This interpretive plan outlines potential interpretive approaches, including visual art and displays, tours, and educational programs. This document is meant to be dynamic and encourage continued conversations about the trail's significance and how that significance can be conveyed to the public.

This plan is the result of a collaboration between many organizations and individuals and provides a framework for the City of Tacoma to begin interpretive projects for the trail. The plan is divided into five chapters: **Executive Summary**, **Background History**, **Current Interpretive Status**, **Interpretive Direction**, and **Bibliography**.



Map 1.1 Prairie Line Trail Overview

Overview map showing the full extent of the Prairie Line Trail (PLT) with the city-owned sections highlighted in yellow and the UWT section in green.

View looking down an extant rail present on the city-owned portion of the Prairie Line.

The **Executive Summary** contains an introduction to the plan and its purpose. It outlines the process followed to develop the plan and the involvement of the public and key stakeholders. It also summarizes previous plans and documents related to the Prairie Line Trail.

Background History provides a broad, yet concise contextual history of the Prairie Line Trail and Tacoma.

Current Interpretive Status defines interpretation and identifies potential audiences, interpretive collections, and associated facilities.

Interpretive Direction lays out the overall interpretive strategy for the trail, the interpretive themes, and the recommended interpretive approaches.

The **Bibliography** includes all of the sources cited within the plan as well as the assembled reference archive and repositories for further research.

Prairie Line Trail

The Prairie Line Trail converts one mile of the historic Prairie Line railroad corridor through downtown Tacoma into a multi-use urban trail, featuring historic interpretation, public art, multimedia, and green features. The City of Tacoma began acquiring portions of the rail corridor in 2003, shortly after freight service ceased. The University of Washington Tacoma was established in 1990 and purchased property on either side of the rail corridor, opening at their Pacific Avenue location in September 1997. UWT began construction on their portion of the Prairie Line Trail (UWT Station) in Summer 2014 and the ribbon-cutting ceremony occurred on September 25, 2014. The Washington State Heritage Capital Projects Fund grant which funded this interpretive plan only covers the city-owned portion of the trail and cannot address the portion owned by the UWT.

Basis of the Plan

The City of Tacoma was awarded a Washington State 2015–2017 Heritage Capital Projects Fund grant for the Prairie Line Trail Historic Interpretation Project. This grant funded the completion of a Historic Resources Assessment on the city-owned portions of the trail, this interpretive plan, and

Attendees at the July 21, 2016, community workshop. Many shared how important it is to address Tacoma's cultural and ethnic diversity in regards to the Prairie Line, while keeping the project themes interconnected. Courtesy Tacoma Historic Preservation Office.

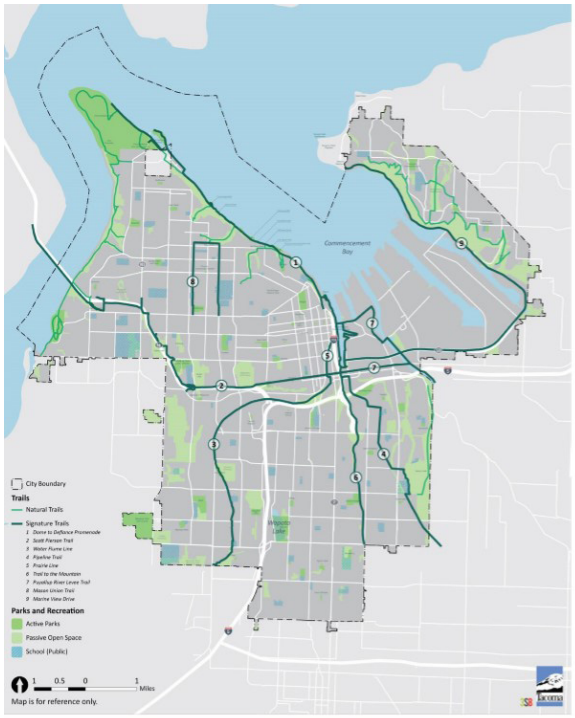
the design and construction of public art installations and digital interpretive media. This interpretive plan is just the next step in the process of converting the former rail corridor into a signature public space. The plan should work in conjunction with the City of Tacoma Arts Commission's public art plan, "Public Art Framework for Tacoma's Prairie Line Trail."

The interpretive plan references the work completed in the Historic Resources Assessment and is intended to inform the art installations and digital media funded by the Washington State 2015–2017 Heritage Capital Projects Fund. Once these projects are completed, the interpretive plan can and should inform all the interpretive efforts on the PLT that follow, including future walking tours, school field trips, additional signage, and collaborations amongst the adjacent interpretive facilities. This plan is intended to be oriented to the future, allowing the City of Tacoma and other partner organizations to continue to think about interpretation along the PLT as an ongoing effort that is not complete with the approaches funded by this grant.

Advisory Committee and Public Input

A key component of this overall project has been public and stakeholder input. The project team held a community workshop at the Washington State History Museum on July 21, 2016. The community workshop provided an opportunity to share the details of the project with the public, including the role of art on the trail, and a brief overview of the Prairie Line's history in Tacoma. The workshop featured a small-group discussion and an opportunity to review the project boundaries on a large-scale aerial map.

The project team assembled an advisory stakeholder group, the Prairie Line Trail Interpretive Committee, to supplement public input and offer unique insight and vision to the project team as it crafted the interpretive plan. The committee included members who had knowledge about the Prairie Line rail corridor history, owned property along the rail corridor, or represented key historic, cultural, or community organizations with connections to the Prairie Line Trail and its interpretation. Please see Appendix A for minutes from the Prairie Line Trail Interpretive Committee meetings and results from the community-wide survey.



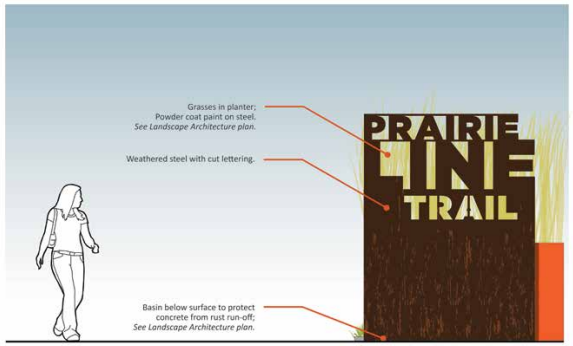
Tacoma trail systems. Courtesy City of Tacoma.

Previous Related Plans or Documents

There are numerous planning documents which relate to the Prairie Line Trail corridor. Although the focus of this study is the segment of city-owned corridor within the City of Tacoma, Artifacts identified what other planning had been done along the full corridor in order to better understand how proposed work on the city-owned segment fits within the broader planning context. The following provides a brief listing of the other plans and how they relate to the Prairie Line. A more complete overview of the planning context is available in the Historic Resources Assessment in Appendix C.

The planning documents include:

- **City of Tacoma**
  - » Brewery District Development Concept Study (2010)
  - » Downtown Element: Tacoma Comprehensive Plan (2015)
  - » One Tacoma: Tacoma Comprehensive Plan (2015)
  - » Prairie Line Trail Conceptual Design Plan
  - » Public Art Framework for Tacoma's Prairie Line Trail
  - » South Downtown SubArea Plan (2013)
  - » Thea Foss Design and Development Plan: A Comprehensive Plan Element (2006)
  - » University of Washington PLT-UWT Station: Design Development Presentation (December 2012)
- **Pierce County**
  - » Pierce County Comprehensive Plan: Honor the Past, Look Ahead (2016)
  - » Pierce County Parks, Recreation, and Open Space (PROS) Plan (Updated 2009)
- **Thurston County**
  - » Thurston County Regional Trails Plan (2007)



Examples of signage from Prairie Line Trail Conceptual Design Plan. Courtesy City of Tacoma.

City of Tacoma

Brewery District Development Concept Study (2010)

Located south of 21st Street, the Brewery District is envisioned as a redeveloped center for arts, entertainment and housing. The area is a physical connector between the Dome District, the UWT/Museum District and the Foss Waterway; the Prairie Line Trail becomes a primary pedestrian route within this connecting area. The policies invoked in this plan are also expressed in the Downtown Element of One Tacoma, the City's comprehensive plan, and the South Downtown Subarea Plan. The plan provides the following goals:

- Balance redevelopment with preservation
- Create a sustainable mixed-use district focusing on the arts and creative sectors and incorporating a blend of residential, light industrial and commercial uses
- Provide for active walking streets and pedestrian-oriented design[1]

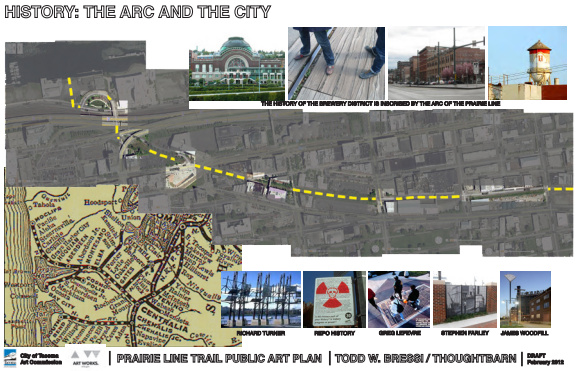
Downtown Element (Comprehensive Plan, 2015)

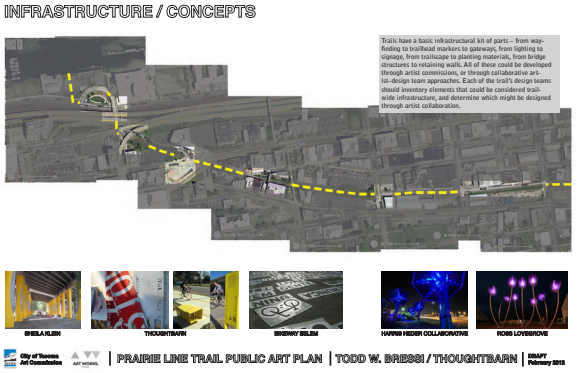
The Downtown Element is included in the City's comprehensive plan as a stand-alone chapter—emphasizing downtown Tacoma's critical place in the overall health and vibrancy of the community. The Prairie Line is explicitly referenced throughout the plan, specifically in Chapter 3.0: Urban Design and the Performance of the City. The Downtown Element recommends the creation of the trail as a multi-use trail with an integrated design.

Historic Preservation Plan (Adopted 2011, Included in Comprehensive Plan, 2015)

The Historic Preservation Plan is included in the City's comprehensive plan as a stand-alone chapter. The Historic Preservation Plan discusses historic resources in the city of Tacoma and components of the historic preservation program, identifies program goals, and outlines a path for implementation. Although the Prairie Line is not specifically referenced in the Historic Preservation Plan, the plan does emphasize the importance of education and interpretation. One of the historic preservation program's six components is education, in an effort to ensure that the importance of historic preservation is well understood by the community. One of the plan's education goals—

1. 1.1: Planning Context, Brewery District Development Concept Study: Final Draft, VIA Architecture, Seattle, WA, BCRA, Tacoma, WA, Beckwith Consulting, La Connnor, WA, April 2010, P. 4.





Examples from the Public Art Framework. Courtesy City of Tacoma.

promote the understanding of diverse historical perspectives and embrace Tacoma's rich cultural history—aligns well with the purpose of this interpretation plan.[2]

One Tacoma: Tacoma Comprehensive Plan (2015)

This updated comprehensive plan takes much of its direction from Tacoma 2025, a strategic planning document, completed in 2014, that identifies key focus areas and core values. The Natural and Built Environment is one focus area that relates to the Prairie Line Trail development through its active living emphasis, which includes access to parks, trails, bike lanes, and other opportunities that allow people to connect to nature.

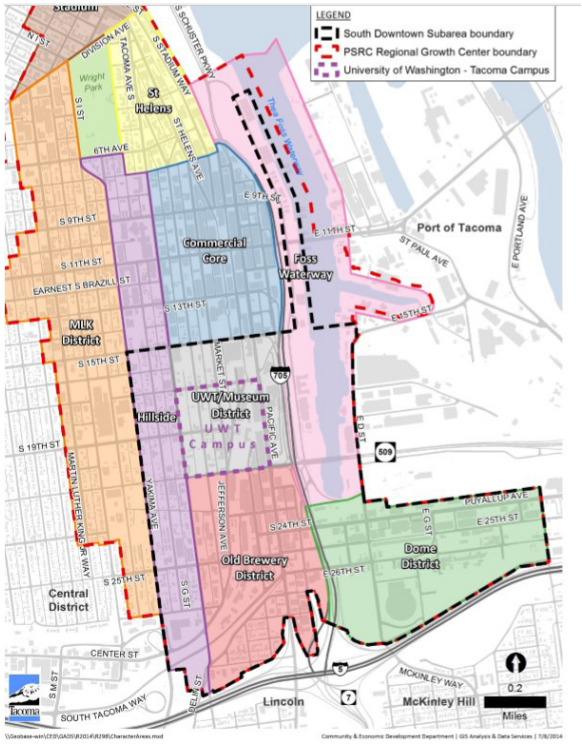
Prairie Line Trail Conceptual Design Plan

The City of Tacoma Planning and Development Services commissioned this conceptual design study for the entire length of the Prairie Line Trail. Goals identified by the plan include:

- Catalyze economic and neighborhood development by creating a signature public space that connects downtown districts, maintains access for adjacent properties, attracts private economic development, and harmoniously integrates with—and enhances—its surroundings.
- Connect the Foss Waterway, downtown destinations and regional bicycle and pedestrian networks via a safe, comfortable, and accessible multi-use pathway.
- Develop a series of attractive, safe, and meaningful open spaces that provide opportunities for the community to interact, learn, and play.
- Respect the history of the Prairie Line, particularly the curve and grade of the tracks, and the story of its land, people, and economy through preservation and interpretation.
- Integrate public art and design features that create connections to Tacoma's place, culture, environment, and history.
- Integrate natural features and systems, including innovative stormwater strategies, and inspire interactions with the natural environment.[3]

2. 2-35; 3-51. http://cms.cityoftacoma.org/Planning/Comprehensive%20Plan/11%20-%20Historic%20Preservation%206-14-11.pdf

3. Project Goals, Prairie Line Trail Conceptual Design, City of Tacoma Planning and Development Services, City of Tacoma Public Works, Alta Planning and Design, Place Studio, Tacoma, WA, P. 7.



Downtown districts map. Courtesy City of Tacoma.

Public Art Framework for Tacoma's Prairie Line Trail

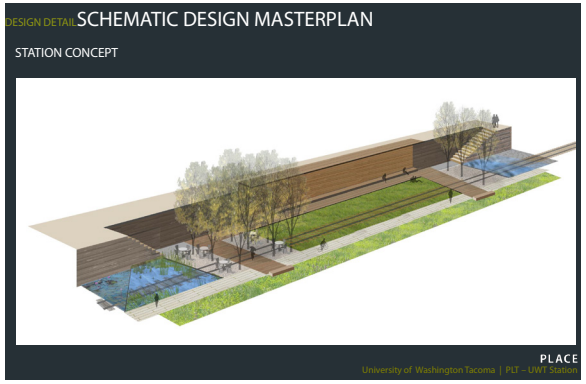
This study looks at public art design themes that could be incorporated into the overall development of the Prairie Line Trail. It begins by laying out four overlapping strategies:

- Immediate, short-term installations should stake out the path of the corridor, before the trail is built. This will provoke public awareness of the trail and encourage artistic exploration of the trail's meaning and character in a way that might inform longer-term design strategies. A demonstration project, "Temporal Terminus," was implemented as part of this plan to illustrate this concept in November, 2011.
- Artwork should be incorporated into the infrastructure of the newly constructed trail or the immediate cityscape, with a focus on new spaces designed for stormwater management. There is an immediate opportunity to work with the Pacific Avenue Streetscape project, which terminates at the point where the trail crosses Pacific Avenue.
- Artwork should be developed for specific, unique locations along the trail—locations that exist now or that will come into being when the corridor is rebuilt. These locations might be planned and designed by the City, the University, or their design consultants; perhaps even by the museum or private developers, depending on the ownership.
- Unique and special projects should be considered during the trail's design phase, and design plans adjusted accordingly, even if the artworks are implemented later. These should be organized directly by the City's or the University's public art programs in consultation with the design teams.[4]

Four principles guide the Public Art Plan—context, integrity, collaboration, and time. These principals are outlined as follows:

- **Context**. The overall Prairie Line Trail public art initiative will reflect the overall urban context, particularly the contexts of history, environmental management (stormwater, tree canopy, native habitat) and urban connections.
- **Integrity**. Artists and designers working on one segment of the trail will work with ideas that have enough integrity and resilience to inform art and design along the rest of the trail.

4. Strategies and Opportunities, Public Art Framework for Tacoma's Prairie Line Trail, City of Tacoma Arts Commission, Tacoma, WA, Todd Bressi, Urban Design, Place Planning and Public Art, Narberth, PA, Robert Gay and Lucy Begg, Thoughtbarn, Austin, TX, P. 4.



Conceptual design elements from the PLT-UWT Station. Courtesy UWT.

- **Collaboration**. Artists and designers along all segments of the trail will collaborate to develop design "strands" or "palettes" (materials, colors, forms) that can bring an overall unity to the trail while allowing artistic and design responses that address the unique character, uses, budgets, management and maintenance requirements of each segment of the trail.
- **Time**. The art initiatives in particular will have the flexibility to evolve over time, as the trail is designed and as it comes into use, so the art can reflect the evolution of how the trail is used and how it relates to the adjacent cityscape.[5]

South Downtown SubArea Plan (2013)

Sponsored by the Puget Sound Regional Council (PSRC) as a part of their Growing Transit Community Partnership (GTC), this plan integrates previous federal, state, regional, county, and city planning efforts to advance economic development through coordinated land use, transportation, and economic decision-making. The plan is the basis for a non-project Environmental Impact Statement (EIS) that is intended to clear roadblocks to individual development activities in the area. The planning area roughly encompasses the southern portion of downtown Tacoma, including five distinct districts: the Dome District, Brewery District, UWT/Museum District and the southern portions of the Hillside Neighborhood and the Thea Foss Waterway.[6]

The plan contains five strategies in a policy framework. While the Prairie Line might be impacted by all of the strategies, it is most directly linked to Strategies 2, 3 and 5.

- Strategy 2: Leverage South Downtown's Assets
- Strategy 3: Enhance and Connect the Public Realm
- Strategy 5: Advance the Vision for the Foss Waterway

In Chapter 8: Open Space, the Prairie Line is discussed as one of the most important open space projects in south downtown, and is described as ranking, second of all projects considered in the Puget Sound Regional Council's prioritization of proposed Bicycle/Pedestrian projects throughout the region."[7] It is also ranked as the highest priority project within the University of Washington

5. Ibid., P. 9.

6. 01-Introduction, City of Tacoma South Downtown Sub-Area Plan, Via Architecture, Seattle, WA, November 2013, Pgs. 3-10.

7. Prairie Line Trail, Chapter 8: Open Space, City of Tacoma South Downtown Subarea Plan, Via Architecture,

Map 10 from the Pierce County Parks, Recreation, and Open Space (PROS) Plan. Courtesy Pierce County. Updated 2009.

Projects of Area-Wide Significance category for its potential for connectivity between districts and catalytic effects on private redevelopment.[8]

Thea Foss Design and Development Plan: A Comprehensive Plan Element (2006)

This plan calls for significantly upgraded public access to the waterfront. The Prairie Line Trail will intersect at points with the proposed shoreline walkway. While not explicitly referencing the Prairie Line Trail, it is an implied part of the overall goal, linking key areas of downtown Tacoma with the waterfront.

University of Washington PLT-UWT Station: Design Development Presentation (December 2012)

This study provides design ideas for the portion of the Prairie Line Trail that runs through the University of Washington—Tacoma campus. Many of these concepts were incorporated into the eventual trail development. The study begins by outlining the following goals:

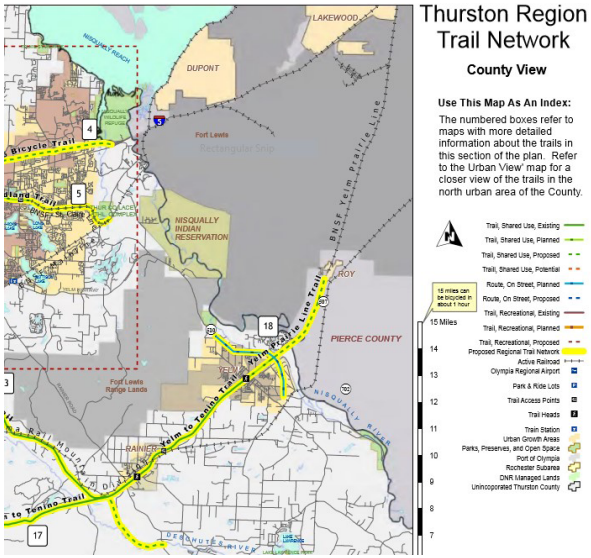
- Develop Hood Corridor as an essential open space for UWT campus
- Respect and enhance the gentle curve of tracks into the aesthetic of the open space development
- Celebrate and leverage opportunities provided by community connections
- Respond to the industrial past of surrounding area
- Honor the historic significance of the railroad terminus
- Incorporate sustainable strategies for stormwater management
- Provide accessible campus connections
- Provide a safe and secure campus pathway and civic heart of campus
- Minimize the width dedicated to easements[9]

The plan goes on to discuss concept and context, artifacts, overall approach and design emphasis, culminating in a master plan. The study includes a discussion of appropriate materials, as well as a

Seattle, WA, November 2013, Pgs. 129-30.

8. University of Washington Projects of Area-Wide Significance, Chapter 10: Capital Facilities, City of Tacoma South Downtown Subarea Plan, Via Architecture, Seattle, WA, November 2013, P. 173.

9. Goals, University of Washington/PLT-UWT Station, Design Development Presentation, University of Washington-Tacoma, Tacoma, WA, December 3, 2012, Slide 5.



Thurston Region Trail Network map. Courtesy Thurston County.

development plan/schedule. Ideas from this study are being incorporated into Phases II and III of the Prairie Line Trail development (by the University of Washington Tacoma).

Pierce County

Pierce County Comprehensive Plan: Honor the Past, Look Ahead (2016)

The recently adopted plan includes a section on Trails within Chapter 11: Parks and Recreational Element. Goal 8 establishes the county's overall role in respect to parks and recreation.

Pierce County Parks, Recreation, and Open Space (PROS) Plan (Updated 2009)

This document, which is also referenced in the Pierce County Comprehensive Plan, includes an updated Regional Trails Plan that had been a separate element. It is included in the PROS plan to improve coordination and to create a unified planning document. The Prairie Line is classified as a sub-regional trail, defined as a trail that provides "transportation and recreational benefits by linking two or more regional trails."[10]

Thurston County

Thurston County Regional Trails Plan (2007)

The Prairie Line Trail terminus lies in Thurston County. The Thurston Regional Trail Plan identifies a 4.8-mile stretch of the Prairie Line acquired by the City of Yelm extending from State Route 510 in downtown Yelm to the Town of Roy. [11] At the time of the plan's development, 0.3 miles of the trail had been paved, and the City of Yelm was seeking additional funding to complete paving of all portions of the trail within the city limits.[12]

10. Trail Classification System, Chapter 7.3 – Regional Trail System, Pierce County Parks, Recreation and Open Space (PROS) Plan, MIG, Portland, OR, 2009, p. 146.

11. Thurston Region Trail Network, Chapter 3 – Conditions and Recommendations, Thurston Regional Trails Plan, Thurston Regional Planning Council, Olympia, WA, 2007, P. .3-2.

12. Ibid., P. 3-19; Yelm Prairie Line Trail, Parks and Recreation, City of Yelm, WA Website, http://www.ci.yelm.wa.us/parks_and_recreation, accessed 7.5.2016.

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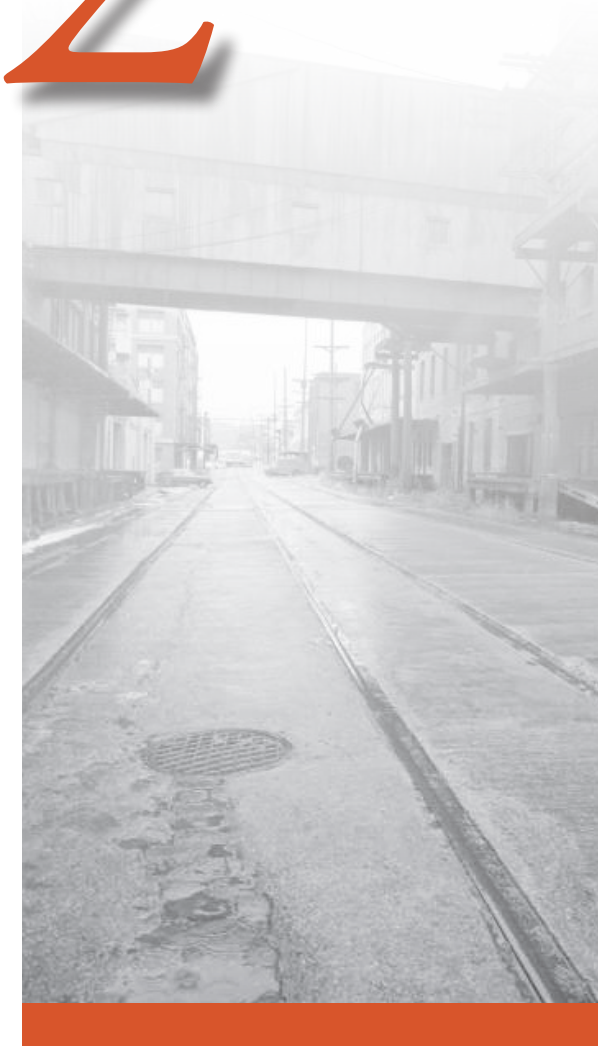
2 HISTORY

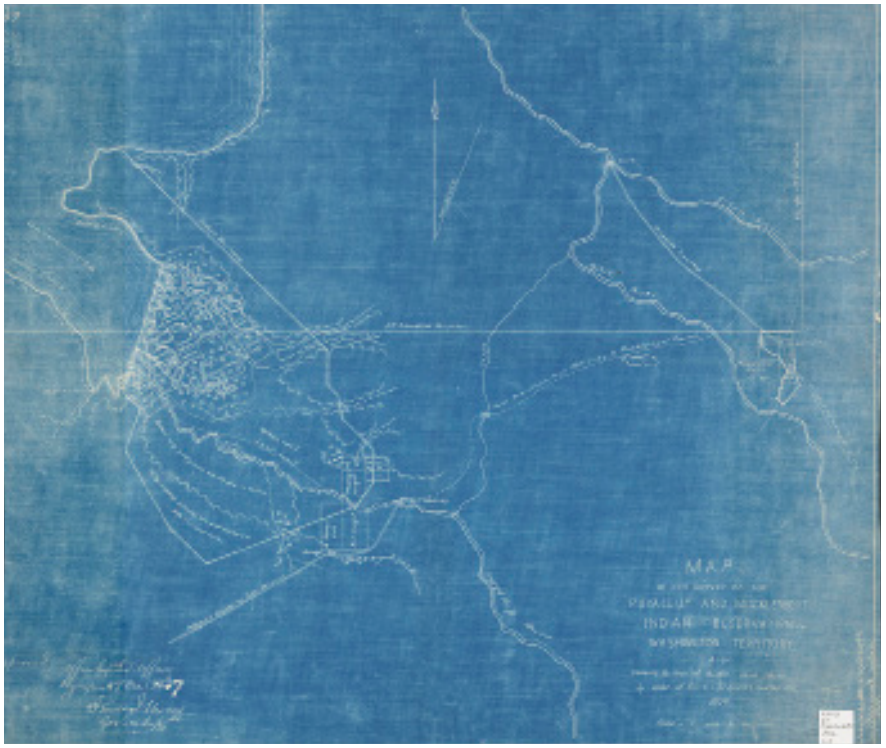


The interpretation for the Prairie Line Trail must be grounded in the historic context associated with the former rail corridor. The interpretive themes found in Chapter 4: Interpretive Direction provide a framework within which to tell the important stories of the corridor. These themes emerged out of a historic context developed for a cultural resource survey conducted in the summer of 2016. Artifacts Consulting, Inc. utilized primary and secondary source materials to prepare the historic context and organized the information by development periods. The rest of this chapter provides a brief overview of the corridor's history—both the railroad itself and its effect on the place it traveled through and the people who worked on and used the transportation corridor. This history is a condensed version of the historic context within the "Prairie Line Rail Corridor: Historic and Cultural Assessment Report" prepared for the City of Tacoma (2016). The historic assessment is attached as Appendix C.

Brief Prairie Line Rail Corridor History

In constructing its northern transcontinental route, the Northern Pacific Railroad selected the small settlement of Tacoma, located on the shores of Commencement Bay, as its western terminus. The arrival of the railroad at Commencement Bay had a profound effect on the development of Tacoma as well as the people in the region, both those already living in the area and those who would arrive seeking the promises of the "City of Destiny." The final tracks into Tacoma were laid in December 1873, but this was only the completion of the first phase. The completion of the Cascade Branch in 1888 directly connected Tacoma's ports with the vast farmland of Eastern Washington. The new transportation link spurred population growth and economic development, making Tacoma the city "where the rails meet the sails." Unfortunately, this success came at the expense of the Puyallup Tribe of Indians' land, whose ancestral lands were prime real estate for the railroad's construction and the city's expansion.

While the Prairie Line name refers to the direct, expedient route of the line across the "burnt prairie" east of the Nisqually River delta, the Prairie Line is most commonly associated with original path of the railroad through downtown Tacoma. The Prairie Line, stretching from Tenino to Tacoma, carried passenger and freight trains to downtown Tacoma for the next 140 years until April 2003.



Blueprint Survey Map, "Showing position of Private Land Claims, by order of Gov. I.I. Stevens, Supt. Ind. Affairs. " Map shows the governor's official signature of approval. Map includes Puyallup, White, and Green Rivers, wagon, horse and foot trails. It also shows various donation land claims, salmon fishery, Delin's Mill, forts, soil and forest notations. Dated 1856. Courtesy Washington State Historical Society, 2009.0.434.

Prehistory to Early Contact[1]

The original caretakers of this land were the Puyallup people who lived in villages from the foothills of Takoma (Mt. Rainier), along the rivers and creeks, to the shores of Puget Sound. In their Salish language, Twulshootseed a southern dialect of Lushootseed, the Puyallup people are known as the S'puyaləpabš (Spoy-all-up-obsh) which translates to the people from the bend in the river or the people from the river with many bends. The main village site, near what is now the Tacoma Dome, was an intersection for many tribes. Being gracious hosts, the Puyallup people became known for their "generous and welcoming behavior to all people (friends and strangers) who enter our lands."[2] The S'puyaləpabš lived off the abundance of the area's resources: harvesting salmon, shellfish, roots, and berries; hunting wild game; and utilizing cedar trees to make their homes and canoes. This closely integrated matriarchal society lived communally and followed lead men who were respected for their technical expertise, ability to protect the people, and diplomacy. As a non-warring tribe, the people spent their days collecting, storing, and processing raw materials for use, trade, and potlatch. The Hudson Bay Company came to the area establishing trade with the Puyallups and neighboring tribes while establishing their fort roughly 20 miles to the south. These fragile relationships endured until the arrival of Nicholas Delin.

1850–1872: Euro-American settlement

In 1850, Euro-American settlement began along the shores of Commencement Bay. The first Euro-American habitation on Commencement Bay was by Nicholas Delin (1817-1882). Originally from Sweden, Delin established a relationship with the Puyallup Tribe and they allowed him to use the land to build a water-powered sawmill in 1852, siting it on a creek near the head of the

1. This content was provided by Brandon Reynon, Tribal Historic Preservation Office, and Nicole Barandon, Public Information Specialist, with the Puyallup Tribe Historic Preservation Department.

2. Puyallup Tribe of Indians, "Puyallup Tribal History," Puyallup Tribe of Indians, http://www.puyallup-tribe.com/ourtribe/ (accessed October 25, 2016).

Pending graphics and captions.

(Upper to lower) Circa 1869 view of Hanson & Ackerson Mill in Old Town. Courtesy Washington State Historical Society, 2014.0.318. (2) Circa 1885 of the Hatch Mill. Courtesy Tacoma Public Library, Paterson-01. (3) Circa 1888 view of Tacoma, looking north. Courtesy Tacoma Public Library, C52158-5.

bay, near the present-day intersection of Puyallup Avenue and Dock Street.[3] As more nonnatives arrived, the Puyallups placed them in the area of Delin's property and eventually a small community grew up around the operation.[4] Unknowingly, this opened the floodgates for more nonnatives to arrive. Soon, the friendship with the Puyallups disintegrated as more and more land was being taken. Although he never owned the land, Delin sold his mill property to James L. Perkins, who in turn sold the stolen property to Miles Galliher.[5]

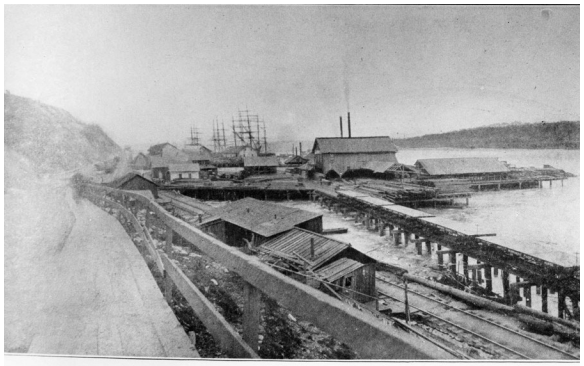
In 1854, the Treaty of Medicine Creek was negotiated between Isaac Stevens, Washington Territorial Governor and Superintendent of Indian Affairs representing the U.S. Government, and the leaders of local tribes, including the Puyallup and Nisqually people. This treaty created a small reservation of just 1,280 acres for the Puyallup people while the U.S. received 2 million acres. The unrest that resulted from this one-sided treaty created conflict between local Indians and the settlers who arrived to homestead, culminating in the Treaty Wars of 1855-56, also known as the Indian Wars, of 1855-56. Most settlers retreated to Steilacoom and the security of the fort, and they did not return. After long negotiations, the U.S. Government and Tribal leadership agreed upon a larger reservation that provided the Puyallup people access to their river and the bay. This new reservation was increased to 18,060 acres in 1857.

The distinction of the first permanent nonnative settlement near Commencement Bay goes to the community established by Job Carr (1813—1887) in 1864. Morton Matthew McCarver (1807-1875) arrived in the late 1860s and founded his own settlement, Tacoma City. The settlement, surrounded by ample natural resources, slowly attracted pioneer settlers and rapidly forced out any remaining Puyallups. The Puyallup Tribe simply never saw the tsunami of nonatives coming. What started as a gesture of humanity, in a short time became a futile attempt at saving their lands.

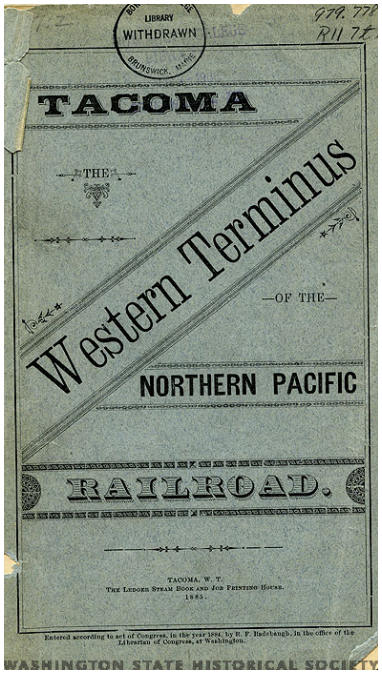
3. Robert Magden and A.D. Martinson, *The Working Waterfront: The Story of Tacoma's Ships and Men* (Tacoma: The International Longshoremen's and Warehousemen's Union, Local 23 of Tacoma, 1982), 2.

4. Catherine Wilkeson, *The Early History of Tacoma* (Tacoma: Tacoma Public Library, 1920), 1.

5. Murray Morgan, *Puget's Sound: A Narrative of Early Tacoma and the Southern Sound* (Seattle: University of Washington Press, 1979), 137.



(Upper) Ca. 1876 view of the Chinese residences located at the Hatch Sawmill, waterfront Tacoma, Wa. Courtesy Washington State Historical Society, Cecil Cavanaugh Collection 1979.1.101.



Illustrated booklet from 1884 intended to attract westward immigrants to Tacoma, WA. Courtesy Washington State Historical Society, 2013.0.161.

1873—1893: Terminus at Tacoma, the City of Destiny

In July 1873, the Northern Pacific selected Tacoma as its terminus, to the dismay of those in Seattle and Olympia. Once Tacoma was chosen, construction extended toward Commencement Bay. The Prairie Line, which ran from Tacoma to Tenino and connected into the rest of the western section of the Northern Pacific Railroad down to Kalama, was completed on December 27, 1873, inaugurating Tacoma as the railroad's western terminus. Trains began operating regularly between Kalama and Tacoma on January 5, 1874.[6] The Northern Pacific established their passenger depot at 17th Street and present-day South Hood Street, two miles south McCarver's Tacoma City and Carr's Tacoma.

The railroad and waterfront developed in tandem as ships, which traveled between the West Coast and Pacific Rim, and trains, which traveled between the West and East coasts, relied on each other for moving goods.[7] The Tacoma Land Company, founded in 1873 by the Northern Pacific, platted New Tacoma in 1875. New Tacoma and Tacoma City were eventually consolidated by the legislature as "Tacoma" in January 1885. The Tacoma Land Company graded the sloping land between the waterfront and the top of the hill (the neighborhood presently known as Hilltop) and began laying out the city.[8] Early businesses near the railroad included hotels, breweries, warehouses, and mills.

The completion of the rail line into Tacoma, only one portion of the still under construction Northern Pacific line, did not immediately bring the growth and prosperity for which the community had hoped. Between 1875 and 1880, Tacoma's population had only grown by 283. After the completion of the Northern Pacific's transcontinental line in 1883, however, the population quickly mushroomed, reaching 4,000 people in 1884 and then up to 7,000 in 1885. But the boom for Tacoma did not arrive until the Northern Pacific completed the Cascade Branch over Stampede

6. Renz, *The History of the Northern Pacific Railraod*, 45.
7. Magden and Martinson, *The Working Waterfront*, 5.
8. Wilkeson, *Early Tacoma History*, 4.

10 members of a Northern Pacific Railroad crew posing by locomotive no.457 at the close end of a trestle on the Stampede Tunnel line, in either King or Kittitas County,WT, ca.1885. Courtesy Washington State HIstorical Society, 2015.0.316

1888 view of a vessel (Republic of Boston) unloading tea at the Northern Pacific Railroad wharf in Tacoma. Courtesy Washington State Historical Society, 1981.94.365.

Pass, directly connecting Tacoma with Eastern Washington in 1888.[9] The Cascade Branch connected with the Kalama Branch at South 15th Street near the waterfront.[10] With its deep water port and direct access to Eastern Washington farmers, Tacoma became a key center for grain shipment. By 1890, the population in Tacoma had soared to 36,000. In 1892, the Northern Pacific relocated its passenger depot to Pacific Avenue. In anticipation of this industrial prosperity, the railroad sought more land, particularly along Commencement Bay at the site of the present-day Port of Tacoma. This land was part of the Puyallup reservation (created in 1854 and enlarged in 1857), but through exploitation and even murder of entire families on those parcels deemed valuable, the land (that was sited in the treaty) was taken, stolen, and swindled from the Puyallup people.

Labor and the Railroad

It took a considerable work force to construct the railroad, both the Prairie Line into Tacoma and the rest of the tracks to complete the Northern Pacific transcontinental line. Railroad construction was dangerous work and cheap labor in high demand. When the Northern Pacific began construction on the railroad between Kalama and Tacoma, the company hired 300 Chinese laborers.[11] By the time the mainline of the railroad was completed in 1883, the Northern Pacific had used nearly 17,000 Chinese laborers on the project.[12] The influx of Chinese immigrants to the region sparked racial conflict, particularly when the first wave of railroad construction to Tacoma ended in 1873. The country was experiencing a national economic depression, which resulted in an abundance of workers but not enough work. Local white residents, themselves still relative newcomers to the area, blamed the Chinese workers, many of whom had worked on the railroad, for the lack of jobs. On November 3, 1885, a mob of workers rallied under the idea of "The Chinese Must Go!"

9. Carolyn Stevens, "The Tacoma Labor Movement and the First World War" (unpublished master's thesis, University of Washington, 1990), 4.

10. Sanborn Fire Insurance Map, 1888, Sheet 1.

11. Gwen Whiting, "The Chinese Expulsion Act of 1882," *Washington State History Museum* (2007), http://www.washingtonhistory.org/files/library/chineseexclusion_001.pdf (accessed October 25, 2016).

12. Matthew W. Klingle, Center for the Study of the Pacific Northwest, University of Washington Department of History, "Timeline: Asian Americans in Washington State," *Center for the Study of the Pacific Northwest*, http://www.washington.edu/uwired/outreach/cspn/Website/Classroom%20Materials/Curriculum%20Packets/Asian%20Americans/Section%20IV.html (accessed October 29, 2016).

Black and white photographic image of the Northern Pacific Railroad Half Moon Yards, Tacoma, Pierce County, WT, 1884. Courtesy Washington State Historical Society, 1926.57.8.

Black and white July 4, 1888 close image of the members of the Tacoma, Pierce County, W.T. Chamber of Commerce standing on the steamboat wharf in front of the Blackwell Hotel in Tacoma, Courtesy Washington State Historical Society, 2009.0.459.

and went door to door telling Chinese residents to get out of town. Approximately 400 Chinese left voluntarily; the remaining 200 Chinese who had gathered, many by force, were then marched south out of the city limits by armed men.[13] This expulsion, later referred to as the "Tacoma Method," effectively kept the Chinese out of Tacoma for the next three decades.[14]

Despite anti-Asian sentiment, the Japanese population in the community began to grow. In 1890, there were approximately 500 Japanese living in Tacoma, which had a total population of a little more than 36,000.[15] The Japanese initially worked in the lumber industry, but were then contracted as laborers for railroad construction. Many Natives from nearby tribes also worked as rail laborers and assisted surveyors. African-Americans were also employed by the Northern Pacific Railroad and were sent to Tacoma and the west to help with construction. They worked on the rail line into Tacoma and later as railroad porters or in the railroad shops as well as in local hotels and boarding houses.[16]

Immigration

The earliest immigrants to Tacoma were predominately of Scandinavian or German descent, with some of the oldest fraternal organizations in the city related to these cultures. Immigrants began to add their voices to the melee in town, publishing newspapers in their native languages and forming close-knit communities. Numerous publications were established between 1887 and 1890, including the *Budstikke* (Danish-Norwegian), *Tidende* (Danish), Wacht Am Sunde (German), and

13. Affidavit of Lum May, June 3, 1886. Miscellaneous Letters of the Department of State, 1789-1906, National Archives and Records Administration, via the Washington State History Museum.

14. Lorraine Barker Hildebrand, *Straw Hats, Sandals, and Steel: The Chinese in Washington State* (Tacoma: Washington State American Revolution Bicentennial Commission, 1977); the term "Tacoma Method" was first used by George Dudley Lawson, a participant in the expulsion in an article entitled "The Tacoma Method" printed in the Overland Monthly in March 1886.

15. Lisa Hoffman, "Tacoma's Japanese Language School: An Alternative Path to Citizenship and Belonging in Pre-WWII Urban American," *Conflux* (Fall 2014), 6. Ronald E. Magden, *Furusato: Tacoma-Pierce County Japanese* (Tacoma: Nikkeijinkai, 1998), 9.

16. Gary Fuller Reese, *Who We Are: An Informal History of Tacoma's Black Community* (Tacoma: Tacoma Public Library, 1992), 5.

1899 view of crowd waiting along the Northern Pacific Portland branch railroad to welcome home soldiers from First Washington Volunteer Infantry Regiment, looking northeast from approximately S. 17th and Hood St. Courtesy Tacoma Public Library, Northwest Room, Richards Collection, TPL-BGC001.

ca. 1890. The Northern Pacific Dock, circa 1890, on Tacoma's waterfront. The large building next to the docked vessel is the Ocean Freight warehouse. The warehouse at center is the Northern Pacific Local Freight warehouse. Courtesy Tacoma Public Library, TPL-1331.

the Swedish *Folkeblad*, *Westra Posten*, and *Tribunen*.[17] Immigration to Tacoma grew during this period and began to include more diversity. Italian immigrants started arriving in Tacoma during the early 1890s, settling in the Hilltop neighborhood. Tacoma Italians worked as laborers, but also established groceries and other small businesses. African Americans began to arrive in the region, evident through the establishment of the Allen A.M.E. (African Methodist Episcopal) Church in 1889 and the Mission Olivet Baptist (now Bethlehem Baptist) Church in 1900.

Prosperous Businesses and the Jobbers District

Once the Northern Pacific completed its direct transcontinental line in 1888, Tacoma became a pivotal city for trade and the rest of the region was opened up for marketing.[18] The property flanking the Prairie Line right-of-way began to transform, with stately brick stores and warehouses steadily replacing the wood-frame dwellings and businesses, taking advantage of the burgeoning transportation corridor. Businesses along the rail corridor included wholesale grocers, import-export companies, and even fraternal halls (e.g., Swiss Hall and I.O.O.F. hall).[19] By 1887, the population in Tacoma had reached about 9,000, but exploded to 36,000 in 1890.[20]

The wholesale business (e.g., foodstuffs, particularly groceries, cured meats, and dairy products) developed along Pacific Avenue between 15th and 17th streets during this building boom between 1888 and 1892. A wholesaler was also called a jobber and this area began to be known as the "jobbers' district." Working with the Tacoma Land Company, the Northern Pacific laid spur tracks as the jobbers' area grew to support these wholesale businesses.[21] The neighborhood also hosted the St. Paul and Tacoma Lumber Company's general store with an accompanying lumber yard and

17. Morgan, *Puget's Sound*, 269.

18. In 1883, the Northern Pacific transcontinental route traveled south from Tacoma to Kalama, connecting in with an east/west line. A northwest route from Tacoma opened in 1888 with the completion of the Stampede Pass Tunnel through the Cascade Mountains.

19. Caroline Gallaci and Patricia A. Sias, "Union Depot/Warehouse Historic District," National Register of Historic Places nomination, 1979, section 7, 2-9.

20. R. L. Polk & Co., *Puget Sound Business Directory*, (R.L. Polk & Co., 1887); Magden and Martinson, *The Working Waterfront*, 7.

21. Artifacts Consulting, Inc., "Tacoma Cold Storage Company," Tacoma Register of Historic Places nomination (2004), section 8, continuation sheet 1.

Ca. 1905 view across Thea Foss Waterway, toward Tacoma. Various ships and warehouses shown. Courtesy Washington State Historical Society, 2015.0.32.

1885 view of the Tacoma Mill Co. wharf and multiple sailing ships moored and lumber piles on the wharf. Photographed by I. G. Davidson. Courtesy Washington State Historical Society, 1996.135.6.

warehouse between South 21st and 23rd streets. A natural spring which bubbles up near the Prairie Line between 23rd and 21st streets encouraged the establishment of breweries in the district, like Puget Sound Brewery (1888) and Diedrich Stegmann's brewery (1894).

Waterway and Shipping

Harbor traffic in Commencement Bay picked up during this time, with fishing boats, row boats, and cargo ships gliding through the harbor's waters. The lumber trade did a brisk business through the harbor, relying on waterfront mills. The completion of the Northern Pacific's Cascade Division boosted grain shipments; Tacoma shipped 4,200,000 bushels of wheat in 1892, a staggering increase from the 19,000 bushels shipped in 1885.[22] It was during this period that the Fosses, a Norwegian family, launched their boating operation, Foss Launch Company (later Foss Launch and Tug).

Panic of 1893

The Panic of 1893—referred to as "the depression" prior to the Great Depression of the 1930s—marked a significant change in course for Tacoma. The country was beginning to shift from a primarily agrarian economy to an industrial one, a precarious time coupled with a dip in the U.S. gold reserves. A stock market crash on May 5, 1893, led to a panic across the nation. Within the year, more than 15,000 businesses and 642 banks had failed in the U.S., including most of Tacoma's 21 banks, which resulted in their customers, individuals and businesses alike, losing money.[23]

1894—1915: Economic Depression and Recovery

Following the Panic of 1893, Tacomans spent the next few years coping with, and then recovering from the economic depression. Immigration to the city slowed, and even reversed, as people sought new opportunities elsewhere. Seattle edged ahead of Tacoma population-wise as the Great

22. Morgan, *Puget's Sound*, 261.

23. J. Kingston Pierce, "The Panic of 1893: The Northwest Economy Unraveled as the 'Gilded Age' Came to a Close," *Columbia: The Magazine of Northwest History* (Winter 1993-94: Vol. 7, No. 4), http://www.washingtonhistory.org/files/library/07-4_Pierce.pdf (accessed October 13, 2016).

Pacific Ave street view of the front of the Northern Pacific Railroad Union Station, Tacoma, Wa., June 9, 1911. Courtesy Washington State Historical Society, 2011.0.211.

Northern Railway arrived in 1893, providing Seattle with its transcontinental connection and an opportunity to compete with Tacoma for regional shipping. The discovery of gold in Alaska in 1896 not only pulled the region out of the depression as Seattle became the launching point for the Klondike Gold Rush, but cemented Seattle's new status as the region's dominant city. However, Tacoma regained its footing as a few key businesses, like West Coast Grocery, remained resolute despite the turmoil of the depression. By 1910, Tacoma's population had rebounded from its losses during the depression, climbing to more than 88,000 residents.[24]

Final Railroad Construction

The Northern Pacific was able to rebound after its financial hardships and reorganized as the Northern Pacific Railway in July 1896. Construction continued to expand the Northern Pacific's full transcontinental route and the railroads were once again in need of labor. During the early 1900s, three new railroads arrived in Tacoma: the Great Northern (1909), Union Pacific (1910), and the Milwaukee Railroad (1911). The Great Northern and Union Pacific used the Northern Pacific's track and facilities in a joint-use agreement, while the Milwaukee laid its own rails. [25] In 1911, the Northern Pacific completed its new passenger depot—Union Passenger Depot—a copper-domed beauty located on Pacific Avenue.

The Prairie Line into Tacoma had always had an issue with the steepness of the grade down to the waterfront, which featured more than two miles at 2.2 percent grade. The Northern Pacific decided to remedy this issue and began planning a new route into Tacoma that would go around the Point Defiance peninsula. This new route required tunnels to bypass the tip of the peninsula and boring

24. R. & L. Polk Co., *Tacoma City Directory* (R. & L. Polk Co., Tacoma: 1916).

25. Stevens, "The Tacoma Labor Movement," 8.

Ca. 1900 group photo of employees of the Puget Sound Brewing Company in front of a wood frame building. Courtesy Washington State Historical Society, 1998.46.1

Ca. 1900 group photo of employees of the Puget Sound Brewing Company standing on the railroad tracks in front of the brewery. At the back of the photo is a horse drawn wagon loaded with barrels. Courtesy Washington State Historical Society, 1998.46.2

on the tunnels began in 1912. The line was finished in December 1914 and featured double track. The Great Northern and Union Pacific were given the option to use the new Point Defiance line or continue with the Prairie Line route. The Union Pacific rerouted its traffic to the Point Defiance Line, while the Great Northern stuck with the Prairie Line. The Northern Pacific shifted most of its rail traffic, both freight and passenger, to the Point Defiance Line.

Shipping

Tacoma was well established at this point as a key shipping port. Warehouses and wharves lined the waterfront, providing storage and unloading points for items being shipped to and from Tacoma by ship or rail. Civic boosters promoting the success of the city's shipping methods referred to Tacoma as the place "where sails meet rails." The Northern Pacific constructed a linear complex of warehouses along the western shore of the waterfront, stretching a mile long, to store bulk goods like bagged flour and grain. The Northern Pacific monopolized Tacoma's waterfront at the south end of Commencement Bay, but citizens and business owners began to push for municipal access to the waterfront. As a result, Tacoma opened the state's first publicly owned dock, the Municipal Dock, in January 1911 for a cost of $270,850.[26]

Local Businesses

The beer brewing industry in Tacoma continued to grow during this time and was rumored to be associated with nearby saloons.[27] In 1897, Puget Sound Brewing Company merged with Milwaukee Brewing Company to form Pacific Brewing & Malting Company. Columbia Brewery (Columbia Brewing Company) was formed in 1900. Pacific Brewing & Malting became a major shareholder in Columbia Brewery, but the two remained independent operations. This period also saw the second wave of growth for the jobbers' district near the Prairie Line. New industries, like furniture making and candy manufacturing, arrived in the district, supplementing the success of the wholesale businesses. The City of Tacoma also constructed key municipal service buildings in

26. *HistoryLink.org Online Encyclopedia of Washington State History*, "Tacoma builds Washington's first municipal dock in January 1911" (by Priscilla Long), http://www.historylink.org/File/5038 (accessed December 22, 2016).

27. Gallachi and Lentz, "Puget Sound Brewing Company," Section 8, Page 3.

Ca. 1901 photograph of the Lichtenberg grocery store, located at 1510 Jefferson Ave. Founded by Julius Lichtenberg, the store was in operation from 1897 to 1909 and was a typical grocery carrying fruits and vegetables, salt fish, and the finest coffee and tea. Above Lichtenberg's, and occupying the Commerce St. side of the building, was the Western Blank Book Co. Courtesy Tacoma Public Library, TPL-C825151-1.

the district, like the Tacoma Municipal Barn in 1910.[28] In 1911 Tacoma Power constructed the Nisqually Power Plant Substation just south of the municipal barn at 2416 South C Street.

Immigration

As with the previous waves of construction, the last period of railroad construction brought additional immigrants to Tacoma. The largest immigrant groups in the city were from Sweden, Germany, Italy, and Croatia. However, other non-white immigrant groups were living in the city, too. The black population grew in Tacoma, reaching 307 in 1900 and 778 by 1910, in addition to over 1,000 Japanese.[29] The Japanese community, called the Nihonmachi, settled in downtown Tacoma in an area roughly defined by South 17th Street to the south, Pacific Avenue to the east, 11th Street to the north, and Market Street to the west. The neighborhood included small hotels, laundries, cafes, barber shops, and markets.

The Italian community continued to grow in Tacoma during this time. Giovanni (John) Roselli-ni established a grocery and liquor store with his brother Vittorio Rosellini, Rosellini Bros., in a storefront at 1523 South C Street and operated a saloon across the street, Marconi Saloon, at 1520 South C Street. Guide F. Cinelli opened the G. Cinelli Company food importing business at 1549 South C Street; in addition to their food import business they manufactured their own macaroni on the third floor.[30] Another macaroni manufacturing business, Eagle Manufacturing Company, was also operating in the neighborhood (2505 Pacific Avenue) by ca. 1913. The first Greeks arrived in Tacoma during this time, immigrating to the area in the early 1900s and working for the railroads and wood mills. The Greek community began to grow, reaching a population of 1,000 (mostly single men) by 1914.[31]

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28. Caroline T. Swope, "Tacoma Municipal Barn," Tacoma Register of Historic Places nomination, Section 3, p. 6, http://www.tacomaculture.org/historic/resource/Nomination%20Docs/City%20Stables%20nomination%20COMPLETE.pdf.

29. Gallaci, *The City of Destiny & the South Sound*, 75; Reese, *Who We Are,* 29.

30. "Richards Studio 735-3," *Tacoma Public Library Image Archive*, http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/14776/rec/4 [accessed October 17, 2016]. Information available in description of image of 2132-34 Pacific Avenue storefront.

31. St. Nicholas Greek Orthodox Church, "Parish History," *St. Nicholas Greek Orthodox Church*, http://stnicholastacoma.org/about-us/httpwww.stnicholastacoma.orgparishhistory [accessed November 28, 2016].

Ca. 1912 image of the Columbia Brewing Company. Courtesy Tacoma Public Library, C59415-3.

1919 view of the intersection of Pacific, Jefferson and S. 17th in Tacoma. Looking southwest, with the Carlton Hotel visible at upper right. Courtesy Tacoma Public Library, Boland Collection, TPL-36248.

1916–1928: WWI Involvement and Industrial Boom

The introduction of the Point Defiance Line in 1915 rerouted a significant amount of rail traffic away from the Prairie Line. The Northern Pacific moved the majority of its mainline freight and passenger business to its new line. By June 1916, only two routes used the Prairie Line, a Northern Pacific Seattle-Portland passenger train and a Grays Harbor train.[32] The Great Northern continued to use the Prairie Line, running four passenger trains along it daily; but by 1926 was reduced to two daily trains.[33] Tacoma continued to grow during this period. Before WWI, the city had a population of nearly 105,000; by 1927, Tacoma had grown by nearly 40,000 residents to a population of more than 147,000. Shipping, shipbuilding, flour milling, and wood processing emerged as the city's key industries.

In 1916, the state of Washington prohibited the manufacture and sale of liquor. This prohibition, coupled with the passage of the 18th Amendment and Volstead Act (Prohibition), dramatically affected brewery operations and challenged the industry to adapt for survival. Some breweries simply closed, but Pacific Brewing & Malting and Columbia Brewery shifted their production to try to keep their companies afloat. Once national prohibition went into effect, Pacific Brewing & Malting stopped all beverage production at their Tacoma facility, converting the plant to a soap-making operation. Columbia Brewery shifted its entire operation to the manufacturing of soft drinks and rebranded as the Columbia Bottling Company.

Businesses continued to prosper in downtown Tacoma. Key businesses, like West Coast Grocery (Tacoma Grocery Co.), served as anchors in the area along the Prairie Line. Restaurants abounded near the railroad, serving nearby residents and employees working in neighboring businesses. The neighborhood up the hill from the Prairie Line, Hilltop, continued to be home for a diverse population. The black community grew in Hilltop; two churches, Allen A.M.E. Church and Bethlehem Baptist, moved into Hilltop as places of gathering and worship. Other immigrant groups in the city also established hours of worship and fraternal organizations, including the Italians, Japanese, and Greeks.[34]

32. Brian Ferris, "History of the Northern Pacific Prairie Line," http://www.nprha.org/lists/information%20collections/allitems.aspx (2004), (accessed October 28, 2016).

33. Brian Ferris, "History of the Northern Pacific Prairie Line."

34. Susan Strout, "The Tacoma Buddhist Temple – 1717 South Fawcett, Tacoma, WA: A Brief Historical Perspective"

(Upper): Ca. 1916 view outside of Columbia Brewing showing delivery trucks and horse drawn wagons along with 25 of the brewery's employees. Courtesy Tacoma Public Library, C59415-15.

(Lower): 1925 photograph of Woolworth customers raising their bottles in a toast as they prepare to swig down Columbia Brewing's "Orange Kist" in early September of 1925. Courtesy Tacoma Public Library, Boland Collection, BOLAND-B13282.

During this time, the candy industry began to flourish in Tacoma, largely due to the easy access to shipping and the region's mild climate. Many of these candy manufacturers established their businesses near the Prairie Line to take advantage of the shipping route as well as visitors arriving at Union Station.[35]

1929–1939: Great Depression and New Deal Programs

The United States economy had grown in leaps and bounds during the preceding decade, due in part to the increasing industrialization of the nation and war-time production efforts. However, on October 28, 1929—now infamously known as Black Friday—the stock market crashed. The crash and the continuing decline of the market, resulted in high rates of unemployment and unrest across the nation. As industry and business declined throughout the nation, so too did the railroad business. Many lines and stations closed during this period. The Northern Pacific, Great Northern, and Union Pacific all cut services; and in 1933 were each down to one passenger train each way between Seattle and Portland. The Great Northern continued to use the Prairie Line for its passenger

(University of Washington Tacoma, Doing Community History, Winter Quarter, 1992), 5; 34. Mark Kilner, "The Greek Community in Tacoma, WA: Research Essay," *Tacoma Community History Project* (2014), 8, 11.

35. Balaam and Freedman, "Tacoma Candy Manufacturing Chronology," 5-10.

Looking in a southerly direction along Commerce Street tracks from a point near South 19th St. July 1929. Courtesy Interstate Commerce Commission.

Looking south along section of Commerce Street tracks maintained by CMStP&P, showing crossing of South 23rd St. July 1929. Courtesy Interstate Commerce Commission.

trains through the 1930s, even though the steepness of the grade required a helper engine to push the train up the hill on the southbound route.[36]

Although the nation's economy was in a slump, the brewing industry was poised for a return. In 1933, Prohibition was repealed, legally allowing the manufacture, sale, and distribution of alcohol. Elmer E. Heimrich soon purchased Columbia Brewing Company, naming it Columbia Breweries, Inc.[37] Heimrich sold his interest in the brewery in 1935 and opened his own brewery, Elmer E. Heimrich's Brewery Inc., nearby at 2601 Holgate Street under the Gold Seal Beer brand.[38] Other breweries soon formed in Tacoma, including the Northwest Brewing Company and Pioneer Brewing Company.

1940–1945: World War II

The New Deal programs put into place under the administration of President Franklin Roosevelt helped many Americans find jobs, but the nation's economy did not fully rebound and begin to grow again until the defense buildup associated with World War II. Cash and workers flooded the Puget Sound region as local businesses received contracts to build new ships, planes, and other war-related goods. On December 7, 1941, Japan bombed the U.S. Naval Base at Pearl Harbor. With this direct attack against the country, the United States declared war and aligned with the Allies, fighting against Japan, Germany, and Italy. World War II had a significant impact on the Pacific Northwest, not only due to war-time production levels and the draft of young men to enter into military service, but the passage of Executive Order 9066 on February 20, 1942. This order allowed the military to evacuate any persons from designated military areas who were deemed a national security threat; while it did not directly name Japanese Americans, it was used to forcibly relocate individuals with Japanese ancestry to retention centers. The order affected the nearly 113,000 people of Japanese ancestry living on the West Coast.[39] Tacoma Japanese relocated out-

36. Ferris, "History of the Northern Pacific Prairie Line."

37. Michael F. Rizzo, *Washington Beer: A Heady History of Evergreen State Brewing* (Charleston, SC: American Palate, 2016), 58.

38. Rizzo, 64.

39. National Historic Landmarks Program, ed. Barbara Wyatt, "Japanese Americans in World War II" (Washington, D.C.: National Park Service, 2012), p. 3, https://www.nps.gov/nhl/learn/themes/JapaneseAmericansWWII.pdf.

1942 image of Japanese Americans boarding a train at Union Station, bound for the Pinedale Assembly Center. Courtesy Tacoma Public Library, NW Room, Richards Collection, TPL-5274.

On October 22, 1945, this group of unidentified African American men and one woman were photographed seated around a table after what appears to be a dinner at the USO #2, 713-15 Commerce Street. Courtesy Tacoma Public Library, HBS-006.

of-state to Pinedale Assembly Center in California. Many Japanese merchants, at least 153, walked away from their Tacoma businesses. Tacoma's Japanese left the city from Union Station over the course of two days, May 17th and 18th, a process overseen by 100 armed soldiers.[40]

After nearly three years, the War Department announced that the ban on Japanese returning to and residing on the West Coast would end on January 1, 1945. There was disagreement about whether the Japanese should be allowed to return. As they slowly did come back, housing was an issue as many of their homes had become the residences of the growing black population.[41] Some merchants tried to make a go of it in the Nihonmachi, while more and more Japanese began to reside in other areas of the city.

Tacoma's Wartime Industry

Tacoma's industries worked at full force during World War II. The number of ships built in the Puget Sound area during this time was unprecedented. Todd Shipyards' Tacoma operation employed 33,000 workers—men and women—who constructed five freighters, two transports, 37 escort carriers, five gasoline tankers, and three destroyer tenders.[42] Jobs increased in the region to support rapidly growing defense industries, particularly ship and aircraft construction. The wartime economy needed workers and many of these new arrivals to the region were African American. Per historian Quintard Taylor, 45,000 black workers and their families moved to the Pacific Northwest during WWII.[43]

Traffic increased on the Prairie Line during the war as troop trains traveled to Fort Lewis. Although a significant amount of rail traffic had been routed off the Prairie Line through downtown Tacoma, utilizing the Cascade Branch and the Point Defiance Line, Fort Lewis utilized the Prairie Line (Kalama Branch) of the Northern Pacific. This surge of servicemen to the area brought increased

40. Ibid, 142.

41. Gallaci, *The City of Destiny & the South Sound,* 77.

42. *HistoryLink.org Online Encyclopedia of Washington State History,* "World War II Home Front on Puget Sound" (by James R. Warren), http://www.historylink.org/File/1664 (accessed October 25, 2016).

43. Quintard Taylor, "Swing the Door Wide: World War II Wrought a Profound Transformation in Seattle's Black Community," *Columbia Magazine* (Summer 1995: Vol. 9, No. 2), http://www.washingtonhistory.org/files/library/swing-door-wide.pdf.

A dapper 80-year-old Sam Perkins poses with a line of Griffin Fuel Company employees on September 1, 1945 at company offices on Commerce St. Behind them is a row of Griffin delivery trucks, part of the 50 owned by the firm Courtesy Tacoma Public Library, TPL-D20114-26.

View of Columbia Brewery over industrial complex and telephone poles. Automobiles parked on railroad service tracks. Photograph taken in November of 1951. Courtesy Tacoma Public Library, TPL-D62044-3.

business to cities like Tacoma.[44] Passenger service on the Prairie Line largely ended during this period, though, with the Great Northern rerouting its passenger trains to the Point Defiance Line in August 1943.[45]

1946-1965: The Rise of the Automobile and Early Urban Renewal

After World War II ended, soldiers returned home, looking for work and housing. Many of them started families, resulting in a baby boom nationwide. This massive population growth was no different in Tacoma. In 1940, before U.S. involvement in World War II, Tacoma had a population of 109, 408; in 1950, the population spiked up to 143,673.[46] During this time, the federal government was encouraging renewal of cities. Blighted areas were razed to increase property values and make commercial and residential space available for redevelopment close to the downtown core. Key areas targeted for urban renewal in Tacoma included the north end of Pacific Avenue, a portion of Fawcett Avenue, and the Center Street district. Many of the blocks associated with the Japanese Nihonmachi along Broadway were demolished to create a pedestrian plaza.[47] Brewing remained in the industrial area of the jobbers' district. In 1949, Heidelberg Brewing purchased Columbia Breweries, Inc. For several years Heidelberg continued to sell beer under the Columbia brand, but in 1954, changed the brewery named to Heidelberg Brewing Company.[48]

Economic growth faltered briefly in the early 1950s as the United States entered and withdrew from the Korean War (1950-1953). The Defense Production Act of 1950 reinstated materials rationing and restricted non-war related construction. These restrictions were lifted after the nation's exit from the Korean War. By the mid-1950s, the economy had rebounded.

44. *HistoryLink.org Online Encyclopedia of Washington State History*, "World War II Home Front on Puget Sound."

45. Ferris, "History of the Northern Pacific Prairie Line."

46. Washington State Office of Financial Management, Forecasting Division, "Decennial Census Counts of Population for the State, Counties, Cities and Towns," 1890-2010, http://ofm.wa.gov/pop/census.asp (accessed October 25, 2016).

47. *HistoryLink.org Online Encyclopedia of Washington State History*, "Tacoma – Thumbnail History" (by David Wilma and Walt Crowley), January 17, 2003 (accessed September 19, 2016), http://www.historylink.org/File/5055; Dale Wirsing, "Pioneer Planning Hurt Downtown Tacoma for Modern Day Business," *The Tacoma News Tribune*, June 17, 1962, Tacoma Public Library, Urban Renewal clippings folder.

48. Rizzo, 72.

1947 view looking south and downward to the intersection of Pacific and Jefferson avenues. Courtesy Tacoma Public Library, NW Room, Richards Collection, TPL-14576.

NP Train 407 leaving Tacoma's Union Station for Seattle, 1950. Looking north. Courtesy Pacific Northwest Railroad Archive, Jim Frederickson Collection, JMF_01-03516.0.

The Automobile and the Freeway System

While cars were a part of American life prior to WWII, the age of the automobile truly arrived after the war's end. The economic prosperity of the postwar era translated to a sharp rise in automobile sales and the number of cars on the road. In 1956, President Dwight D. Eisenhower signed into law the Federal-Aid Highway Act of 1956 to fund the construction of highways across the nation, establishing the interstate highway system. This legislation created 41,000 miles of multi-lane freeways by 1969.[49] The success of the interstate highway system, combined with expanding air travel, led to a steady, gradual decline in passenger travel throughout the 1950s and 1960s. Freight train transportation also declined during this period, as trucking began to take over short distance hauling. This fact was particularly evident along the Prairie Line as loading docks fronting the rail tracks increasingly saw more truck than train traffic.

In anticipation of the interstate, the Tacoma City Council approved zoning changes in 1959. These changes allowed the Bon Marche to build the "Tacoma Freeway Mart," later called the Tacoma Mall. In 1960, the first segment of Interstate 5 (I-5) was completed in Tacoma, opening in December. The Bon Marche opened in 1964 and the Tacoma Mall opened in 1965. The opening of I-5, which bypassed downtown Tacoma, and the Tacoma Mall marked a development shift away from the downtown business core to suburban stores with parking lots. The success of the Tacoma Mall and its accessibility due to the interstate drew business away from Tacoma's downtown, including the warehouse/jobbers' district.

1966 – 1989: Urban Renewal and Decline

Tacoma's warehouse district continued to decline through the late 1960s and 1970s. The once bustling district took on a deserted and vacant feel. The streetcar tracks along Pacific Avenue had been torn out as the city shifted its public transit to buses. In response to the demolitions promoted by the urban renewal program, grassroots historic preservation efforts began in the city. The City of Tacoma adopted a historic preservation ordinance and formed the Tacoma Landmarks Preservation Commission in the 1970s. In 1980, the Union Depot Warehouse District was listed on the National Register of Historic Places.

49. Leland Roth, *American Architecture: A History* (Boulder, CO: Westview Press, 2003), 460.

1983 view of Union Station, Tacoma, WA, looking northwest. Photograph by Ed Hildreth for the Historic American Building Survey, project WA-159. Courtesy Library of Congress.

Aerial of downtown Tacoma looking west from the Eleventh Street Bridge. The Dock Street Steam Plant can be seen at lower left. Railroad tracks and a green belt divide the commercial downtown area from the waterfront. Courtesy Tacoma Public Library, TPL-D77321-6.

In 1970, President Nixon signed the Rail Passenger Service Act into law, creating a national passenger rail service (formed as Amtrak). In the same year, the Burlington Northern Railroad was created through the merger of the Chicago, Burlington & Quincy; the Great Northern; the Northern Pacific; the Spokane, Portland and Seattle; and the Pacific Coast Railroad. With the Rail Passenger Service Act in effect, the Burlington Northern predominately handled freight and did not require use of passenger stations. In 1984, Amtrak constructed a new passenger station in the Dome District (so-called thanks to the iconic Tacoma Dome). The last passenger train left Union Depot on June 14, 1984, and the building was abandoned. However, in 1987, the U.S. General Services Administration (GSA) received authorization to lease the former passenger station for use as a federal courthouse. Restoration work began in 1989 and took three years, signaling the beginning of the district's revitalization. Over the years, traffic on the Prairie Line had dwindled. Through-freight traffic, like that between Seattle and Portland, left the track in 1973. In 1986, the Prairie Line between Yelm and Tenino was abandoned.[50]

As the prominence of the railroad in Tacoma declined, the Puyallup Tribe of Indians increased their efforts to reclaim their ancestral lands and fishing rights. Puyallup tribal members asserted their treaty fishing rights in force, staging fish-ins during the 1960s and 1970s. Over the next decade and a half, several court cases furthered the Puyallup's cause. In 1974, Federal District Judge George Boldt's 1974 decision in *United States V. Washington*, known as the Boldt Decision, upheld the fishing rights of American Indians in Washington granting Western Washington tribes half the yearly fish harvest. In his 1978 opinion on *City of Tacoma v. Andrus*, U.S. District Judge Gesell concluded that, "The heroic efforts of the [Puyallup] Tribe, through its members, to improve itself were well known to the Secretary, and his willingness to take in trust lands within the historic boundaries of the Puyallup reservation was neither arbitrary nor irrational."[51] This ruling recognized the historic boundaries of the Puyallup Reservation. Negotiations continued through the 1980s. In 1985, the Puyallup Tribe was awarded 12 acres of former Puyallup River riverbed from the Port of Tacoma.[52]

50. Chris Dunster and Larry Mattson, "Point Defiance Bypass Project: Technical Advisory Team," *Washington State Department of Transportation* (2010), https://www.wsdot.wa.gov/NR/rdonlyres/0835A28C-F15E-44A3-9BD5-ADEB-86469F2E/0/07152010TechTeamSlides.pdf (accessed October 26, 2016).
City of Tacoma v. Andrus (1978).

51. City of Tacoma v. Andrus (1978).

52. Bill Dietrich, "Letter From Tribe Has Residents Boiling," *The Seattle Times*, August 29, 1985, D1.

Interior shot of Union Station, circa 1979. Courtesy Tacoma Public Library, Cysewski Collection CYS-T068.

1990—2004: Tacoma's Downtown Revitalization

As work was underway on the rehabilitation of Union Depot, the University of Washington established a branch campus in Tacoma (the University of Washington—Tacoma) in 1990, eventually locating the campus in the former warehouse district. In the same year, construction was completed on I-705, which brought freeway into downtown Tacoma, which had been bypassed by I-5 construction in the 1960s. Downtown Tacoma was ready for its renaissance.

Settlement and Reconciliation

This period also begins with the Puyallup Land Claims Settlement. After fighting for decades for recognition of their ancestral lands and fishing rights, the Puyallup Tribe entered negotiations with U.S. Congressional and Senate representatives, the State of Washington, Tacoma, and the Port of Tacoma.[53] These negotiations resulted in the second largest settlement of an American Indian land claim. In exchange for dropping their claims to valuable Tacoma property (estimated to be worth $750 million), the Puyallup Tribe received a meager $162 million in land and economic opportunities.[54] Tacoma also began the process of reconciling the city's actions towards its Chinese residents in the 1880s. Dr. and Mrs. David Murdoch initiated this process in August 1991, in a letter to Mayor Karen L.R. Vialle, suggesting a park on the Old Town waterfront "acknowledging the incident, noting Tacoma's regret, and desire to move ahead in unity and respect."[55] Construction on the Tacoma Chinese Reconciliation Park broke ground in 2005; the first three phases were completed in 2010, 2012, and 2016.

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53. Sylvia Nogaki, "Puyallups Ready to Make Final Try on Land Settlement," *The Seattle Times*, August 17, 1985, D10.

54. George Hardeen, "Tribe to Sign Land Settlement Pact: Indian Claims: Puyallup Members Will Share $162 Million for Relinquishing Interest in Acreage in Tacoma Area," *Los Angeles Times*, March 24, 1990, http://articles.latimes.com/1990-03-24/news/mn-680_1_puyallup-indian-tribe (accessed October 28, 2016); Timothy Egan, "Indian Tribe Agrees to Drop Claim to Tacoma Land for $162 Million," *The New York Times*, August 29, 1988, http://www.nytimes.com/1988/08/29/us/indian-tribe-agrees-to-drop-claim-to-tacoma-land-for-162-million.html (accessed October 28, 2016).

55. Dr. and Mrs. David Murdoch, letter to Mayor Karen L.R. Vialle, August 22, 1991, http://cms.cityoftacoma.org/Planning/Chinese%20Reconciliation%20Park/Documents/CRPF%20Initiated%20by%20Murdoch%208-22-91.pdf.

Aerial of downtown Tacoma looking west from the Eleventh Street Bridge. The Dock Street Steam Plant can be seen at lower left. Railroad tracks and a green belt divide the commercial downtown area from the waterfront. Courtesy Tacoma Public Library, TPL-D77321-6.

View looking south along the UWT portion of the Prairie Line Trail.

With Union Depot as a shining example of adaptive reuse and the rehabilitation underway on the first UWT buildings, the Washington State Historical Society began construction on the Washington State History Museum on a site south of Union Depot. In September 1997, UWT opened at their Pacific Avenue location and has continued to rehabilitate buildings in the warehouse district, helping to rejuvenate and beautify the once derelict neighborhood. Other cultural and educational establishments followed the Washington State History Museum and UWT: Museum of Glass, Chihuly Bridge of Glass, and Tacoma Art Museum.

In 1995, another major railroad merger occurred, joining the Burlington Northern Railroad with the Atchison, Topeka and Santa Fe Railroad to form the Burlington Northern Santa Fe (BNSF) Railway.[56] In 2003, BNSF took the northern 2.1 miles of the Prairie Line (through downtown Tacoma) out of service through an agreement with Sound Transit, which was constructing the Tacoma Sounder light rail (Link). Faced with exorbitant costs in constructing a crossing for the Link, Sound Transit agreed to refurbish the American Lake line for BNSF if the railway would abandon this portion of track.[57] The last train rumbled over the Prairie Line tracks in Tacoma on the afternoon of March 30, 2003. Streetcars returned to Pacific Avenue in the same year with the completion of the Link.

2004–Present: A New Era

The district surrounding the Prairie Line continues to blossom, as UWT grows and maintains its commitment to stewardship and rehabilitation of its property along the Prairie Line. The Children's Museum opened at its current location, just north of the Prairie Line's intersection with Pacific Avenue, in 2012. No longer in active use, the Prairie Line rail corridor quickly became overgrown. However, a vision soon take shape to transform the former rail corridor into an urban trail—creating a space for historic interpretation, public art, and park features. The UWT completed construction on their portion of the trail in 2014 and construction began on the first phase of the City of Tacoma-owned portion in fall 2016.

56. BNSF Railway, "History and Legacy | The History of BNSF: A Legacy for the 21st Century," *BNSF*, http://www.bnsf.com/about-bnsf/our-railroad/company-history/pdf/History_and_Legacy.pdf (accessed October 28, 2016), 3.

57. Brian Ferris, "History of the Northern Pacific Prairie Line."

3 CURRENT INTERPRETIVE STATUS

What is Interpretation?

Interpretation helps visitors to understand and appreciate historic and cultural places. It supports the stewardship mission of the site's management entity and should help realize the vision for the site in an impactful way to the community. It is, or at least should be, more than just relaying facts to visitors. In his seminal work *Interpreting Our Heritage*, Freeman Tilden defined interpretation as follows:

> *An educational activity which aims to reveal meanings and relationships through the use of original objects, by firsthand experience, and by illustrative media, rather than simply to communicate factual information.*[1]

Despite offering this definition, Tilden believed it was too difficult to sum up interpretation so easily, and he went on to outline six principles to guide interpretive efforts, which are as follows:[2]

1. Any interpretation that does not somewhat relate what is being displayed or described to something within the personality or experience of the visitor will be sterile.

2. Information, as such, is not interpretation. Interpretation is revelation based upon information. But they are entirely different things. However, all interpretation includes information.

3. Interpretation is an art, which combines many arts, whether the materials presented are scientific, historical, or architectural. Any art is in some degree teachable.

4. The chief aim of interpretation is not instruction, but provocation.

5. Interpretation should aim to present a whole rather than a part and must address itself to the whole man rather than any phase.

6. Interpretation addressed to children (say, up to the age of twelve) should not be a dilution of the presentations to adults but should follow a fundamentally different approach. To be at its best it will require a separate program.

1. Freeman Tilden, *Interpreting Our Heritage*, 4th ed. (Chapel Hill: University of North Carolina Press, 2007), 33.
2. Tilden, *Interpreting Our Heritage*, 34-35.

Example of loading dock adjacent to rail tracks.

Since Tilden's work, interpretation has grown in leaps and bounds. The National Association for Interpretation (NAI), a nonprofit organization, has helped advance heritage interpretation as a profession through its training programs and products, particularly with its development of Standards and Practices for Interpretive Planning. NAI has refined Tilden's approach, defining interpretation as "a mission-based communication process that forges emotional and intellectual connections between the interests of the audience and the meanings inherent in the resource."[3]

Interpretation includes facts, but must also offer meaning and relevance to the visitor. Visitors should be able to leave knowing basic information, but should also be able to answer the questions, "Why is this place important?" and, "Why does it matter to me or this community?"

An interpretive plan, like this document, functions as an organizational document that provides the foundation for interpretation (e.g., significance statements, interpretive themes, audience analysis, and visitor experience objectives) as well as an action plan to implement the program. There are a variety of ways to put together an interpretive plan; this plan blends the recommendations from a variety of key resources, specifically NAI's Standards and Practices for Interpretive Planning, Tilden's Interpreting Our Heritage, and author and planner Lisa Brochu's Interpretive Planning: The 5-M Model for Successful Planning Projects, in addition to relevant examples of other interpretive plans.

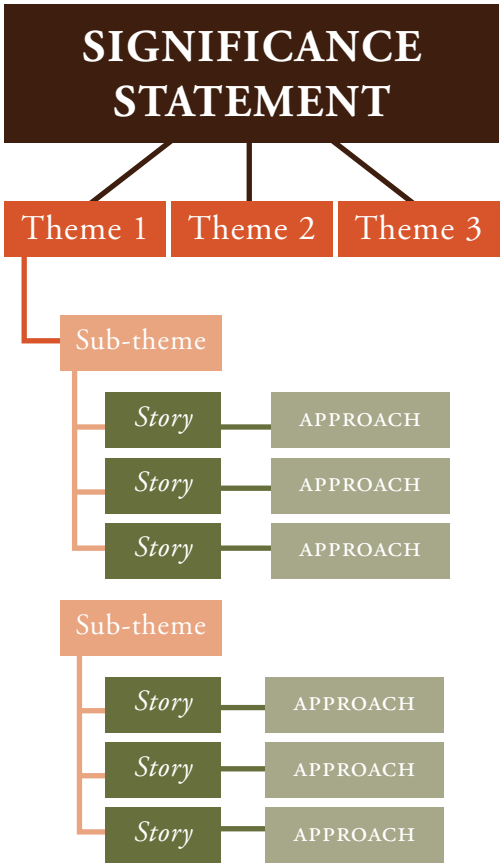
NAI established 13 benchmarks for interpretation. While the organization does not provide a model for an interpretation plan, these benchmarks outline good, better, and best practices for the interpretive planning process. Some of these benchmarks relate to specific chapters within this plan, while others were covered in the stakeholder and community outreach process. The NAI benchmarks are:

- Advocacy
- Audience Analysis
- Civic Engagement
- Evaluation
- Management Objectives
- Marketing Factors
- Media Descriptions
- Message Elements
- Operational Commitment
- Partnerships
- Staff/Volunteer Training
- Stakeholder Involvement
- Terminology
- Visitor Experience

3. National Association for Interpretation, *Standards and Practicies for Interpretive Planning* (January 2009), 2.

Interpretive Flow

This figure shows the overall interpretive framework. Created by Artifacts Consulting, Inc.



Lisa Brochu gets into the actual elements of an interpretive plan, outlining five essential components in her Interpretive Planning: The 5-M Model for Successful Planning Projects. The five M's stand for management, markets (audiences), mechanics of the site, messages, and media.[4]

> **Management** includes the established vision and mission statements as well as the context for the plan and its associated resource(s).
>
> **Market** identifies future and potential audiences for the resource.
>
> **Mechanics of the site** addresses not only the design particulars, but how a variety of visitors will experience the site from beginning to end.
>
> **Messages** contains the themes and stories which will guide the interpretation.
>
> **Media** identifies strategies for communicating the messages of the site, which can happen through exhibits, printed material, tours, and online platforms.

In laying the foundation for an interpretive plan, the history and context of the place must be fleshed out. The interpretive plan establishes a framework to share that history with visitors, organizing it first by significance statements, then themes, and finally stories. Significance statements are the factual statements that summarize the importance of the place's natural, cultural, and recreational character. Themes flow out of the significance statements and explore their meaning. Stories (or sub-themes) come from the themes, but are narrower in scope, and are the best starting point for interpretive approaches.[5]

Significance Statements

Significance statements are comprised of factual information with context and are the first step in the interpretive process. They are best conveyed in single sentences. Here is an example of a significance statement from the National Park Service for Shenandoah National Park: "Established at the height of the Great Depression, and created through the displacement and disruption of many individuals and

4. Jennifer Rigby, "What is an Interpretive Master Plan Worth?" *American Trails*, (accessed June 15, 2016), http://www.americantrails.org.

5. Richard M. Kohen and Kim E. Sikoryak, "A Framework for Exploring Meaning," in *Meaningful Interpretation: How to Connect Hearts and Minds to Places, Objects, and Other Resources*, edited by David L. Larsen (Eastern National, 2003).

Looking in a southerly direction across Prairie Line tracks, showing multiple railroad company tracks. The joint Northern Pacific and Great Northern tracks are at left. Beginning of CMStP&P-Northern Pacific Commerce St. trackage. July 1929. Courtesy Interstate Commerce Commission.

Looking south along Commerce St. tracks, showing crossing of South 21st St. June 1928. Courtesy Interstate Commerce Commission.

communities, Shenandoah National Park is an outstanding example of how people collectively struggle to balance the rights of individuals with the needs of society as a whole."[6]

For specific significance statements for the Prairie Line Trail, see the "Overall Interpretive Strategy" section in chapter 4, "Interpretive Direction."

Interpretive Themes

A key component of any interpretive plan is the themes. The National Park Service describes interpretive themes as:

> *Ways of organizing a site's or region's stories to communicate important messages about the place and what it means to people. Stories connect people to each other, their families, their communities, and the landscape. Themes connect the past to the present and reveal something about the future. They embody and reinforce the sense of place that makes an area special. Themes and stories are truly at the heart of interpretation.*[7]

Themes state the significance of the place, what happened, and why it is important. Themes go further than simply stating the facts about a place, but articulate its continuing relevance. Interpretive themes should be thought-provoking. Key goals and characteristics of interpretive themes include:[8]

- They are based on the significance statement(s) for the place or resource.
- Best expressed in a single sentence, but not as a topic.[9]
- Bring a range of stories together under a focused message
- They incorporate universal concepts to provide meaning to a broad and diverse range of people by linking a tangible resource to intangible meanings.

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6. Chesapeake Bay Office, National Park Service, "Interpretive Planning Tools for Heritage Areas, Historic Trails and Gateways," (July 2010), 27.

7. Chesapeake Bay Office, National Park Service, "Interpretive Planning Tools for Heritage Areas, Historic Trails and Gateways," (July 2010).

8. Summarized from David L. Larsen's "Interpretive Themes" from the National Park Service's Interpretive Development Program and Kohen and Sikoryak's "A Framework for Exploring Meaning."

9. Topics are written in single or several words—archaeology, settlement, etc.—and are too ambiguous to be themes.

Contemporary views of the Prairie Line rail corridor, highlighting an elevated conveyor (upper), rail remnant (middle), and a traffic control cabinet (lower).

- Allow visitors to find their own meaning rather than being told what a resource should mean to them.
- Provide organization for interpretative approaches.

Here are a few examples of interpretive themes from other historic trails and parks:

Trail Tales, Anacortes, WA

Fidalgo Bay is part of the Puget Sound and larger Salish Sea, an international ecosystem carved into the landscape by ancient glaciers, which offers a wealth of marine habitats and biodiversity that are threatened today by many environmental challenges.[10]

Under this theme, interpretation can tell the stories of the site's geological formation, various marine habitats present in the bay, and environmental challenges.

Silverwood Lake State Recreation Area, CA

The human quest for water drew many people to the Mojave River.[11]

Under this theme, interpretation can tell the stories related to engineering efforts to use the water, native wildlife and vegetation, and the people who came to the site for water, including first peoples and homesteaders.

I&M Canal National Heritage Corridor

The I&M Canal created a "thread" that sewed together a natural passageway between Lake Michigan and the Mississippi River, making travel, trade, settlement and industry possible.[12]

Under this theme, interpretation can tell the stories of transportation in the region, from the earliest use by Native Americans to the canal's construction.

10. Betty Carteret, "Trail Tales Educational Outreach & Interpretive Plan," (Friends of Skagit Beaches and Washington State Department of Ecology, March 2012). 7.

11. Blythe Liles, "Silverwood Lake State Recreation Area Nature Center Interpretive Project Plan" (San Diego: California State Parks, April 2009), 30.

12. Canal Corridor Association, "I&M Canal National Heritage Corridor Interpretive Plan," (2005), 32.

The photographs above illustrate specific stories that can be told along the Prairie Line Trail. Stories of the Chinese labor to build the railroad, like Hai Ying Wu's "Shipment to China" (top image, courtesy The News Tribune), or beer production, (image immediately above, courtesy Tacoma Public Library).

For the specific interpretive themes for the Prairie Line Trail, see the "Interpretive Themes" in chapter 4, "Interpretive Direction."

Stories or Sub-themes

Stories can be grouped under the larger themes and provide an opportunity for the visitor to further explore the meaning of a place. For example, while one of the themes for the Prairie Line may discuss the connection between the railroad and various immigrant groups in Tacoma, the stories can explore the experiences and histories of specific immigrant groups. Stories can also provide the best starting point for interpretive approaches, allowing visitors to learn specific information within a broader context. Certain stories may lend themselves to particular interpretive approaches or services; for example, a live performance or art installation might better evoke the experience of the Chinese laborers who constructed the Prairie Line rather than a traditional plaque that simply describes their history. The "Shipment to China" art piece, designed by Hai Ying Wu and in the City of Tacoma's collection, is a powerful piece that utilizes historic materials and illustrates a unique aspect of the Chinese experience. With the addition of historic context, this piece could be an example of how to tell a specific story within the overarching narrative of the Prairie Line.

Potential Audience

A critical component to successfully implement interpretation is understanding the potential audience. Who will be visiting and using the Prairie Line Trail? Who is already using the completed portion of the Prairie Line Trail (UWT Station)? What new audiences should the trail try to reach?

Interpretive efforts need to take into consideration the various user groups who will interact with the trail. Tourists and vacationers will use and think about the PLT differently than local residents and UWT students, faculty, and staff. Public and stakeholder input has made it clear that the PLT and its interpretive efforts must be multi-generational, reaching young children, teens, adults, and seniors. The project team used an online community survey to gain insight from potential users, but only a limited number of young adults and teens responded to the online survey compared to adults and seniors. The survey respondents were also largely white. The city and stakeholders should actively work to try to reach a more diverse population (e.g., younger generations, range of races and ethnicities) to ensure the interpretive efforts of the PLT reaches a broad audience.

October 5, 2016, Downtown: On the Go! walking tour related to the Prairie Line Trail. Attendees are standing outside of Union Depot. Courtesy Downtown: On the Go!

View of the completed UWT portion of the Prairie Line Trail.

Currently, the only functioning portion of the Prairie Line Trail is through the UWT campus. The city and stakeholders for the Prairie Line Trail can speculate about the potential audience, but will not know how the trail is used until construction is complete. Consider working with the UWT to perform visitor studies once the second segment of the trail is complete and open to the public. These studies can be formal, informal, or a mix of the two to calculate average visitation and types of visitors.

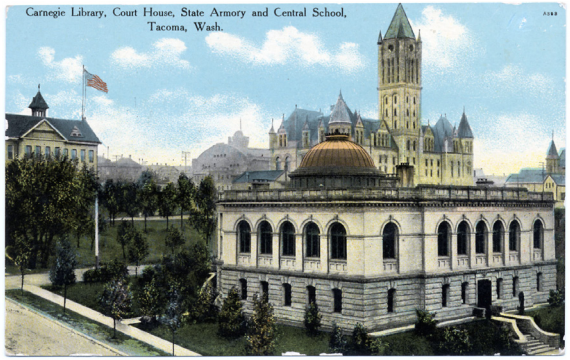
Accessibility

Accessibility is also an important element for interpretation and one necessary to consider when thinking about the potential audience for the Prairie Line Trail. According to the National Center on Accessibility, accessibility in relation to interpretation means both physical access and program access. The first, physical access, relates to how individuals can get to and through the site and how that is handled during construction. The second, program access, relates specifically to interpretation access: "Program access means that each service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities."[13] Regulations for program access are found in Section 504 of the Rehabilitation Act and Title II of the Americans with Disabilities Act.[14] This may mean including a variety of media (audio and visual), being mindful of the font and typeface used for text, and considering the height of signage to ensure accessibility for all. Most importantly, though, the program (which includes all the interpretive efforts) should provide "equal opportunity" to use and enjoy the site, in an integrated setting "that will facilitate interaction between people with disabilities and people without disabilities."[15]

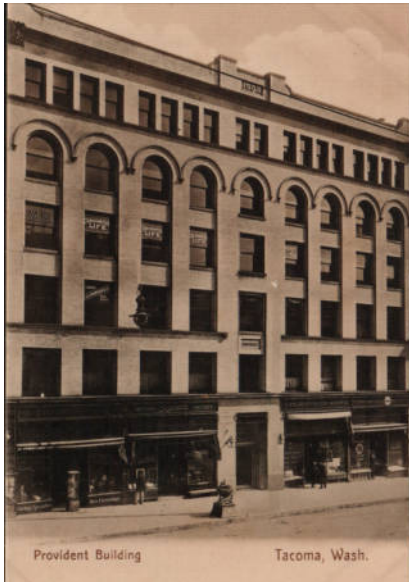
13. National Center on Accessibility, "ADA Approved and Other Accessible Product Myths: Choosing Products to Improve Access at Your Parks & Facilities," *National Center on Accessibility*, August 2, 2010, http://www.ncaonline.org/resources/articles/ada_approved.shtml (accessed October 24, 2016).

14. Jennifer Skulski and Gary Robb, "Program Access: Beyond Bricks and Mortar," *National Center on Accessibility*, January 13, 2006, http://www.ncaonline.org/resources/articles/program-access.shtml (accessed October 24, 2016).

15. Skulski and Robb, "Program Access: Beyond Bricks and Mortar."



The Tacoma Public Library's Northwest Room is located in the Carnegie Building (the original portion of the library). Courtesy Tacoma Public Library, NWRPC-7.



The Tacoma Historical Society is located within the historic Provident Building. Courtesy Tacoma Public Library, MAGDEN-102.

Interpretive Collections

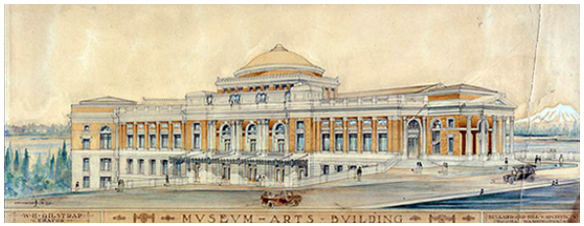
There are a number of interpretive collections related to the Prairie Line rail corridor's history. As part of this project, Artifacts compiled a reference archive, which includes relevant historic photographs, maps, ephemera, and oral history interviews. This reference archive was created in Microsoft Excel and contains a thumbnail image for each item, descriptive information, the name of the repository which holds the item, and contact information for use rights. It is Artifacts' hope that this archive is a helpful starting point for the artists and designers creating installations as part of this project, as well as future projects. However, the reference archive is only a sampling of the information available and includes items from a variety of repositories. The following is a list of key repositories:

Local Resources (Tacoma)

Tacoma Public Library, Northwest Room (www.tacomalibrary.org/northwest-room/). The Northwest Room contains a significant collection of historic materials related to Tacoma and Pierce County. The collection includes volumes of historic newspapers, subject-based clippings files, a vast image archive, historic maps, and the online Tacoma-Pierce County Building Index.

Tacoma Historical Society (www.tacomahistory.org/). The Tacoma Historical Society maintains a collection related to Tacoma's history, from the time Nicholas Delin established his sawmill in 1852 to the present day. The collection includes artifacts, objects, paintings, photos, books, maps, documents, letters, and manuscripts.

University of Washington Tacoma, Tacoma Community History Project (http://content.lib.washington.edu/tacomacommweb/). The Tacoma Community History Project gathers oral histories from students participating in Professor Michael Honey's course. These projects include the actual oral history interview and overview essays, placing the interview within the larger historic context of Tacoma and South Puget Sound. These interviews cover significant local individuals, organizations, churches, labor unions, military institutions, neighborhoods, ethnic communities, and businesses.



The Washington State Historical Society's research center is located on Stadium Way. Architectural rendering of the historic building, courtesy Washington State Historical Society.

The Wing Luke Museum of the Asian Pacific American Experience is located in the renovated East Kong Yick Building in Seattle's International District. Courtesy of the Wing Luke Museum

State and Regional Resources

Washington State Historical Society (www.washingtonhistory.org). The Washington State Historical Society has a large collection of artifacts, manuscripts, maps, ephemera, photographs, and books related to Washington state history. The historical society manages the Washington State History Museum.

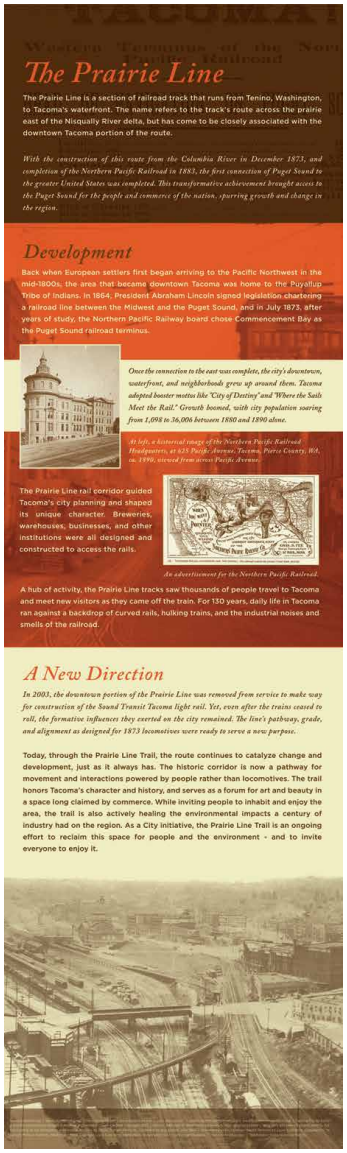
Washington State Digital Archives (www.digitalarchives.wa.gov/). The Washington State Archives has a significant collection of digitized records from state and local agencies. These materials include agency reports and publications; birth, naturalization, marriage, death, and cemetery records; corporation records; court cases; land and property records; and photographs.

University of Washington, Special Collections (www.lib.washington.edu/specialcollections/research). The Special Collections is the University of Washington Libraries' resource for rare and archival material. The UW Special Collections contains books and periodicals, photographs, archival and manuscript materials, architectural records, maps, moving images, and funeral home records.

Densho Digital Archive (www.densho.org). The Densho Digital Archive, an online resource, has a significant collection of primary source materials that document the Japanese American experience. These materials include oral histories, government reports and communications, personal letters and diaries, photographs, and even artwork.

Wing Luke Museum of the Asian Pacific American Experience (www.wingluke.org). The Wing Luke Museum is a National Park Service Affiliated Area and a Smithsonian Affiliate. The Wing houses books, periodicals, oral and video histories, photographs, historic documents, and artifacts related to the history, culture, and art of Asian Pacific Americans.

Pacific Northwest Railroad Archive, Jim Fredrickson Collection (www.pnrarchive.org). Located in Burien, Washington, the Pacific Northwest Railroad Archive has an extensive collection of materials related to the history of the railroad in the Pacific Northwest. One of the collections the archive maintains is materials compiled by railroad photographer and historian Jim Fredrickson.



Examples of signs to orient and educate visitors to the Prairie Line Trail. Courtesy the City of Tacoma.

National Resources

Library of Congress (www.loc.gov). The Library of Congress is the largest library in the world and the main research arm of the U.S. Congress. The Library of Congress contains millions of books, recordings, photographs, drawings, newspapers, maps, and manuscripts.

Interstate Commerce Commission (www.archives.gov/research/guide-fed-records/groups/134.html). The records of the Interstate Commerce Commission are held by the National Archives. The Interstate Commerce Commission was a federal regulatory agency overseeing transportation. It was formed in 1897 to regulate the rates and practices of the railroads.

Visitor Orientation

In the "Potential Audience" section we identified who the city and stakeholders envisioned as visitors to the trail. This section will now discuss the visitor orientation of the trail and how they will access the trail.

The Prairie Line Trail is located within a dynamic area within the city of Tacoma. The trail has the potential to draw in a large audience due to its proximity to high quality museums, UWT, and the burgeoning brewery district. Once construction is completed on the trail, there will be numerous access points to the former rail corridor. There are clear end points to the trail, but the site is highly permeable with many access points.

Branded signage will be present at major intersections for the trail, specifically at the north end of the 17th Street and Pacific Avenue intersection, and at Dock Street below the 15th Street flyover. This is part of the construction package, but will complement the interpretive efforts from this project. At the 17th Street and Pacific Avenue gateway, a large "Prairie Line Trail" weathered steel sign with an integrated planter will welcome visitors to that portion of the trail. On the north side of the sign, a wayfinding map and interpretive text will alert visitors to their location on the trail and highlight the trail's significance. Furthermore, sandblasted panels will be laid into the trail with brief and interesting interpretive text. The gateway entry at Dock Street will also feature signs with wayfinding and interpretive text to orient visitors. Directional signage will be present throughout the trail to help visitors as well as interpretive panels with historic photographs and text highlighting the rail corridor's history.

Washington State History Museum. Courtesy UWT.

Tacoma Art Museum. Courtesy TAM.

Associated Interpretive Facilities

The Prairie Line Trail will benefit from its proximity to several premier museums and research institutions. A key element to successful tourism is to create links between attractions. The PLT will not only function as its own attraction but will be able to serve as link between many other cultural and interpretive facilities in Tacoma. Interpretive facilities adjacent or close to the PLT include:

Washington State History Museum (1911 Pacific Avenue). The Washington State History Museum is an excellent place for visitors to the PLT to expand upon their knowledge of the Prairie Line and Tacoma's history within the context of Washington state history. The design of the museum building, constructed in 1996, even references the arched facades of the adjacent Union Depot.

Tacoma Art Museum (1701 Pacific Avenue). The Tacoma Art Museum (TAM) emphasizes art and artists from the Northwest. TAM's modern buildings provide a great contrast with the neighboring historic structures and its newest wing, constructed in 2014, was designed to reference elements of the city's history, including the railroad. The use of art on the PLT provides a great connection with TAM.

Tacoma Historical Society (919 Pacific Avenue). The Tacoma Historical Society, although a few blocks north of the PLT, has many collections and exhibits that relate to the history of the rail corridor and the surrounding city. The historical society also hosts walking tours, a perfect fit for the pedestrian-friendly PLT.

University of Washington Tacoma (1900 Commerce Street). The University of Washington Tacoma owns a portion of the PLT and the design and use of the city-owned portions of the PLT are intended to work in conjunction with PLT-UWT Station.

Children's Museum of Tacoma (1501 Pacific Avenue). The Children's Museum of Tacoma is located immediately adjacent to the PLT. While the museum's focus is children and the power of play, its proximity to the trail offers an important opportunity for multi-generational use of the trail.

Foss Waterway Seaport (705 Dock Street). The Foss Waterway Seaport celebrates Tacoma's rich maritime heritage and is located a historic wheat warehouse. The seaport's facility not only serves as an important center for learning about Tacoma's waterfront, but its building is a tangible connection to the city's historic shipping methods.

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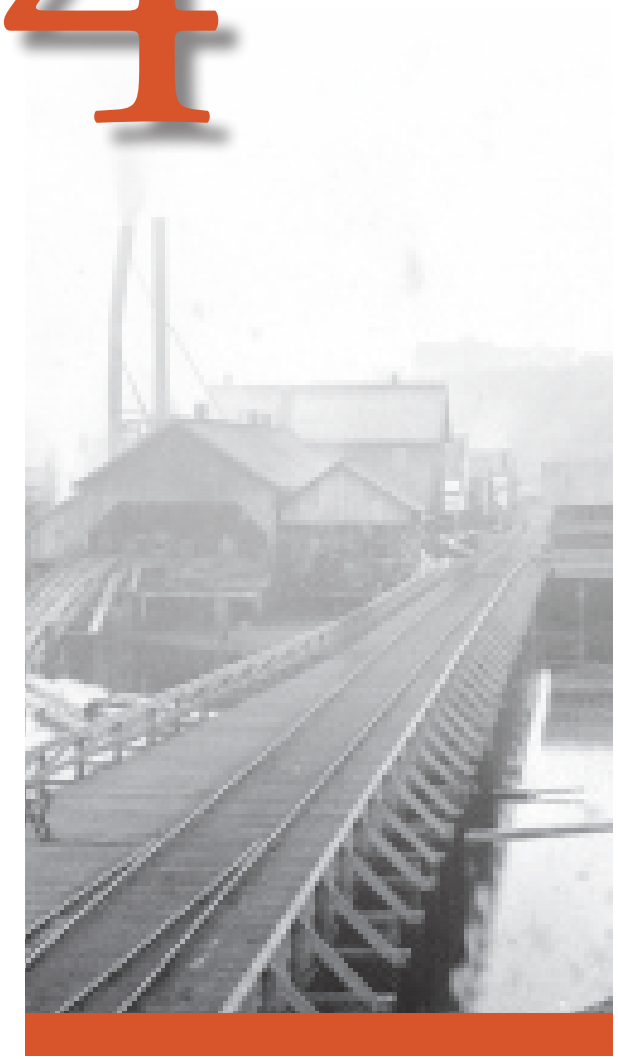
4 INTERPRETIVE DIRECTION



This chapter outlines the interpretive direction for the Prairie Line Trail and is divided into three sections: Overall Interpretive Strategy, Interpretive Themes, and Interpretive Approaches. The Overall Interpretive Strategy covers the goals set out by the City of Tacoma and the significance statement for the PLT. Interpretive Themes describes the three themes crafted for the PLT and the related sub-themes and stories. Interpretive Approaches discusses various ways to communicate these themes and stories, specifically the art installations and online content created with the funding from the Washington State 2015–2017 Heritage Capital Projects Fund.

Overall Interpretive Strategy

This chapter covers the interpretive strategy for the Prairie Line Trail. It takes into consideration the work that has already been done related to the trail—the various concepts and studies presented by the City of Tacoma, as well as the information presented on the interpretive panels that have been incorporated into the trail's design.

Interpretive and Educational Goals

Developing the vision and design for the Prairie Line Trail has taken a multi-faceted approach. This interpretive plan strives to align these varying concepts to provide a unified vision for the trail's interpretation. The "Public Art Framework for Tacoma's Prairie Line Trail" established a vision for the trail:

> *The Prairie Line Trail will be a vibrant new public space for the City of Tacoma. It will stimulate recreational activity, creative energy, and economic investment by linking downtown, the waterfront, the University, historic and cultural resources, and the Brewery District.*[1]

In the design process for the Prairie Line Trail, the City and its consultants (Place Studio and Alta Planning & Design) identified six goals: development, movement, gathering, history, culture, and nature. The goals resulted from a community stakeholder vision and went through extensive public comment.

1. City of Tacoma, Todd Bressi, and Thoughtbarn, "Public Art Framework for Tacoma's Prairie Line Trail," (2012), 9.

View looking north along Prairie Line in Tacoma.

According to the final concept design, these goals are defined as follows:

Development. Catalyze economic and neighborhood development by creating a signature public space that connects downtown districts, maintains access for adjacent properties, attracts private economic development, and harmoniously integrates with and enhances its surroundings.

Movement. Connect the Foss Waterway, downtown destinations, and regional bicycle and pedestrian networks via a safe, comfortable, and accessible multi-use pathway.

Gathering. Develop a series of attractive, safe, and meaningful open spaces that provide opportunities for the community to interact, learn, and play.

History. Respect the history of the Prairie Line, particularly the curve and grade of the tracks, and the story of its land, people, and economy through preservation and interpretation.

Culture. Integrate public art and design features that create connections to Tacoma's place, culture, environment, and history.

Nature. Integrate natural features and systems, including innovative stormwater strategies, and inspire interactions with the natural environment.[2]

These six goals are the driving force behind the Prairie Line Trail and its interpretation and align well with the guiding principles outlined in the Public Art Framework, which are: context, integrity, collaboration, and time.[3]

The stakeholders on the Prairie Line Interpretive Committee helped the project team draft a specific vision statement for the trail's interpretive efforts. This vision, which should guide all interpretive efforts, is stated as follows:

Implement engaging, equitable, and inclusive interpretation to build lasting connections between the public and the past, present, and future life of the corridor.

2. City of Tacoma, Place Studio, and Alta Planning & Design, "Prairie Line Trail: Concept Design," May 2014, p. 2.
3. City of Tacoma, Todd Bressi, Thoughtbarn, "Public Art Framework," 9.

Detail of extant Prairie Line tracks in Tacoma.

Detail of loose bolt on PLT.

Significance Statement

Significance statements are statements of factual information with context and answer two questions:

- Why is this place important?
- Why should I go there?[4]

The Prairie Line Trail is significant for a number of reasons—its unique path through the city, its connection to important elements of Tacoma's history and development. The significance statement for the Prairie Line Trail is stated as follows:

> ***The Prairie Line Trail is grounded in the history of Tacoma, the western terminus for the Northern Pacific Railroad, and serves as the intersection of ideas, cultures, people, and technology that coalesced to create the Tacoma we live in and celebrate today.***

Interpretive Themes

The following interpretive themes highlight significant elements of the Prairie Line rail corridor's history. The themes are intended to help explore the meaning of the corridor and help visitors understand its continuing relevance. We have identified three themes for the Prairie Line:

Place: Commencement Bay and Tacoma

Transportation: Moving Goods, People, and Information through Tacoma

Cultural Interaction

As a reminder, themes are more than just factual information. The National Association for Interpretation defines interpretation as "a mission-based communication process that forges emotional and intellectual connections between the interests of the audience and the meanings inherent in the resource."[5]

4. Chesapeake Bay Office, National Park Service, "Interpretive Planning Tools for Heritage Areas, Historic Trails and Gateways," 19.

5. National Association for Interpretation, Standars and Practicies for Interpretive Planning (January 2009), 2.

Ca. 1943 photograph taken by Richards Studio of Mount Rainier. Scenic view with small lake in foreground. Courtesy Tacoma Public Library, C143662.

Ca. 1943 photograph taken by Richards Studio of Mount Rainier. Scenic view with small lake in foreground. Courtesy Tacoma Public Library, C143662.

Each theme consists of a title and statement [in bold]. Text further defining the theme then follows. The sub-themes are organized in a similar way. The stories—specific pieces of information—then follow, listed beneath the related sub-theme. The stories included within this document are just the beginning and we expect that they will grow as people work with the content and more research occurs.

Theme 1: Place: Commencement Bay and Tacoma

People naturally gravitated towards Commencement Bay thanks to its navigable waters, abundance of fish, and sheer beauty.

The bay was an important fishing and harvesting location for the Puyallup, and it was a natural choice for early industry and shipping because of its deep, saltwater harbor and accessible location on the Salish Sea (Puget Sound). The bay also provides spectacular views of snow-capped Mount Tahoma (Rainier).

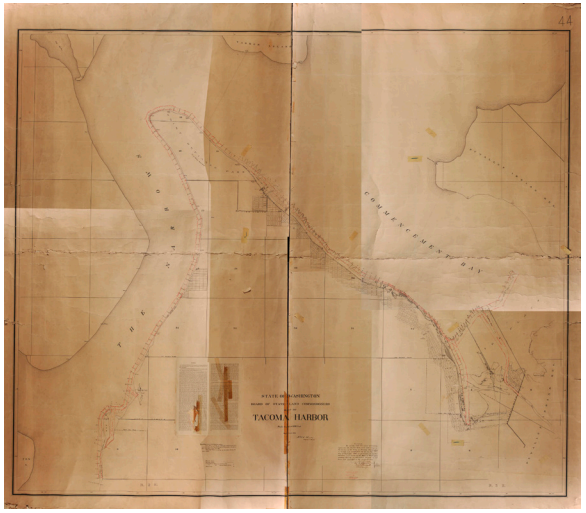
Sub-theme 1.1 The Puyallup people are stewards of this place

The Puyallup People continue to be stewards of Commencement Bay and the Puyallup Delta and seek to welcome everyone who arrives to this land. This attitude continues in spite of the loss of their ancestral land through violence and exploitation.

Stories:

- The original caretakers of this land were the Puyallup people who lived in villages from the foothills of Takoma (Mt. Rainier), along the rivers and creeks, to the shores of Puget Sound[6]
- In their Salish language, Twulshootseed a southern dialect of Lushootseed, the Puyallup people are known as the S'puyaləpabš (Spoy-all-up-obsh) which translates to the people from the bend in the river or the people from the river with many bends

6. The Puyallup content was provided by Brandon Reynon, Tribal Historic Preservation Office, and Nicole Barandon, Public Information Specialist, with the Puyallup Tribe Historic Preservation Department.



(Upper) Board of State Land Commissioners map of Tacoma harbor, May 24, 1894. Courtesy Washington State Archives, General Map Collection, 1851-2005.

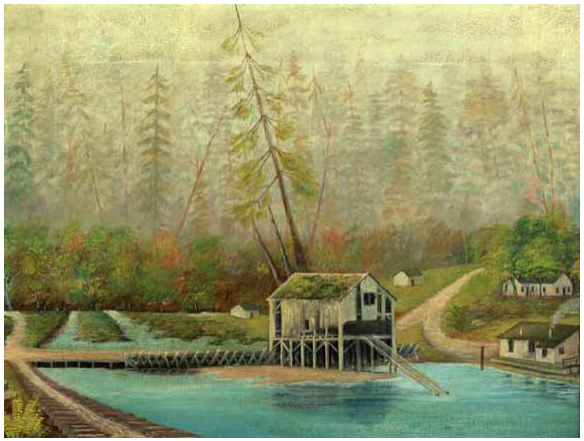
1884 Birds-eye view of Tacoma, Washington Territory. Courtesy Library of Congress.

- The main village site, near what is now the Tacoma Dome, was an intersection for many tribes
- The Puyallup people were known as the "generous and welcoming behavior to all people (friends and strangers) who enter our lands"[7]
- The Puyallup lived off the abundance of the area's resources: harvesting salmon, shellfish, roots, and berries; hunting wild game; and utilizing cedar trees to make their homes and canoes
- The Puyallup spent their days collecting, storing, and processing raw materials for use, trade, and potlatch. Master weavers processed cedar bark, cedar root, and other native plants into a variety of items. Expertly designed baskets were used for everything from cooking to harvesting clams. Animal furs were also spun into thread and woven into ornate blankets
- Potlatch was a main characteristic of traditional life that celebrated births, deaths, marriages, and other rites of passage. It was an opportunity to display wealth and status, draw together neighboring tribes, and give back to the community through feast and gifts.
- The first Euro-American habitation on Commencement Bay was by Nicholas Delin (1817-1882). Originally from Sweden, Delin established a relationship with the Puyallup Tribe and they allowed him to use the land to build a water-powered sawmill in 1852, siting it on a creek near the head of the bay, near the present-day intersection of Puyallup Avenue and Dock Street[8]
- As more nonnatives arrived,tension eventually led to the Treaty Wars, also known as the Indian Wars, of 1855-56.
- In 1854, the Treaty of Medicine Creek created a small reservation of just 1,280 acres for the Puyallup people while the U.S. received 2 million acres
- The unrest that resulted from this one-sided treaty created conflict between local Indians and the settlers who arrived to homestead, culminating in the Treaty Wars of 1855-56
- After long negotiations, the U.S. Government and Tribal leadership agreed upon a larger reservation that provided the Puyallup people access to their river and the bay. This new reservation was increased to 18,060 acres in 1857

7. Puyallup Tribe of Indians, "Puyallup Tribal History," Puyallup Tribe of Indians, http://www.puyallup-tribe.com/ourtribe/ (accessed October 25, 2016).

8. Robert Magden and A.D. Martinson, *The Working Waterfront: The Story of Tacoma's Ships and Men* (Tacoma: The International Longshoremen's and Warehousemen's Union, Local 23 of Tacoma, 1982), 2.

Undated photograph of the "British Isles" in Tacoma. Courtesy Washington State Archives, State Library Photograph Collection, 1851-1990.



Oil painting on canvas featuring the DeLin Sawmill as it appeared in 1878. Courtesy Washington State Historical Society, 1946.101.1.

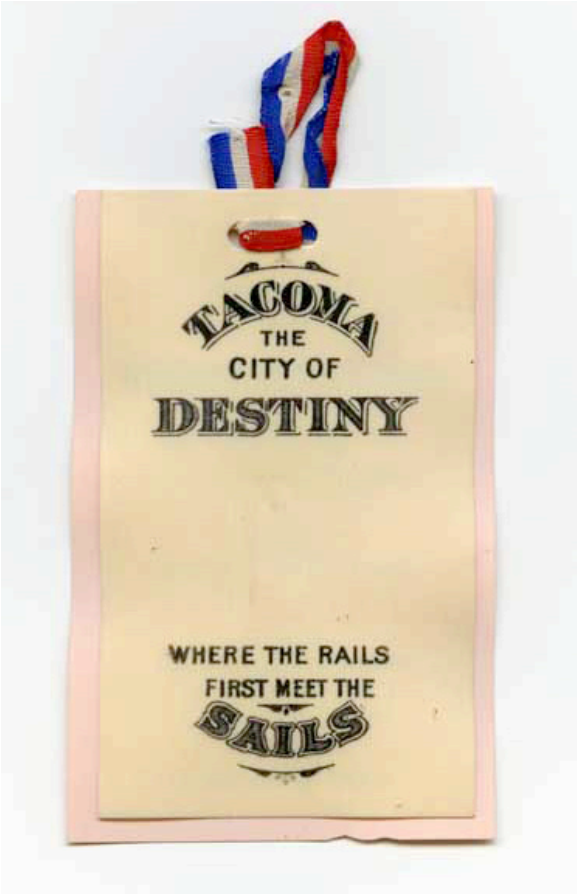
- Development pressure in Tacoma due to the arrival of the transcontinental railroad made the reservation incredibly valuable real estate
- Dawes Severalty Act of 1887 divided up reservations, shifting policy towards granting land allotments to individual tribal members
- By 1934, the reservation had decreased to 33 acres
- Puyallup Tribe held fish-ins during the 1970s to protest loss of fishing rights
- Fishing rights outlined in original Medicine Creek Treaty were upheld in a 1974 decision by U.S. District Court Judge George Boldt
- On March 25, 1990, the Puyallup Tribe of Indians formally accepted a settlement of a meager $162 million in land and economic development programs in exchange for abandoning claims to some 18,000 acres of land on their historic reservation on Commencement Bay
- The Puyallup Tribe has advocated for the cleanup of the Foss Waterway

Sub-theme 1.2: Commencement Bay's deep, saltwater harbor is an ideal location for a port

The completion of a northern transcontinental railroad connected the Great Lakes to the Puget Sound and opened up vast lands for ranching, farming, lumbering, and mining by providing shipping options for goods. The Northern Pacific wanted its western terminus located to facilitate shipping and Commencement Bay fit the bill.

Stories:

- Lieutenant Charles Wilkes of the United States Exploring Expedition gave the bay its current name in 1841
- Nicholas Delin, originally from Sweden, established a relationship with the Puyallup Tribe and they allowed him to use the land to build a water-powered sawmill in 1852, the first on the bay, near the present-day intersection of Puyallup Avenue and Dock Street, just a few blocks east of the Prairie Line
- Both Job Carr and Morton Matthew McCarver sited their settlements on Commencement Bay with the hope that the Northern Pacific Railroad would consider it a prime location for their western terminus
- In 1873, the Northern Pacific Railroad selected Tacoma, with its access to a deep harbor as its western terminus for the transcontinental railroad



1896 brochure, "Tacoma the city of destiny where the rails first meet the sails," advertisement promoting Tacoma, Pierce County, Washington as an up and coming city, published by the Washington and Alaska Grand Army of the Republic. Courtesy Washington State Historical Society, 1903.1.598.

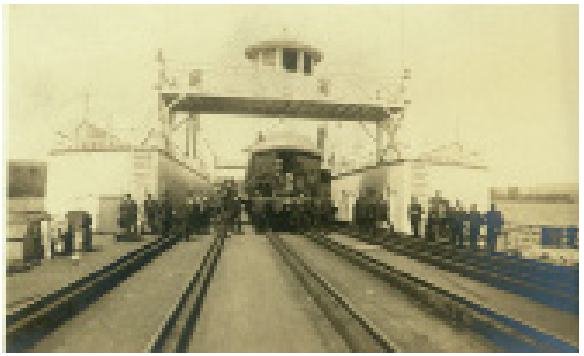
- Civic boosters formed campaigns to encourage settlement in the city of Tacoma. These campaigns referred to Tacoma as the "City of Destiny" and “Where the Sails Meet the Rails”
- Half Moon railroad yard developed along the waterfront to facilitate shipping
- The Northern Pacific Railroad developed the west bank of the City Waterway (Thea Foss Waterway) to facilitate transportation of goods between ships and railroad cars
- The completion of the Northern Pacific's Cascade Division boosted grain shipments; Tacoma shipped 4,200,000 bushels of wheat in 1892, a staggering increase from the 19,000 bushels shipped in 1885
- Tacoma became a key international shipping port; the first cargo from Asia—2 million pounds of tea—arriving from Japan aboard the *Isabella* in August 1885
- In 1900, the Northern Pacific began constructing a wharf and mile-long complex of wheat warehouses on the west bank of the waterway. These warehouses included the Balfour Dock Building, the London Dock, and the Northwestern Warehouse Company Dock
- The Port of Tacoma was established on November 5, 1918, to increase public oversight of the waterfront and loosen the railroad's hold on Tacoma's waterfront and tideflats

Sub-theme 1.3: Platting the city of Tacoma

The Northern Pacific Railroad formed the Tacoma Land Company in 1875, which began platting their town site, New Tacoma, in 1875. In laying out the city, the Tacoma Land Company had to take into consideration the steepness of the bluff, the railroad corridor, and the waterfront of Commencement Bay.

Stories:

- Charles Wright, selected by the Northern Pacific to head the Tacoma Land Company, and Charlemagne Tower were tasked with laying out the new city
- The Northern Pacific initially hired Frederick Law Olmstead to draft a preliminary study of the city. His design with curving streets and irregular shaped lots unsettled locals, leading the Northern Pacific to dismiss Olmstead in January of 1874
- Theodore Hosmer, on-site manager of the Tacoma Land Company’s affairs then hired engineer William Isaac Smith to layout the city
- The Tacoma Land Company began selling 50-foot lots on Pacific Avenue in April 1874



(Upper) Black and white, close photographic image of 10 members of a Northern Pacific Railroad crew posing by locomotive no.457 at the close end of a trestle on the Stampede Tunnel line, in either King or Kittitas County,WT, ca.1885. A Chinese man is sitting on a barrel in the front left of the groupCourtesy Washington State Historical Society, 2015.0.316. (Lower) ca. 1900 view of a Northern Pacific Railroad train at the steam ferry, Tacoma in Kalama. Courtesy Washington State Historical Society, 1967.38.1.

Theme 2: Transportation: Moving goods, people, and information through Tacoma

The Prairie Line rail corridor was key to the development and growth of Tacoma, building its status as a significant port city.

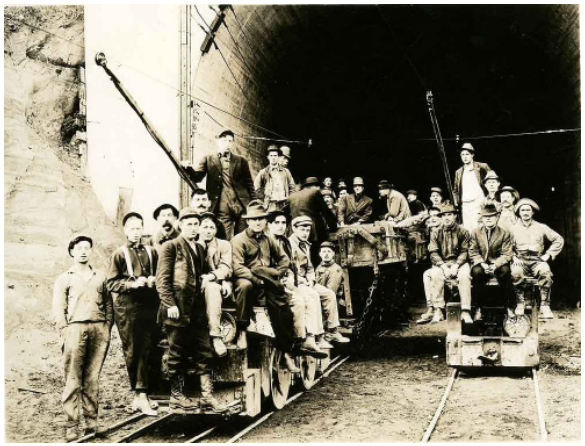
The Prairie Line arrived in Tacoma in 1873. It refers to the section of the Northern Pacific Railroad running from Tenino through Tacoma's south downtown district, so named for the "burnt prairie" through which it travels. This track connected Tacoma's saltwater harbor with the town of Kalama on the Columbia River. In 1888, however, everything changed. The Northern Pacific extended a direct route from Minnesota to Tacoma that chugged over the Cascades, ushering in an era of significant growth for the port city. The rail line brought in goods for market, people looking to settle in a new place, and even played a key role during both world wars.

Sub-theme 2.1: Construction, labor, and finances

A diverse group of laborers, including those of Chinese, Irish, and Scandinavian descent constructed the Kalama–Tacoma railroad line between the late fall and early winter of 1873 and drove the final ceremonial spike in on December 16, 1873. Regular train service began in July 1874.

Stories:

- James Boyce Montgomery received the construction contract for the rail line between Kalama and the Northern Pacific's western terminus
- A crew of 1,000 constructed the Northern Pacific's route between Kalama and Tacoma. The crew consisted of 750 Chinese workers, hired from San Francisco after the completion of the Central Pacific, and 250 white workers
- The first 25 miles of track outside of Kalama were complete by July 1871



(Upper) Ca. 1911 tinted image of the Northern Pacific Depot, Tacoma, WA, Pierce County. It is a large building with grand entryway and domed roof. Pedestrians and a horse and carriage have been drawn in. Courtesy Washington State Historical Society, C1969.36.50. (Lower) Ca. 1913 image of the Nelson Bennett Tunnel, Point Defiance, Tacoma, Pierce County, WA. The photo shows railcars on both tracks filled with men. One railcar is pulling another. Both are attached to an overhead power line. Courtesy Washington State Historical Society, 2010.0.114.

- During construction of the Cascade Branch of the Northern Pacific Railroad, laborers earned approximately $1 a day in wages
- The Northern Pacific enlisted Tacoma Contracting and Engineering, managed by Hifumi "Harry" Kumamoto, to recruit 2,000 Japanese laborers to continue construction efforts
- African-Americans, with greater mobility following the end of the Civil War (1861-1865), were also employed by the Northern Pacific Railroad and were sent to Tacoma and the west to help with construction
- During the early 1900s, three new railroads arrived in Tacoma: the Great Northern (1909), Union Pacific (1910), and the Milwaukee Railroad (1911)
- In 1909, the Northern Pacific completed its new passenger depot—Union Passenger Depot—a copper-domed beauty located on Pacific Avenue
- The Prairie Line into Tacoma had a steep grade down to the waterfront, with more than two miles at 2.2 percent grade
- The Northern Pacific decided to remedy this issue and began planning a new route into Tacoma, going around Point Defiance. The line was finished in December 1914 and featured double track
- In 1910, the City constructed the two-story Tacoma Municipal Barn at 23rd Street and South C Street to house blacksmith shop, repair, broom making, paint shop, and other services

Sub-theme 2.2: The next wave of immigration

Euro-American immigration to Commencement Bay began in the 1850s, with settlers typically traveling overland to the West by way of the Oregon Trail and then continuing northward from Portland. The arrival of the railroad, particularly the completion of the direct northern transcontinental route through the Cascades, prompted a new wave of immigration to the city and region.

Stories:

- More than half of Tacoma's residents were immigrants by the early 1900s. The largest immigrant groups in the city were from Sweden, Germany, Italy, Norway, Greece, and Croatia
- In 1890, there were approximately 500 Japanese living in Tacoma, which had a total population of just over 36,000

An African American waiter in uniform is serving customers in a Northern Pacific Railway observation car, in an unidentified location, Apr. 22, 1926. Courtesy Washington State Historical Society, 1943.42.49670.

Looking in a southerly direction across Prairie Line tracks, showing multiple railroad company tracks. The joint Northern Pacific and Great Northern tracks are at left. Beginning of CMStP&P-Northern Pacific Commerce St. trackage. July 1929. Courtesy Interstate Commerce Commission.

- After the completion of the Cascade Branch, African-Americans settled in Tacoma, working as railroad porters or in the railroad shops as well as in local hotels and boarding houses
- Early black residents included John G. Smith, a worked as a messenger and clerk for the Tacoma Lumber Company; William Eweing, a police officer; Henry and Nettie Asberry, he worked as a barber at the Tacoma Hotel and his wife was a music teacher; Frank Dishmore, initially worked for the Northern Pacific as head janitor and watchman before opening a restaurant; and Charles E. Mitchell, an employee with the Northern Pacific.

Sub-theme 2.3: The Prairie Line: An active corridor for local businesses

Brick warehouse buildings began replacing wood-frame dwellings along Pacific Avenue. These buildings backed up to the Prairie Line, allowing freight to be easily loaded and unloaded. Many of these buildings remain, and are included within the Union Depot/Warehouse Historic District and Conversation District (listed to the National Register of Historic Places and the Tacoma Register of Historic Places). These buildings housed import and export companies, dry goods merchants, and grocery wholesalers. This construction occurred in two waves, 1887–1893 and 1900–1915. A wholesaler was also called a jobber and this area began to be known as the "jobbers' district."

Stories:

- Working with the Tacoma Land Company, the Northern Pacific laid spur tracks as the jobbers' area grew to support these wholesale businesses. The first spur track cut north from 17th Street back behind the buildings on the east side of Pacific Avenue and continued across 15th Street behind the buildings on the east side of A Street. A second spur track was constructed along Commerce Street between 17th and 25th streets
- David S. Lister, Sr., founded the Tacoma Foundry and Machine Company in 1876; the site was framed by S 15th Street to the north, Pacific Avenue to the west, and the Northern Pacific rail line running diagonally on the site's east
- Key businesses included West Cost Grocery; Garretson, Woodruff and Pratt Company; F. S. Harmon Furniture Manufacturing Co.; and Lindstrom-Berg Cabinet Works
- Candy manufacturing became an important industry in the neighborhood
    - » The Wiegel Candy Company, first incorporated by brothers Andrew and John Wiegel in 1892, operated out of a storefront in south Tacoma before constructing a building at 1922 Pacific in 1904

Looking north along the Prairie Line, showing the S. 23rd St. crossing. June 1928. Courtesy Interstate Commerce Commission.

A fan of Columbia Brew, a "near beer" produced by the Columbia Brewing Company, models a suit for not-just-any occasion. Ca. 1920. Courtesy Tacoma Public Library, C87485-61.

  - » Tacoma Biscuit & Candy Co. constructed their building at 1735 Jefferson Avenue in 1904
- Just south of the jobbers' district, W. B. Bushnell started the Tacoma Ice Company (also known as the Tacoma Ice and Refrigeration Company) to manufacture and distribute ice on a site at 2602 Holgate Street.
- The St. Paul and Tacoma Lumber Company established their general store with an accompanying lumber yard and warehouse adjacent to the Prairie Line between South 21st and 23rd streets.
- The southern portion of Tacoma's Prairie Line, up the hill from bustling Pacific Avenue, hosted several breweries
  - » Diedrich Stegmann opened a brewery in 1894 at 23rd and Jefferson
  - » John D. Scholl and Anton Huth established the Puget Sound Brewery in 1888, specializing in lager-style brewing. The Puget Sound Brewery was first located at 1532 C Street before moving to the corner of Jefferson Avenue and 25th Street
  - » In 1891, Scholl and Huth, along with Peter A. Kalenborn, incorporated the Puget Sound Brewing Company with $600,000 in capital stock
  - » Huth partnered with Samuel S. Loeb of the Milwaukee Brewing Company in 1897, merging the two companies as Pacific Brewing & Malting Company at 2511-15 South Holgate Street.
  - » Columbia Brewery (Columbia Brewing Company), located at 2120-32 South C Street, was formed in 1900 by German-born Emil Kliese and William C. Klitz
  - » In 1916, the state of Washington prohibited the manufacture and sale of liquor
  - » Many saloons rebranded as soft drink parlors during prohibition
  - » In 1949, Heidelberg Brewing purchased Columbia Breweries, Inc.
- Tacoma's warehouse district declined through the late 1960s and 1970s, particularly after the completion of the first segment of Interstate 5 (I-5), which bypassed downtown Tacoma
- In 1965, the construction of the Tacoma Mall, south of the downtown business core, also shifted local shopping patterns
- As a result of this decline, downtown Tacoma, including the warehouse district, began to have a seedy reputation

Street view of Tacoma, looking south on Commerce Street. The Carleton Hotel is visible on the right. Taken on October 15, 1917. Courtesy Washington State Archives, State Library Photograph Collection, 1851-1990.

1935 view of the Griffin Fuel Co. (1910 Commerce St.). Courtesy Tacoma Public Library, TPL-1108.

Sub-theme 2.4: The Prairie Line Today— A multi-modal transportation route

The Prairie Line crosses multiple streets in Tacoma and is paralleled by Hood Street. The Prairie Line crosses Pacific Avenue at 17th Street S, a dynamic intersection which features light rail (the Link), automobile, pedestrian, and bicycle traffic. When BNSF vacated portions of the rail corridor, the University of Washington-Tacoma also began to use it as a key circulation network within its campus.

Stories:

- Hood Street parallels the Prairie Line for much the rail corridor's pathway cutting diagonally through Tacoma's south downtown
- Historically, a streetcar ran up and down Pacific Avenue, providing residents with easy transit access to the jobbers' district
- The Prairie Line serves as a significant circulation within the University of Washington Tacoma campus for faculty, staff, and students
- I-705 construction, completed in 1990, connected downtown Tacoma with I-5
- The last train rumbled over the Prairie Line tracks in Tacoma on the afternoon of March 30, 2003
- Streetcars returned to Pacific Avenue in 2003, with the completion of the Tacoma Link light rail line.

Filipino-Americans from the Puget Sound area honored Pedro G. Ramirez, newly appointed consul for the Republic of the Philippines, at a banquet held in Swiss Hall in 1943. Courtesy Tacoma Public Library, TPL-A32603.

The seventh annual spring concert of the Normanettes women's choral ensemble was given on Tuesday evening May 23, 1950 at the Tacoma Y.W.C.A. Courtesy Tacoma Public Library, Richards Studio, D50094-1.

Theme 3: Cultural Interaction

The Prairie Line was where people from various ethnic, cultural, and socioeconomic backgrounds intersected.

Numerous cultures interacted either in individuals' use of the Prairie Line or in the neighborhoods surrounding the rail corridor. When immigrants arrived in Tacoma, either via the railroad or ships, they often settled in parts of town where others with similar backgrounds already lived. Certain businesses, social clubs, and churches provided new arrivals to the city important places for belonging. The Hilltop neighborhood housed many different cultural communities, such as the Swiss, Scandinavians, Germans, Japanese, Italians, Greeks, and African-Americans. Workers employed in the warehouse district or down on the waterfront would have likely walked down the hill on a daily basis, crossing the Prairie Line, to get to their jobs.

Sub-theme 3.1: Cultural enclaves developed near the Prairie Line

As the neighborhoods around the Prairie Line grew, social, political, and religious organizations were established. Churches, social halls, and newspapers (many of which were published in the languages of their homelands) gave immigrants a taste of the familiar as they navigated their new surroundings.

Stories:

- Various societies and their halls were constructed in neighborhoods surrounding the Prairie Line, including: Swiss Hall, Normanna Hall, Germania Hall
- Swedish immigrants formed the Valhalla Society in 1884 and they constructed their own building, Valhalla Hall, in Hilltop in 1906
- Swiss immigrants established their own society, the Swiss Society, and constructed Swiss Hall in 1903.

Ca. 1938 hand tinted, close oblique angle photographic image of the Sons of Italy float in the Daffodil Festival Parade, Tacoma. Courtesy Washington State Historical Society, 1998.8.66.

A Japanese American wedding party with their many guests posed on December 6, 1925 outside the building at South 17th and Market Streets. Courtesy Tacoma Public Library, BOLAND-B13820.

- German immigrants formed the Germania Society and local architect Carl Darmer designed Germania Hall in 1889, formerly at 1308 Fawcett Avenue
- African Americans churches were established near the Prairie Line, including the Allen A.M.E. (African Methodist Episcopal) Church in 1889 and the Mission Olivet Baptist (now Bethlehem Baptist) Church in 1900
- Norwegian immigrants established the Sons of Norway in 1904 and the Daughters of Norway in 1907
- Several foreign-language newspapers, demonstrating Tacoma's diverse immigrant population, were established between 1887 and 1890, including: the *Budstikke* (Danish-Norwegian), *Tidende* (Danish), *Wacht Am Sunde* (German), and the Swedish *Folkeblad*, *Westra Posten*, and *Tribunen*
- The city's Japanese-language newspaper, *The Tacoma Japanese Times* or *Takoma Jiho*, was located just south of the Nihonmachi, at 1908 Jefferson Avenue right near the Prairie Line rail corridor and was published from ca. 1911 until 1921. Otsuka Shun'ichi served as the editor
- Italians formed the Sons of Italy Lodge in 1923, sharing space in the Scandinavian Valhalla Hall
- In 1915, Japanese immigrants formed a Buddhist church, which went on to meet in the Columbus Hotel

Sub-theme 3.2: Immigrant entrepreneurs established businesses near the Prairie Line

Businesses owned by immigrants, including grocers and cafes, were located near the Prairie Line. These businesses often catered to immigrants, serving food and selling goods connected to home.

Stories:

- Pagni and Lenti Grocery Store (1708 Pacific Avenue, ca. 1903)
- John and Bittorio Rosellini owned and operated Rosellini Bros., a grocery and wholesale liquor store, at 1523 South C Street. The brothers also operated a saloon across the street, Marconi Saloon, at 1520 S C Street
- Eagle Macaroni Company at 2505 Pacific Avenue manufactured macaroni
- G. Cinelli Company food importing business was first established at 1549 South C Street before moving in 1926 to 2132-34 Pacific Avenue, where in addition to their food import business they manufactured their own macaroni on the third floor

1885 broadside with inscription: "The Chinese Must Go!" Courtesy Washington State Historical Society. 1903.1.4.

- In the early 1890s, Kyucahi Nishii opened the Gold Café, located at 1524 Pacific Avenue, just north of where the railroad crossed Pacific Avenue at 17th Street
- Fujimatsu and Sadako Moriguchi established a store in 1928 to sell Japanese staples to Japanese laborers in the area; they named the store Uwajima-ya (1512-14 Broadway). After WWII they relocated their store to South Main Street in Seattle's International District, where it remains a key fixture in the neighborhood.
- Other key Japanese businesses near the Prairie Line rail corridor included the Asako Barber Shop (operated by Asako Mayeda) at 1552 Market Street, in the Hiroshimaya Hotel; several cafes like the Grand Café, Good East Café, and Golden Café; the Hamamoto Grocery; the Hirosihima-Ya Hotel; and the Tacoma location of Seattle's M. Furuya Co., an import-export firm

Sub-theme 3.3: Inherent prejudice against immigrants, particularly non-white immigrants, resulted in horrible actions

Fear can cause individuals and organizations to encourage and allow reprehensible policies to be enacted. The Chinese workers who helped make the Prairie Line construction—and thus, Tacoma's success—possible were seen as a threat to white workers. All Japanese, even those who were American citizens, were lumped in with the enemy when Japan bombed Pearl Harbor in 1941.

Stories:

- On November 3, 1885, a mob of armed workers marched all of Tacoma's Chinese residents, approximately 200, out of the city
- This expulsion, later referred to as the "Tacoma Method," effectively kept the Chinese out of Tacoma for the next three decades
- During WWII, all people of Japanese ancestry on the West Coast were required to move inland, an effort undertaken as a result of Executive Order 9066
- Civilian Exclusion Order No. 67 required all Japanese Americans to leave the city of Tacoma. All people of Japanese ancestry had until noon on May 18, 1942, to leave the area defined in the exclusion order.
- Tacoma's Japanese left the city from Union Station over the course of two days, May 17th and 18th, a process overseen by 100 armed soldiers.

A Link light rail car heads toward Pacific Avenue from Commerce Street in downtown Tacoma in 2015. Photograph by Drew Perine. Courtesy The News Tribune.

Sub-theme 3.4: Today, the area around the Prairie Line continues to be a cultural center for Tacoma

South downtown Tacoma has become a cultural center for Tacoma, with multiple places for learning within site of the Prairie Line Trail, if not directly on or adjacent to the trail.

Stories:

- The University of Washington Tacoma was founded in 1990 and opened its Pacific Avenue campus in 1997
- The Washington State History Museum opened in 1996
- School of the Arts (SOTA), a public high school began operating in buildings within the jobbers' district in 2001
- The Museum of Glass opened in July 2002
- The Tacoma Art Museum opened its Antoine Predoc-designed facility at the intersection of South 17th Street, Pacific Avenue, and Hood Street in 2003
- The Lushootseed Language Institute was formed as a collaboration between the Puyallup Tribe of Indians, UW Tacoma, and the Key Bank Professional Development Center to support the revitalization of the Lushootseed language
- Lushootseed is a central Salish language and the indigenous language of several American Indian tribes in Western Washington, including the Puyallup Tribe of Indians
- The Children's Museum opened at its location near the Prairie Line Trail in 2012

View to the east where 21st Street and the PLT intersect.

View to the south towards 25th Street, showing remaning railroad tracks.

Interpretive Approaches

The interpretive approaches are the varying ways information about the trail is communicated. The National Park Service's "Interpretive Planning Toolkit for Heritage Areas, Historic Trails and Gateways" identifies two modes of communication in interpretation: person-to-person and media-based services.[1]

Person-to-person services are conducted, performed, or presented to the visitor and can include lectures, demonstrations, and guided walks. Media-based services allow visitors to discover and learn information on their own and can include exhibits, audio walking tours, websites, and traditional signage.

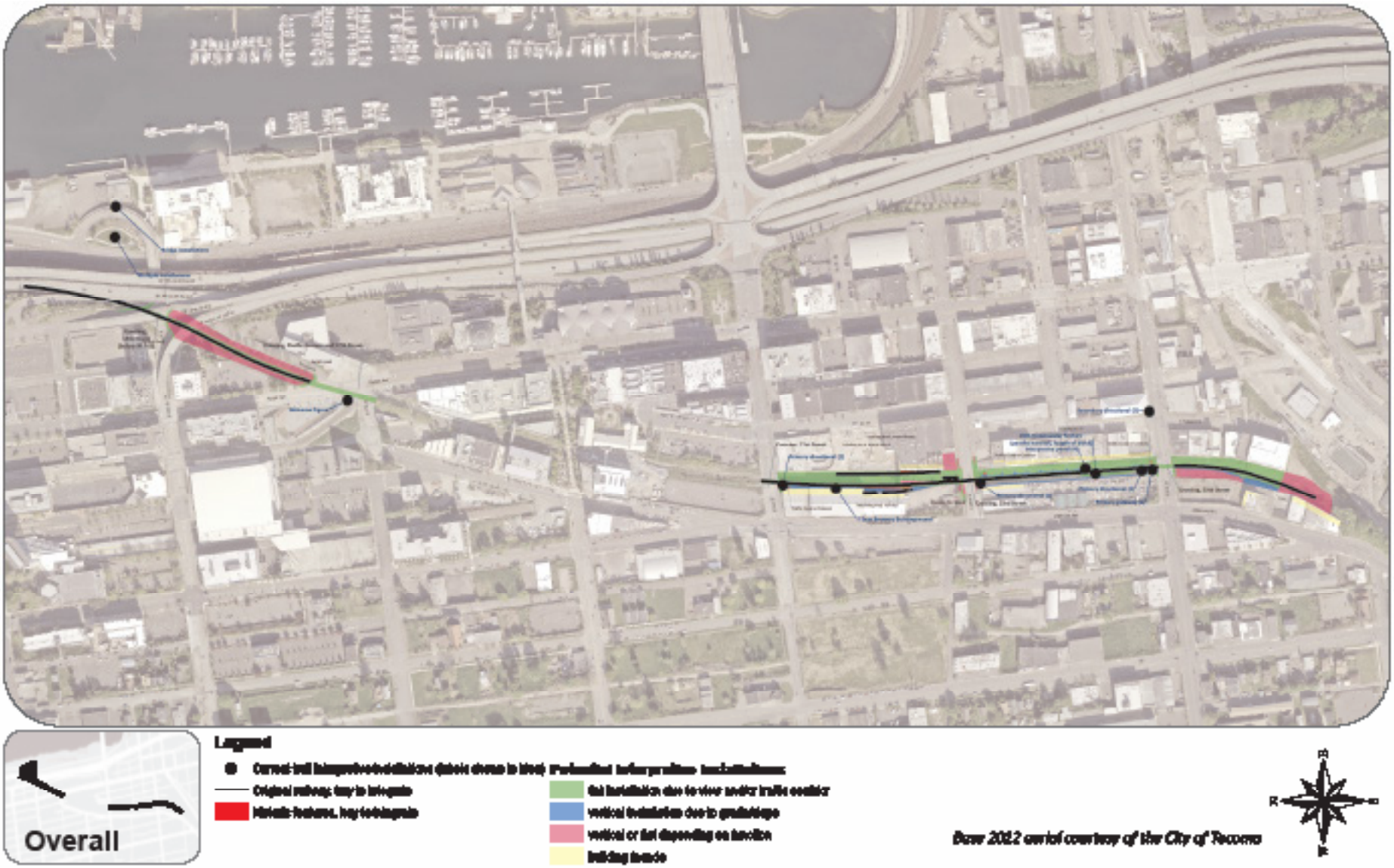
Interpretation should not merely rely on signage to convey facts and meaning to visitors, but some text is necessary. If interpretation is too abstract, visitors will leave the trail without any understanding of its significance. Using a number of interpretive approaches will allow information to reach a broad audience. Some of these approaches have already been funded and others should be considered for the future. Those approaches which are not currently funded may be excellent candidates for grant applications or collaborations with other interpretive facilities and arts, heritage, and cultural groups. The maps on pages 59 and 60 identify potential locations for these art installations and suggest a general orientation that takes grade and sightlines into consideration.

For permanent, on-site installations, the durability and maintenance of the materials used showed be carefully considered. The installations need to be easily maintained by the City of Tacoma. Installations, while not a requirement, may also utilize historic and/or salvaged materials. These materials include: existing rails, railroad remnants, and copper roof elements from the Union Depot.

Approach Locations

Artifacts looked at the various plans related to the PLT, including the "Public Art Framework" and the final design for PLT, and identified locations where installations and signage are already planned. Keeping these locations in mind, Artifacts has mapped the city-owned portions of the PLT to identify where to locate new installations.

1. Chesapeake Bay Office, National Park Service, "Interpretive Planning Tools," 37.



Map 4.1 Prairie Line Trail Interpretive Approaches

Overview map of the PLT which highlights where interpretive elements (signage and art installations) are already planned and potential locations for additional installations. Maps 4.2 - 4.5 on the following page show these locations in greater detail. The portion of the trail located within the UWT campus has been excluded since it is not part of this grant.

View of overgrown tracks on the PLT.

View towards the water from 1500 Block.

The following maps provide general guidance relative to potential interpretive installations. Development of these maps integrated the following considerations:

- Placement within and on City of Tacoma owned property.
- Locations of existing historic railway features and historic railway activity areas within the study area, since all work within the study area would be subject to design review relative to its impacts, if any, on historic features or the historic character of the study area.
- Locations of current and planned interpretive and wayfinding signage installations.
- Integration with the Prairie Line Trail Final Conceptual Design.

Potential interpretive placement locations are organized per general physical form. The specifics of any individual site (soil bearing/feature loading capacity, height and width limits, etc.) would have to be worked out directly with the City of Tacoma.

- Horizontal: these are pedestrian and/or automobile traffic locations were any features would have to integrate with the walking or driving surface.
- Vertical: these are a mix of steeply sloped and vertical sites that cannot be walked or driven on. Movement of people within the corridor will generally pass by or around these locations.
- Vertical and horizontal: these are locations that would not have automobile traffic, might have pedestrian traffic, but that flow could work around a vertical element.

Theme Analysis by Block

The following sections provides an analysis of potential interpretive themes or sub-themes to consider for each block. These are just suggestions to begin the conversation about the connection between history and place.

1500 Block: This block provides the first glimpse of the waterfront from the PLT. As a result, this block is prime for interpretation related to Theme 1 (Place), Theme 2 (Transportation), and Theme 3 (Cultural Interaction). Sub-themes that appear relevant include:

- Sub-theme 1.1: The Puyallup people are stewards of this place
- Sub-theme 1.2: Commencement Bay's deep, saltwater harbor is an ideal location for a port
- Sub-theme 2.1: Construction, labor, and finances

View to the north along the 2100 Block.

View to the north along the 2300 Block.

View to the north along the 2500 Block.

- Sub-theme 2.4: The Prairie Line Today— A multi-modal transportation route
- Sub-theme 3.1: Cultural enclaves developed near the Prairie Line

2100 Block: This block runs between a former Heidelberg brewery building (now operating as 7Seas Brewery) and a new hotel building. A few loading docks still line the rail corridor and an elevated conveyor helps the corridor maintain its industrial character. Theme 2 (Transportation) and Theme 3 (Cultural Interaction) seem well-suited for this section. Sub-themes that appear relevant include:

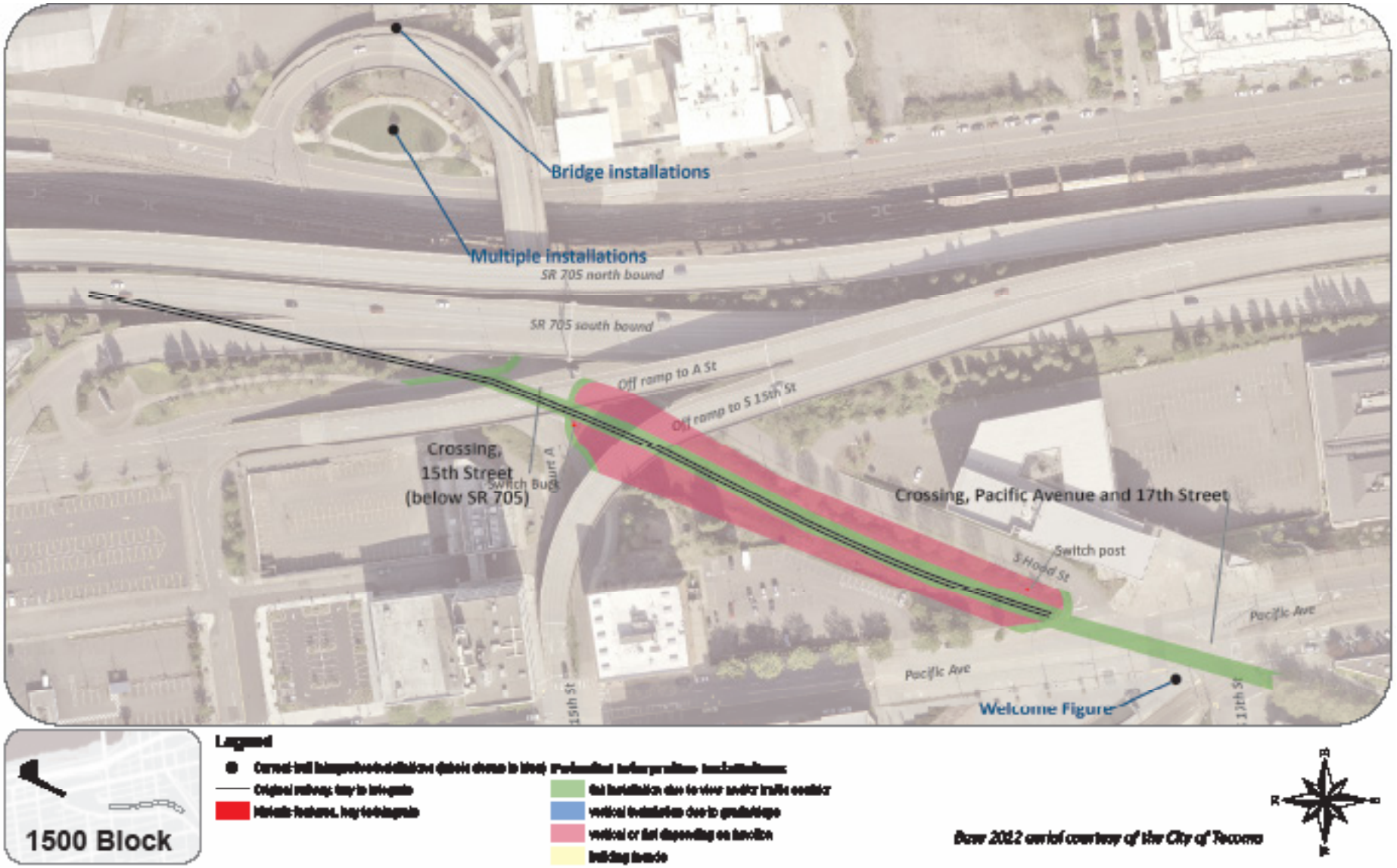
- Sub-theme 2.3: The Prairie Line: An active corridor for local businesses
- Sub-theme 3.2: Immigrant entrepreneurs established businesses near the Prairie Line

2300 Block: This block features the natural spring which the breweries historically used, and the rail corridor abuts City of Tacoma maintenance buildings. The lots lining the west side of the rail corridor on this block are largely undeveloped. Theme 1 (Place) and Theme 2 (Transportation) seem appropriate for this block. Sub-themes that appear relevant include:

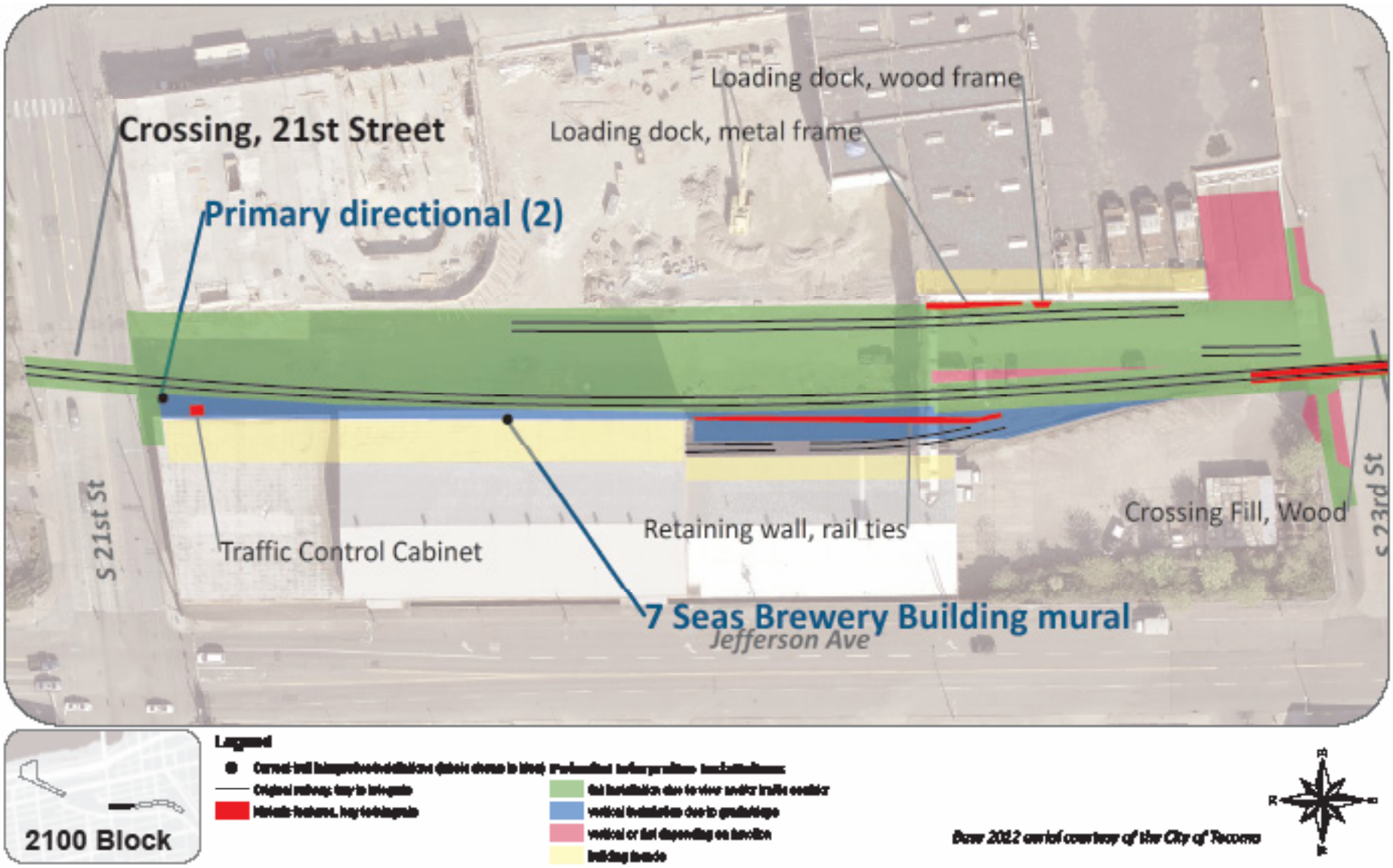
- Sub-theme 1.3: Platting the city of Tacoma
- Sub-theme 2.1: Construction, labor, and finances
- Sub-theme 2.3: The Prairie Line: An active corridor for local businesses

2500 Block: This is a shortened block and is not currently part of the trail. The rail corridor is adjacent to the NRHP-listed Puget Sound Brewing Co. and the TRHP- and NRHP-listed Tacoma Cold Storage building. Furthermore, it's at the point where the rail corridor curves to the southwest to head out of the city. Theme 2 (Transportation) seems appropriate for this block. Sub-themes that appear relevant include:

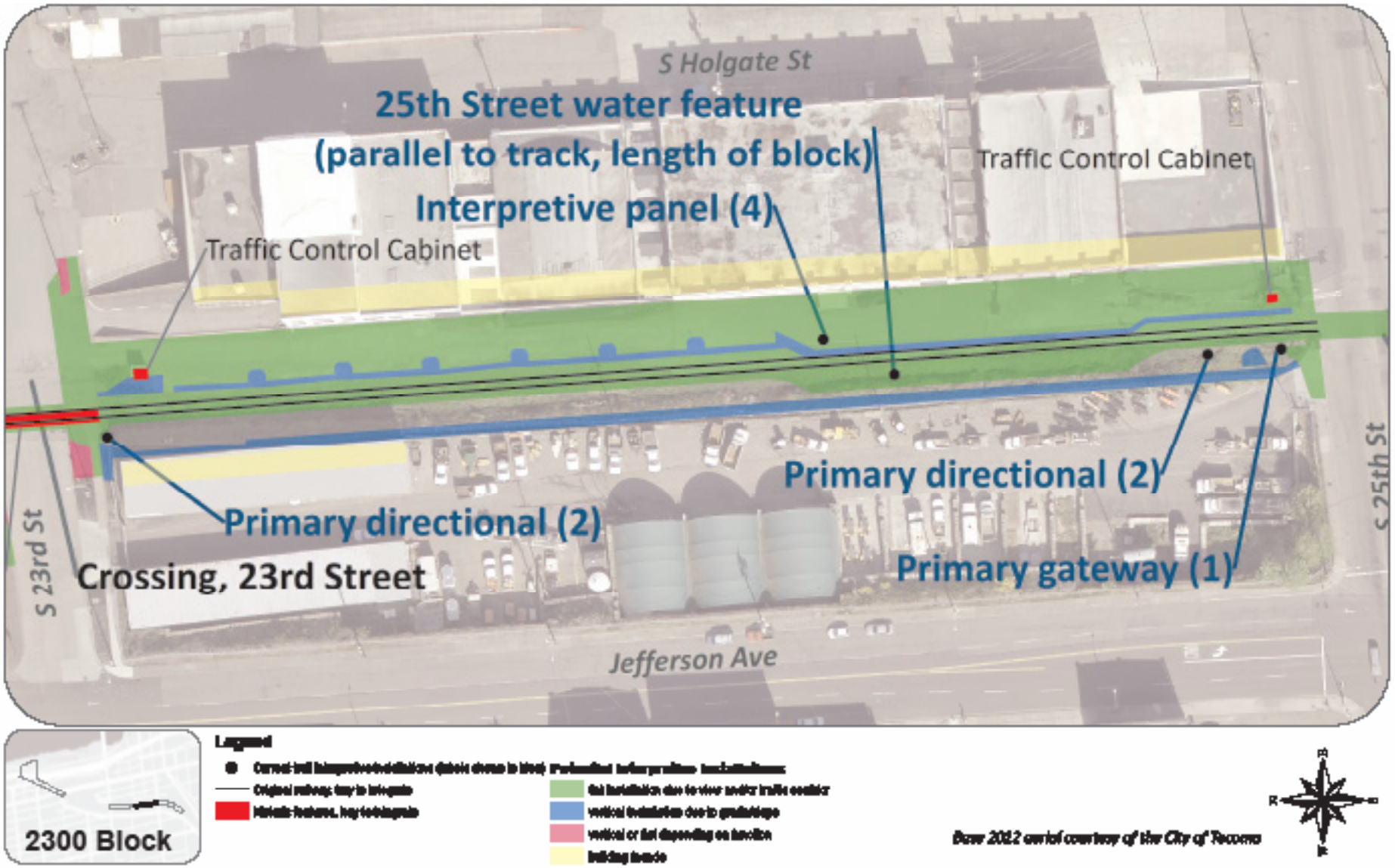
- Sub-theme 2.2: The next wave of immigration
- Sub-theme 2.3: The Prairie Line: An active corridor for local businesses



Map 4.2 Prairie Line Trail Interpretive Approaches, 15th - 17th Streets
This map provides a detail view of the city-owned portion of the PLT between 15th and 17th streets.



Map 4.3 Prairie Line Trail Interpretive Approaches, 21st - 23rd Streets
This map provides a detail view of the city-owned portion of the PLT between 21st and 23rd streets.



Map 4.4 Prairie Line Trail Interpretive Approaches, 23rd - 25th Streets
This map provides a detail view of the city-owned portion of the PLT between 23rd and 25th streets.

Map 4.5 Prairie Line Trail Interpretive Approaches, 25th Street and South
This map provides a detail view of the city-owned portion of the PLT south of 25th Street.

Welcome Figure by artist Shaun Peterson "Qwal-sius." This piece, located adjacent to the Prairie Line Trail at Pacific and 17th is an excellent example of interpretation through public art. According to the art, "The welcome figure symbolizes many things: honor to the past, present, and future as we are the ancestors of a future generation and must carry ourselves forward with that in mind." Courtesy the City of Tacoma.

Types of Approaches

The following section addresses the various types of approaches that may help provide interpretation along the PLT. Some of these appraoches are already incorporated within the trail's design, others will be funded by the Washington State Heritage Capital Projects Fund grant, and still others should be considered for future interpretive opportunities.

Public Art

Public art can be an exciting and engaging way to introduce visitors to a specific story or topic. The Association for Public Art states, "Public art is a reflection of how we see the world—the artist's response to our time and place combined with our own sense of who we are."[2] Public art is typically created in response to the site on which it's displayed and is broadly accessible. While historic artwork can provide a launching point for discussing history—as museums so successfully do—new artwork prepared within the framework of interpretation gives artists the opportunity to learn about the site and create based on the meaning they glean from research and experience. Public art can include murals, sculptures, memorials, and integrated architectural or landscape elements.[3]

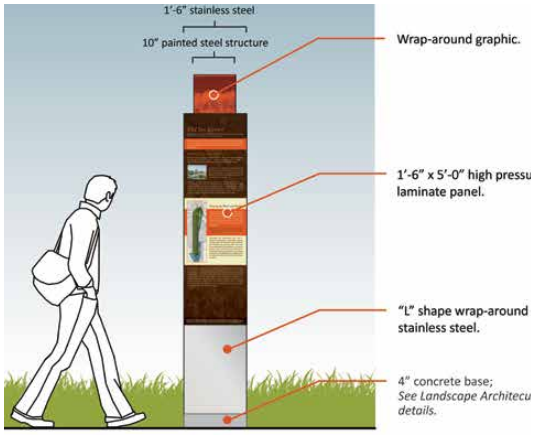
In addition to these permanent installations, public art can include what the "Public Art Framework" refers to as "urban incidents."[4] These incidents can and should be more playful, encouraging discovery for those moving along the trail. Tacoma has a rich tradition of artwork appearing in expected places, from the guerrilla-style letterpress artwork of the "Beautiful Angle" organization, which posts letterpress artwork on buildings and telephone poles throughout the city, to graffiti artwork, as seen through the recent utility box paintings and the graphic murals created by Fab-5.

As part of the Washington State 2015–2017 Heritage Capital Projects Fund, the City of Tacoma will select four artists or artist teams to design and install artwork along the city-owned portions of the PLT. These installations must reference the historic research and themes compiled for this

2. Association for Public Art, "What is public art?" Association for Public Art, http://www.associationforpublicart.org/what-is-public-art/ (accessed October 24, 2016).

3. Americans for the Arts, "Public Art 101," Americans for the Arts, http://www.americansforthearts.org/by-topic/public-art (accessed October 24, 2016).

4. City of Tacoma, Todd W. Bressi, and Thoughtbarn, "Public Art Framework," 11.



The above public art pieces were created as part of Temporal Terminus, a series of temporary art installations along the PLT, created by participants in the City's public art training program. Courtesy the City of Tacoma.

On the upper left, "Link," by Bret Lyon, Janet Marcavage, and Holly Senn. "Link" makes visible the connection between the rail lines and highlights how the Prairie Line Trail linked Tacoma to the communities of Tenino, McIntosh, Wetico, Rainier, Yelm, Roy, Hillhurst, Lakeview, and South Tacoma. Floating yellow orbs, iconic of the yellow and black railroad signs re-enacted the stops along the line that connected with these communities.

On the upper right, "Envision," by Jeremy Gregory, Diane Hansen, and Ed Kroupa. The eyes are those of Abraham Lincoln, the visionary whose dream it was to complete a transcontinental rail that would meet the Pacific.

The lower right image is a rendering of signage to be incorporated in the Prairie Line Trail. Courtesy the City of Tacoma.

project. Artists will need to articulate how their work relates to the history and themes of the PLT so that associated interpretive text can be prepared.

Signage

Interpretive panels, or signage with text and graphics, are a traditional method for communicating the history and significance of a place or event. These interpretive panels can be low-profile or upright. Interpretive panels allow visitors to quickly learn about a place and do not require other people to explain the material. Interpretive panels are not the best approach for communicating complicated stories.

The PLT incorporates interpretive text in a number of ways. The construction of the city-owned portions of the PLT have already taken into account the need for interpretation. Upright panels provide site orientation for visitors and text relaying the significance of the trail. The PLT also features sandblasted panels placed on the trail that highlight short quotes of its history.

Online Content

Websites can provide a dynamic platform for communicating the trail's history. Interpretive panels require brevity, while websites can give interested visitors an option to learn as much or as little as they'd like. A website for the PLT can provide the overarching narrative and chronology of the Prairie Line and the surrounding area, as well as allow for more in-depth storytelling. Websites can host audio and visual files, enriching the experience of trail visitors along with armchair travelers. Furthermore, the content

Photograph from Downtown on the Go's Tacoma's Cultural History Walk on June 1, 2016. Brandon Reynon, Puyallup Tribe Historic Preservation Officer and Archaeologist, led the walk and shared about tribal history in downtown Tacoma. Courtesy Downtown on the Go.

on a website is not permanent in the same way as interpretive panels. Information can be added or updated over time and even refreshed as technology changes.

As part of the Washington State 2015–2017 Heritage Capital Projects Fund, the City of Tacoma will select a graphic/web designer to design an interactive website for the PLT.

Public Amenities

Interpretation can also be incorporated into public amenities available on the trail. These amenities can include benches, drinking fountains, or bike racks. Care has to be taken so they are well integrated within the trail's design and do not litter the landscape with unnecessary features.

The PLT design already takes into account public amenities, incorporating natural features and benches throughout the trail.

Walking Tours, Talks, Lectures

Walking tours and lectures can create an engaging experience for both individual and groups of visitors. With a guided tour or lecture, visitors can learn from and ask questions of an interpreter or docent. These interactive programs also provide the opportunity to add new stories or utilize a unique or lesser-told perspective. However, formal interpretive programs require trained volunteers and staff.[5] Printed or online walking tours enable visitors to learn and explore at their leisure; however, they can feel impersonal, and require someone's time and expertise to write and design the tour.

Walking tours provide an opportunity for collaboration between the various museums, the UWT, and the city, and they already occur on the PLT. The interpretive themes laid out in this document and the historic context prepared as part of the historic resource survey should be excellent resources for future tours and lectures.

5. Ron Thomson and Marilyn Harper, Telling the Stories: Planning Effective Interpretive Programs for Properties Listed in the National Register of Historic Places (Washington, D.C.: U.S. Department of the Interior, National Park Service, 2000), 24.

Example of volunteer in period costume at Fort Nisqually in Point Defiance Park. Courtesy MetroParks Tacoma.

Live Performance

Live performances can include theatrical acts and/or history demonstrations. These types of presentations bring emotion and passion into the narrative, as actors give voice to significant individuals and act out important events.[6] Performances like these require careful research to ensure the script is both accurate and engaging. There are places along the PLT where small shows could be staged, such as at Tollefson Plaza, or they could occur in partnership with adjacent facilities. This can also include what the "Public Art Framework" describes as "urban theatre." Urban theatre projects are event-style projects, like projections, dances, or performances. They can be formal or informal and an occur anywhere on teh trail. The "Public Art Framework"

Curriculum

Curriculum can serve as an important connection between the classroom and significant places and allow history to reach a younger audience. Successful curriculum programs require coordination with the school district and local teachers.[7] The PLT's proximity to other interpretive facilities makes it an easy addition to field trips already used by school groups. The City could commission its own curriculum materials or collaborate with other museums to incorporate Prairie Line-related information into existing materials.

Oral Histories

Oral histories can be a meaningful way to gather history about a place or event. These accounts can help "fill in the gaps" and offer unique perspectives that may not be recorded in the traditional written record. Interview subjects can tell their story, in their own words. Oral histories also allow the historian to ask the questions they want to know the answers to rather than relying on the information they can find through research. Interpretive efforts along the PLT can make use of oral history collections already in place, particularly the UWT Community History Project and (once they are available) the Japanese Language School oral histories. Oral histories may be an excellent way to flesh out stories related to the Prairie Line that are not well-documented or well understood.

6. Thomson and Harper, Telling the Stories, 28.
7. Ibid.

5 RECOMMENDATIONS

The following chapter contains recommendations compiled by Artifacts Consulting and the City of Tacoma to help the interpretive efforts on the Prairie Line be dynamic and successful. The following should be considered:

- Curation Strategy
- Avenues for Future Research
- Buildings Along the PLT
- Funding Strategy

Curation Strategy

All public art installed on the PLT must go through processes established by the City of Tacoma Arts Commission to ensure the work meets specific standards. The City of Tacoma, perhaps in conjunction with the Landmarks Preservation Commission, should consider establishing a curation strategy for interpretation along the PLT for similar reasons, specifically for permanent installations. This should not discourage informal or community-activated interpretive efforts, such as walking tours and performances. However, such a plan could help filter what is installed along the trail to ensure quality. This does not necessarily need to be a formal plan, but could be a set of guidelines created to help review of permanent installations along the trail. This could also include a list of priority opportunities for additional interpretive efforts, such as specific stories or types of interpretation.

Avenues for Future Research

Significant research has been done along the Prairie Line Trail, both in previous efforts as well as in the preparation of this interpretive plan. However, these research efforts have not been exhaustive and there is always more information to learn. Additional research to better understand how women interacted with the Prairie Line would be an excellent opportunity for future research. Also, connecting in with the UWT Community History Project could help document lesser known stories along the former rail corridor. Furthermore, it is valuable to remember that time and history continue to march onward. Events that may seem unimportant now may be revealed as significant in the future.

Elevated conveyor on the PLT.

Buildings Along the PLT

Much of the Prairie Line Trail passes through the Union Depot-Warehouse Historic District and Conservation District. These locally listed landmark and conservation districts require design review, either administratively by the City of Tacoma Historic Preservation Office or by the Tacoma Landmarks Preservation Commission, to protect the historic character of these significant places. Listing the historic rail corridor on the Tacoma Register of Historic Places would protect the Prairie Line Trail from potentially adverse alterations, but would not extend any review to the adjacent buildings. The City of Tacoma could consider extending the boundaries of the conservation district to help protect the area surrounding the trail, which enhance the character of the rail corridor. This recommendation is addressed in further detail in the "Prairie Line Rail Corridor | Historic Assessment Report" available as Appendix E.

Funding Strategy

This plan is to guide interpretation efforts into the future and just the framework for the first steps. Funding is essential for continued projects along the PLT. The success of urban trail projects across the country provides models for the PLT for long-term management and financial stability. In most instances, public/private (non-profit) partnerships are successfully meeting the programming, maintenance, and management needs of linear parks. In addition to strong partnerships, a dedicated source of public financial support appears to be a crucial element. For Atlanta's Beltline Trail, that support comes from a tax increment financing district. Other communities use taxing models appropriate to their jurisdictions. New York's High Line, however, is largely funded (98%) by private donations, even while the City retains ownership of the park. An active "friends" group raises funding, and assumes responsibility for programming and curation of art while the City retains ownership and assumes basic maintenance duties.

Along the PLT, the Friends of the Prairie Line Trail appear poised and ready to launch private fundraising activities, particularly through their relationship with the Foothills Rails-to-Trails Coalition. They can attract individual donors and foundations, as well as public sector grants, such as the Washington State-sponsored Building for the Arts, and the Capital Fund for Washington's Heritage. Cooperative partnerships with institutions like UWT and the museums along the PLT will enhance funding proposals amongst local, regional, and even national funders.

Examples of buildings along the PLT that are outside of the conservation district.

A potential public funding vehicle to be considered is the newly-created Cultural Access Fund. Passed by the legislature in 2015 (SHB 2263), this legislation allows a county, or contiguous counties, to create a Cultural Access Program (CAP) with the approval of voters for a new tax. The revenue provides funding for educational and cultural organizations in the jurisdiction. The tax may be 0.1% sales or the equivalent property tax. If a county chooses not to develop a CAP, any city within that county may implement the program within their boundaries. Funds may be used to improve access to cultural opportunities, to support basic operations, to expand programming or to develop capital projects (except in King County). Many Tacoma institutions could participate in the program.

Other potential dedicated funding opportunities should be investigated to determine feasibility.

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6 REFERENCES

This chapter includes the bibliography for the document as well as the reference archive. The bibliography lists primary and secondary resources cited in the interpretive plan. The reference archive is organized by repository and includes a thumbnail image for each item.

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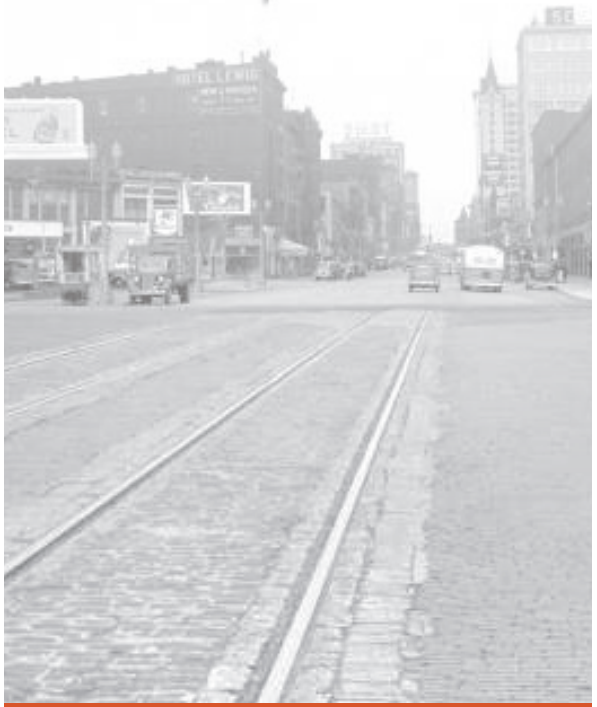
Reference Archive

Historic images were collected from the following repositories and were organized within a Microsoft Excel spreadsheet. The spreadsheet is included in its entirety in Appendix F: Prairie Line Trail Reference Archive. Copies of the images will be provided to the City of Tacoma Historic Preservation Office.

- Densho Digital Archive
- Interstate Commerce Commission
- Library of Congress
- Pacific Northwest Railroad Archive, Jim Fredrickson Collection
- Tacoma Public Library, Northwest Room, Image Archives
- University of Washington, Special Collections and Digital Archives
- Washington State Archives
- Washington State Historical Society, Collections Catalog (online)
- Wing Luke Museum

APPENDICES



The following appendices contain information relevant to the interpretive plan.

- Appendix A: Prairie Line Trail Interpretive Committee Meeting Agendas and Minutes
  - » July 18, 2016 - Agenda
  - » September 20, 2016 - Agenda and Minutes
  - » October 18, 2016 - Agenda and Minutes
  - » November 15, 2016 - Agenda and Minutes
  - » December 6, 2016 - Agenda and Minutes
- Appendix B: Community Survey Questions and Responses
- Appendix C: Public Art Framework for Tacoma's Prairie Line Trail
- Appendix D: Final Design, Prairie Line Trail
- Appendix E: Prairie Line Rail Corridor | Historic Assessment Report
- Appendix F: Prairie Line Trail Reference Archive

Appendix A: Prairie Line Trail Interpretive Committee Meeting Agendas and Minutes

Prairie Line Trail Interpretation Project
Stakeholder Committee Meeting
July 19, 2016 @ 9:30AM

Agenda

I.	**Introductions**		**10 minutes**
	a. Prairie Line Trail Project Team		
	b. Committee Members		
II.	**Project Background**		**15 minutes**
	a. City of Tacoma Involvement	Elliott Barnett	
	b. History of the Prairie Line	Michael Sullivan	
III.	**Role of Art in Prairie Line Trail**	Amy McBride	**10 minutes**
IV.	**Project Schedule**	Elliott Barnett	**5 minutes**
V.	**Role of the Stakeholder Committee**	Elliott Barnett	**10 minutes**
VI.	**Proposed Regular Meetings & Wrap-up**		
	a. Every third Tuesday of the month:		

August 16th
September 20th
October 18th
November 15th
December 20th

Prairie Line Trail Interpretation Project
Stakeholder Committee Meeting
September 20, 2016 @ 10:00AM

Agenda

I.	**Introductions**		**5 minutes**
	a. Katie Chase, Artifacts Inc.		
	b. Any new Committee Members since last meeting		
II.	**Project Update**		**35 minutes**
	a. Project status & timeline	*Elliott Barnett*	
	b. Overview of deliverables	*Katie Chase*	
	c. Interpretation methodology	*Katie Chase*	
	d. Themes approach	*Katie Chase*	
	e. Engagement update & oral histories	*Katie Chase*	
III.	**Art on Prairie Line Trail**	*Lauren Hoogkamer*	**10 minutes**
	a. Briefly review Call for Artists draft		
IV.	**Next Stakeholder Meeting & Wrap-up**		**5 minutes**
	a. Tuesday, October 18th: 7 Seas Brewing at 9:30AM		

Prairie Line Trail Interpretation Project
Stakeholder Committee Meeting
September 20, 2016

Elliott Barnett reviewed the schedule. He noted that Task 2: Interpretation Strategy and Artist Selection would take place over the next few months. For Task 3, Mr. Barnett reported that they would have teams selected to work on concepts and designs with input from the broader stakeholder group. Fabrication and installation would occur between April and June 2017.

Stakeholders provided the following questions and comments:

- What is the scope of Phase 1? Mr. Barnett responded that it included the City segments of the trail, including the section being discussed and the Brewery section
- What is the schedule on that section? Mr. Barnett responded that work is imminent and they have received bids from contractors.
- Will it be done by next April for installation? Mr. Barnett responded that he couldn't say for certain.
- Will the interpretive installation near the rail be completed as the trail is built on this side? Mr. Barnett responded that it would be nice if they can synch up, and that they'll have to make sure that they don't interfere with each other.
- Would any installations be completed in the Brewery District section if the trail isn't completed? Mr. Barnett responded that people are accessing the space already and the installations could help people to vision the trail.

Katie Chase discussed the deliverables being handled by Artifacts Inc. She reported the first deliverable would be the Historic Resources Assessment. Ms. Chase reported that Artifacts Inc. had already physically recorded the remnants of the rail and that the report would lay out the project background. The bulk of the survey report was the historic context and they would be following the standards of previous work that they had done. Part of that was establishing the significance based on the criteria of the National Register of Historic Places. They had evaluated the district based on criteria A through D and were still crafting the narrative based on the survey report. The second part of the historic context was the chronological history.

The Interpretive Plan was discussed. Ms. Chase reported that the survey report would inform the interpretive plan, which is where the stakeholder input is needed. They had done a synopsis/framework on how the trail connects to the history of the City. The second chapter of the report would cover each development period with a one paragraph summary. Chapter 3 would get into the current interpretative status. They would talk about the potential audience and provide a reference archive for artists. They would also talk about how the trail interacts with nearby resources like museums. Chapter 4 would cover the interpretive direction including the overall interpretive strategy.

Stakeholders provided the following questions and comments:

- When will the field survey report be completed? Ms. Chase responded that the historic context portion would be completed in October, before the next stakeholder meeting.
- Who else is working on it? Ms. Chase responded that several others at the Artifacts Inc. office were providing support.
- Would interpretive approaches be divided only between things like art, signs, or electronic displays? Ms. Chase responded that for this grant, the interpretive outcomes are the art installations and the interactive website. It was also part of the plan that the document can be used for interpretive efforts going forward. They would set specific requirements for which approach would be used for the installations. Mr. Barnett added that the text and signage would be included as standard since they didn't want art to just stand alone without interpretation.
- Can you speak about the approval process for how this gets vetted? Ms. Chase responded that it was something that they would be seeking feedback from the group on, noting that there will also be approval through the Council process in the city.
- Milton Tremblay, University of Washington Tacoma, reported discussion of getting the Friends of the Prairie Line Trail Group back together to work closely with events staff to coordinate events on the trail. He added they were not organized officially and the first task would be to get the bylaws in place. The purpose of the group would be to coordinate events that happen and act as docents for the trail. Mr. Tremblay commented that they wanted to be affiliated with the Foothills Trail Group. He announced that Evergreen Trails would be holding their annual conference a week from Thursday at Phillip Hall. A tour of the University section of the trail would occur before the conference. Mr. Barnett commented that having a group associate with the trail long term to advocate for the concept of the entire trail is a good idea.

Ms. Chase discussed the interpretation methodology. She reviewed that there was a hierarchy of looking at the interpretation. She commented that she would look at movement and interpretation to consider themes and ensure that they aren't missing any stories. The stories would be ready before the draft was released.

Stakeholders provided the following comments and questions.

- I love the idea that the stories will define the themes. The trick is not creating an authoritative choice. Themes about equality and power would allow for some interpretation. It's important both to not tell people what to think while also considering things that people don't want to talk about, where explaining things to people might be necessary.
- One thing I didn't see in here is the word "interaction". Is there anything in the Call to Artists to encourage an interactive piece? Ms. Hoogkamer responded that the media piece would be somewhat interactive. There would be things that could be engaged with physically like benches.
- It's important to have tangible interactive pieces rather than just media.
- I was curious about the results of a survey with 5 to 7 themes that was meant to establish the hierarchy of topics to discuss. Ms. Hoogkamer responded that the different themes were changing to become more connected, which will eliminate the need for ranking.
- I would very much advocate for playful/safe sculptures along this section to appeal to children.
- Is there room in the budget for something, not technically art, but an artistically designed play structure?

- Why not have something like an artifact area where they can discover artifacts, similar to a museum in Oregon with a sandbox where children can find dinosaur bones? Mr. Barnett responded that some things, like an actual play structure, might be outside of the project scope.
- Can you ask for clarification on how the grant can be used? Mr. Barnett responded that it was a foundation and the framework is there so it can continue to be added to and grow. He added that they should be thinking about the long term vision, but also the first steps.
- The deliverables need to be 5 to 7 installations but there are 4 opportunities budgeted? Ms. Hoogkamer responded that some of the opportunities might include multiple pieces.
- Are the installations off to the side of the trail and have the site locations been planned out already? Mr. Barnett responded that they were still determining the opportunities for where the artwork would be located, and would be presenting a map once they had been determined.
- Marketing is important and children are half of your market. Why can't one of the four installations be focused on children? Since if you can get kids down there you will bring down the parents as well.
- Olympia has a boardwalk with art installations that are not interactive so you don't see families down there very often.

Ms. Hoogkamer reported that at the next meeting Amy McBride, the Arts Administrator, would be present to discuss the art and the contracts/development process with the artists. She added that the Community and Economic Development Arts Program would be administering the grant. She commented that the Call for Art would go out on the 26th. By November 7th they would have the applications and would conduct interviews with the artists. The artists chosen would come to the Stakeholder Group and would create proposals, which would be presented to the Stakeholder Group and the Landmarks and Arts Commissions.

- Do you plan to hold a public meeting to engage the community? Mr. Barnett responded that they had held one meeting and had discussed having another in the future. The Commission meetings would also be open to the public. They would also work to engage students of the UWT's Urban Studies program.
- How does the Interpretive Plan work with the Landscape Plan? Mr. Barnett responded that the Landscape Plan had been completed for sections of the trail. The overall design themes and objectives had been laid out.
- Concerning the 15th Street flyover portion, it's very important to the Foss Waterway that it be considered a portion of the trail. The flyover is the connector. Have they thought about how it would be incorporated? Mr. Barnett responded that they do not have a mandate to discuss the basic design features of the trail. He encouraged everyone to focus on the historic interpretation aspect. He noted that the map doesn't show the flyover portion, but that it was included as part of the project area. They also needed to consider that there are other art installations, current or planned, along the corridor including one planned for the 15th Street flyover.
- Are there any plans for the sky bridge in the Brewery District? Mr. Barnett responded that they needed find out what the status is as to whether it's staying or going away.

The next meeting was discussed.

Prairie Line Trail Interpretation Project
Stakeholder Committee Meeting
October 18, 2016 @ 9:30AM

Agenda

I. Introductions — **5 minutes**
a. Any new Committee Members since last meeting

II. Project Update — **25 minutes**
a. Construction timeline (Segment I) — *Elliott Barnett*
b. Interpretive Plan & Themes — *Katie Chase*
c. Engagement update & oral histories — *Katie Chase*

III. Art on Prairie Line Trail — *Amy McBride* — **30 minutes**
a. Call to Artists & Selection Process

IV. Next Stakeholder Meeting & Wrap-up — **5 minutes**
a. November 15th, Washington State History Museum
   i. Time TBD

Prairie Line Trail stakeholder meeting

October 18, 2016

I. Introductions/Welcome

II. Project Update

a. Construction Timeline (Segment I)

Elliott Barnett noted that the construction of the waterfront section of the trail was underway and that they would get as far as they can before the end of the construction window in November before resuming in March/April 2017. He reviewed that the deliverables included the historic survey being worked on by Ms. Pratt and a map showing features and characteristics which had completed its first draft. The work on the historic survey would continue through September. The interpretive strategy was the other main task that would be discussed today. He noted that the call to art was out and that they would discuss the selection process. Lauren Hoogkamer would discuss the web component. Mr. Barnett suggested the Committee consider if selecting a chair for the group would be helpful. If there were no objections they would send out an email with more information.

b. Interpretive Plan & Themes

Ms. Pratt reviewed the packet that had been sent out, recommending that they refresh themselves on the interpretive themes. The interpretive themes document was a draft with context still being worked on. They had identified three themes with subthemes and stories, looking for connections and patterns in the stories. The themes were meant to provide a guiding vision on the trail and engage people's interest, to help them think about why the trail is significant. She asked for feedback on the draft and if there were any missing stories or unclear connections.

The first theme was place. Ms. Pratt commented that in interpretation it is important to consider why this place can tell a specific story. A subtheme would focus on the Puyallup people, Ms. Pratt noting that she had met with someone in the Puyallup tribe who had suggested incorporating their language into the website. They would also touch on the homestead plan that never was and the salt water harbor.

The second theme was transportation. They would talk about more than rail but also the different businesses along the trail. A subtheme would be the construction of the railroad. The next subtheme is the immigration that happened after the rail arrived. The theme would also talk about Tacoma's growth as a city and the growth of business. The next subtheme would talk about the trail today, focusing on the different modes of transportation on and across the trail.

The third theme is cultural interaction. The first subtheme would focus on the cultural enclaves that developed along the trail. It would also connect with the businesses that were established as well. The final subtheme theme would focus on the area remaining a cultural center today.

Mr. Tremblay noted that one thing that was missing was candy manufacturing which had been a big part of the manufacturing in the area. He suggested that it would be interesting to know why the industry died out: as a result of the advent of air conditioning. There was also a story about the Harmon company itself which had started the 32mm manufacturing technique.

There was a question as to whether there would be a place where people could submit their own stories of the trail's history. Ms. Pratt commented that it was important that the plan be ongoing and that people can continue to add stories to it.

Mike commented that he hoped that one goal would be to draw in people who are only using the trail and not as much interested in the history. He suggested teasing people with an interesting fact that encourages them to read more. He emphasized the importance that it be accessible. Ms. Pratt commented that it was something that would be something that they would relate to the artists. Part of the interpretive plan would be thinking about potential audiences and who is likely to be using the trail, so they can have a variety of things that catch people's interests.

There was a question as to how the presentation would be distributed among the different vehicles of presentation: the signage, art, and the website. Mr. Barnett responded that the signage would not try to tell the entire story. It would be more engaging to have some information that provides a window into the stories being examined by the art installations. The art would be there to tell the stories, and with around five art installations, the challenge was in choosing stories and concepts that engage with people in different ways. Art would be the most visible piece on the physical landscape.

There was a question as to how many of the themes would actually be presented. Mr. Barnett responded that the themes were just a way of approaching information and hopefully the art could touch on more than one theme.

c. Engagement update & oral histories.

III. Art on Prairie Line Trail

a. Call to Artists & Selection Process

It was noted that in engaging the artists they might want to approach the themes in non-linear way and allow the artists to bring their own thoughts to the table. They would be looking to hire four different artists to process what needs to happen and submit concepts and proposals. It was noted that they rarely do direct proposals because they want to evolve the concepts together with the artist. Each opportunity would be for 55,000 dollars and it would be open only to applicants living in the northwest. They would seek to represent diverse voices and histories. The process of the artist selection committee was reviewed. It was noted that the subcommittee would select the finalists. When the artists were selected they would be presented to the Stakeholder Committee along with the proposed projects for discussion and input.

The copywriting would be provided for the artists to ensure a consistent voice across the board. It would also be important to allow the artists to work together so that they could have synergy amongst themselves. It was suggested that the art use available historic materials.

It was asked if digital projected images would be a possibility. It was noted that it could be. Mike suggested that the eastern face of the 7 Seas Brewery building would be available for a projected image or a mural.

Ms. Pratt noted that the artists would need to articulate how their installations fit with the history of the area. It was noted that strong public artists typically specialize in telling a story or narrative.

In the call to art, artists were encouraged to represent less told stories along the trail. It was noted that they also needed the mainstream history on the trail, because it was the story of Tacoma. It was noted that there would be a signage package detailing the main story of the trail. Concern was expressed that there was nothing detailing the economic benefit of the railroad for the area. Mr. Barnett commented that he saw the public art approaching the history from different perspectives and considering the nuances of the history. He commented that they wanted to tell interesting stories that round out the picture.

It was noted that they would need to spend more time discussing the signage as a topic for the next meeting.

b. Web content RFP

Ms. Hoogkamer commented that they didn't want the website to be just text and photos, but to be engaging for different audiences. They would be presenting the website at the next meeting. It was suggested that it would be important to keep the website relatable and allow people to add content such as people adding their own stories of the trail's history. The City Historic Preservation Office would be responsible for managing the webpage going forward.

Concern was expressed that the 15th street flyover was going to be an empty part of the trail and they would need to help it flow. It was noted that there is an opportunity to do something where people can view the passing trains. It was noted that they need some transitional things (art, signage) at the Foss Waterway. Currently the north section is not well developed, but development may be come. It was noted that they have an artist that would be doing something on the overpass down to the water. There would be a massive sign as part of the package at the bottom of the ramp.

IV. Next Stakeholder Meeting & Wrap-up

Ms. Hoogkamer noted that the next meeting would be at the State History Museum. They would send out an email with the signage packet, the call to art, and the information on the Chair position.

The meeting adjourned at 10:49am.

Prairie Line Trail Interpretation Project
Stakeholder Committee Meeting
October 18, 2016 @ 9:30AM

Agenda

I. Introductions — **5 minutes**
- a. Any new Committee Members since last meeting

II. Project Update — **25 minutes**
- a. Construction timeline (Segment I) — *Elliott Barnett*
- b. Interpretive Plan & Themes — *Katie Chase*
- c. Engagement update & oral histories — *Katie Chase*

III. Art on Prairie Line Trail — *Amy McBride* — **30 minutes**
- a. Call to Artists & Selection Process

IV. Next Stakeholder Meeting & Wrap-up — **5 minutes**
- a. November 15th, Washington State History Museum
  - i. Time TBD

Prairie Line Trail Interpretation Project
Stakeholder Committee Meeting
November 15, 2016 @ 9:30AM

Agenda

I. Introductions **5 minutes**
- a. Welcome and announcements
- b. Chair

II. Project Update **30 minutes**
- a. Drafted documents from Katie Chase *Spencer Howard*
  - **i.** Discuss and provide input

III. Art on Prairie Line Trail Update *Rebecca Solverson* **5 minutes**

IV. Next Stakeholder Meeting & Wrap-up **5 minutes**
- a. Tuesday, December 6th: UWT's Carlton Center Conference Room 401 at 9:30AM

Prairie Line Trail Interpretation Project
Stakeholder Committee Meeting
November 15, 2016 9:30 a.m.

The meeting began at 9:34 a.m.

I. Introductions
- a. Any new Committee Members since last meeting
- b. Chair: Kristina Walker

Ms. Walker and Committee members introduced themselves.

II. Project Update
- a. Web RFP/Project Status

Ms. Hoogkamer commented that the draft would be completed by the end of November and the RFP would be sent out in December. She noted that they had the interpretive plan and would have the cultural assessment document at the next meeting.

- b. Drafted documents from Katie Chase

Mr. Howard reviewed that they saw the interpretive plan as a manual for how they view the art side of the project. He noted that they had some questions on the vision and would be discussing chapters 4 and 5. They wanted changes or suggestions by Friday November 18, so that it could be sent out to the artists.

Mr. Howard discussed Chapter 4, the overall interpretive strategy. He reviewed that the significance statement was a summary of the overall significance of the corridor. On the approach locations, they looked at the existing proposed art/signage/trail design and made some recommendations for general locations for artwork. He noted that they had flat items for level terrain and vertical items for steep slopes. This info would be relevant for artists and the committee in considering locations.

Mr. Howard reviewed the interpretive and education goals: development, movement, gathering, history, culture, and nature. The significance statement was reviewed. Mr. Howard reviewed that there were three main interpretive themes, with subthemes supported by stories. The themes were unlikely to change, but subthemes were likely to change and stories would continue to populate in the future. He reviewed the three themes and the subthemes for each. The three themes were: Place, Transportation, and Cultural Interaction. Mr. Howard added that they would like to identify any additional stories that would be important to build that list. Mr. Howard requested that they send the stories to any stakeholders or groups that had not been contacted yet for their input.

There was a comment that the funding sources would allow time for due diligence. Mr. Howard commented that they would clarify that the document was organic and would change.

There was some discussion of stories recommended for inclusion.

There was a request that the documents be sent to more groups such as the Asian Pacific Cultural Center. Committee members were encouraged to send the chapter 4 out to interested parties. Ms. Hoogkamer commented that she would include it in an email sent out the following day.

Mr. Howard commented that they also needed input on the interpretive approaches, specifically the approach locations and the types of approaches. He asked if there were any recommened approaches that were not already included. He reviewed that the approaches already in the draft included public art, signage, online art, public amenities (benches, shelters), walking tours, talks, lectures, live performance, and curriculum (field trips). Ms. Hoogkamer commented that one thing they had not had time to include was identifying people with direct connections to events to share their stories.

There was a question as to whether the website would be mobile friendly. Ms. Hoogkamer responded that it would be and they would hope to include some additional features such as GIS implementation, photos, and stories. The website would grow over time.

Mr. Howard commented that if there was owner interest, they could potentially use building facades as a host site for interpretive projects. Ms. Solverson explained that it could be done through a 5 year easement, but they would want to make sure that the art could be up there potentially longer.

Chapter 5 was discussed. Mr. Howard reviewed that the curation strategy was set, but the avenues for future research, buildings along the trail, and funding strategy focused on how to make it an ongoing effort for new materials, participation, and additional art. He welcomed any suggestions to encourage that continued participation. Mr. Barnett commented that he wanted to make sure that the plan was clear that this was a starting point. Ms. Solverson added that it was also a continuation of work that had already been done.

Mr. Howard provided some questions for feedback on what the vision is for the interpretive project. He reviewed that the interpretive project's vision would guide the artists during the introductory meeting. Committee members concurred that the vision should be ongoing; that the art should relate to multiple types of viewers; be engaging and interactive; and contribute to a welcoming environment. Mr. Howard asked if there was anything else that should be included. There was a recommendation to include the word equity. There was a recommendation to simplify language and that interpretation should inspire connections. Mr. Howard reviewed the purpose of the vision statement in focusing the discussion of the interpretive project. Mr. Runion recommended the following as the vision statement: "To evoke an emotional response via art; to display an equitable inclusive representation of the history of the corridor." Discussion ensued, refining the language of the vision statement.

III. Art on Prairie Line Trail Update

Ms. Solverson noted that they had opened the call for art up for an additional week. The extension was open only to the training group to encourage more local artists. She reviewed that the initial call had been open to people from the northwest. Most of the applicants had been from the NW, but they did not have as much diversity as they had hoped. There was concurrence for opening the call to artists more broadly. The end date would be the following Monday at midnight. Discussion ensued on the timeline. Ms. Solverson suggested that she could extend to November the 28th.

IV. Chair Comments

a. Friends of the Prairie Line Trail

Ms. Walker commented that they were working to get the Friends of the Prairie Line Trail organization back up and running under the Foothills Rails to Trails Coalition. They were looking for people interested in developing the board and having a core group of people willing to meet regularly and be a central place for groups looking to use the trail for activities. The group would also market the trail and be docents for the trail.

V. Housekeeping Announcements/Next Stakeholder Meetings

a. Tuesday, December 6th. UWT's Carlton Center Conference Room 401 at 9:30AM
b. Tuesday, January 17th. Tacoma Municipal Building Conference Room 248 at 9:30AM

The meeting adjourned at 10:50 a.m.

Prairie Line Trail Interpretation Project
Stakeholder Committee Meeting
December 6, 2016 @ 9:30AM

Agenda

I. Introductions **5 minutes**
a. Any new Committee Members since last meeting
b. Chair: Kristina Walker, opening remarks

II. Project Update **30 minutes**
a. Web RFP/Project Status *Lauren Hoogkamer*
b. Drafted documents *Katie Chase*
   i. Review of content

III. Art on Prairie Line Trail Update *Rebecca Solverson* **5 minutes**

IV. Chair Comments *Kristina Walker* **10 minutes**
a. Friends of the Prairie Line Trail

V. Housekeeping Announcements/Next Stakeholder Meetings **5 minutes**
a. Tuesday, January 17th: Tacoma Municipal Building Conference Room 248 at 9:30AM
b. Happy Holidays!

Prairie Line Trail Interpretation Project
Stakeholder Committee Meeting
December 6, 2016 9:30 a.m.

The meeting began at 9:35 a.m.

I. Introductions
- a. Any new Committee Members since last meeting
- b. Chair: Kristina Walker

Ms. Walker reviewed that they would be wrapping up this section of the project and moving on to the next phase. Committee members introduced themselves.

II. Project Update
- a. Web RFP/ Project Status

Lauren Hoogkamer reviewed that the RFP has gone to purchasing and would hopefully be out in the next few weeks. She noted that the purpose of the RFP is to create and design the website, not to provide content. It was noted that the budget for the website was up to $50,0000.

Katie Pratt reviewed that at the previous meeting they had worked through a vision statement for the plan. She reviewed the group vision statement and the revisions that had been made to it. It would be incorporated into the interpretive plan

b. Drafted Documents
- i. Review of Content.

Ms. Pratt reported that the most recent document received by committee members was the draft report. She noted that they were still working on the Puyallup portion of the document. She reviewed the results from the survey work which had found that the corridor was eligible for multiple historic registers. She discussed possibly amending one of the existing districts to include the corridor. It was noted that a potential designation would go beyond the city owned portions and also include portions on private property. She discussed the potential period of significance for submission to the registry. Discussion ensued on the process of getting a place on the register.

Ms. Pratt commented that the goal was to have both documents ready by the end of the year. She noted that they were under contact through June 2017. Ms. Pratt added that they were also creating a spreadsheet of photos for the artists to use for content.

Committee members were encouraged to send any suggestions or changes to the document by the end of the next week. Mr. Tremblay requested that for any historic designations they involve the private

property owners, commenting that it was important that they don't inhibit private development. Ms. Walker recommended that the considerations be noted.

III. Art on Prairie Line Trail Update

Rebecca Solverson reported that there had been 40 applicants including additional local artists. She noted that several committee members were on the selection panel. She reviewed that they would be reviewing the folios on Thursday and conducting a site visit with the finalists later in December to help them understand the project. Ms. Solverson reported that they would select 6-8 artists to interview, conduct a site visit, and choose four artists from the eight in January. The work of the four artists would be presented at the next meeting. They would do an orientation with all of the artists, which would be a half-day session including review of the interpretive plan. She added that money had been set aside so that they could do the installation directly. She reviewed that in addition to the four projects selected, there would also be a fifth: a bronze sculpture set in an antique railroad truck titled *Shipment to China* which had been made originally for the Chinese Reconciliation Park. Ms. Hoogkamer reviewed that they had met with the Chinese Reconciliation group about possible locations and the details of the installation. Money had been set aside for creating the space around the piece and for refurbishing it for outdoor conditions, and for smoothing the install of the other pieces.

There was a question as to whether anyone present was involved in the construction of the trail. Mr. Barnett noted that Chris Storey of Public Works was involved. There was a request to have him present at a future meeting to discuss construction

IV. Chair Comments

a. Friends of the Prairie Line Trail

Kristina Walker reviewed that she and Milton Tremblay would be getting the Friends of the Prairie Line Trail group back together. The first meeting would be December 15 at 1pm at the Downtown on the Go office to discuss details the bylaws of the group. Ms. Walker reported that they would be a subset of the Foothills Rails to Trails project, functioning independently. She reviewed that their goal would be to support and highlight the trail.

Ms. Walker noted that the Water Flume Line Trail had been completed. Ms. Walker commented that it was a beautiful space, separated from the cars. She added that the Prairie Line Trail would eventually connect to it.

Ms. Walker requested committee members consider the following requests after the meeting:

1. Distribute the Web RFP.
2. Share any connections to Chinese artists who might help with the installation of *Shipment to China*
3. Provide any final comments for the draft.
4. Consider becoming involved in the Friends of the Prairie Line Trail group.

V. Housekeeping Announcements/ Next Stakeholder Meetings

a. Tuesday, January 17th. Tacoma Municipal Building Conference Room 248

The meeting adjourned at 10:22 a.m.

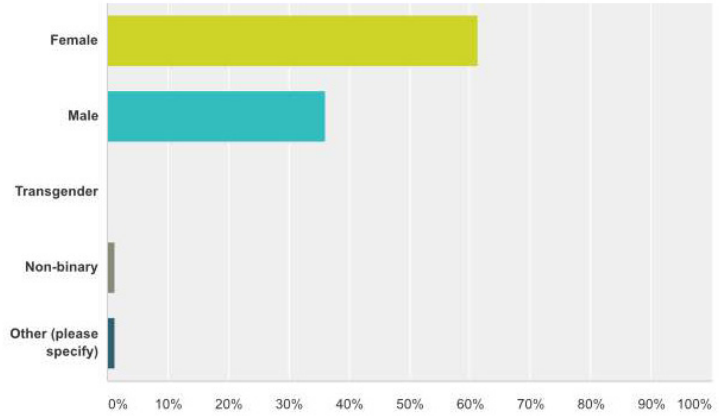
Appendix B: Community Survey Questions and Responses

The following images show the survey questions and responses from summer and fall 2016

Q1 Customize Export

Which option best describes your gender?

Answered: 83 Skipped: -1

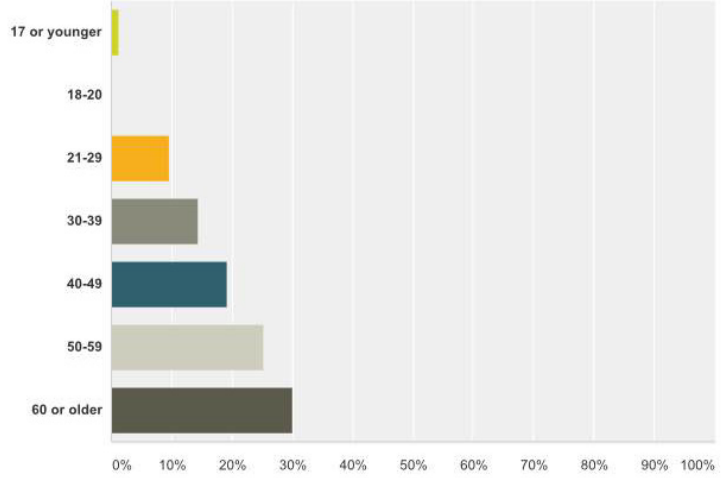


Answer Choices	Responses	
Female	61.45%	51
Male	36.14%	30
Transgender	0.00%	0
Non-binary	1.20%	1
Other (please specify) Responses	1.20%	1
Total		83

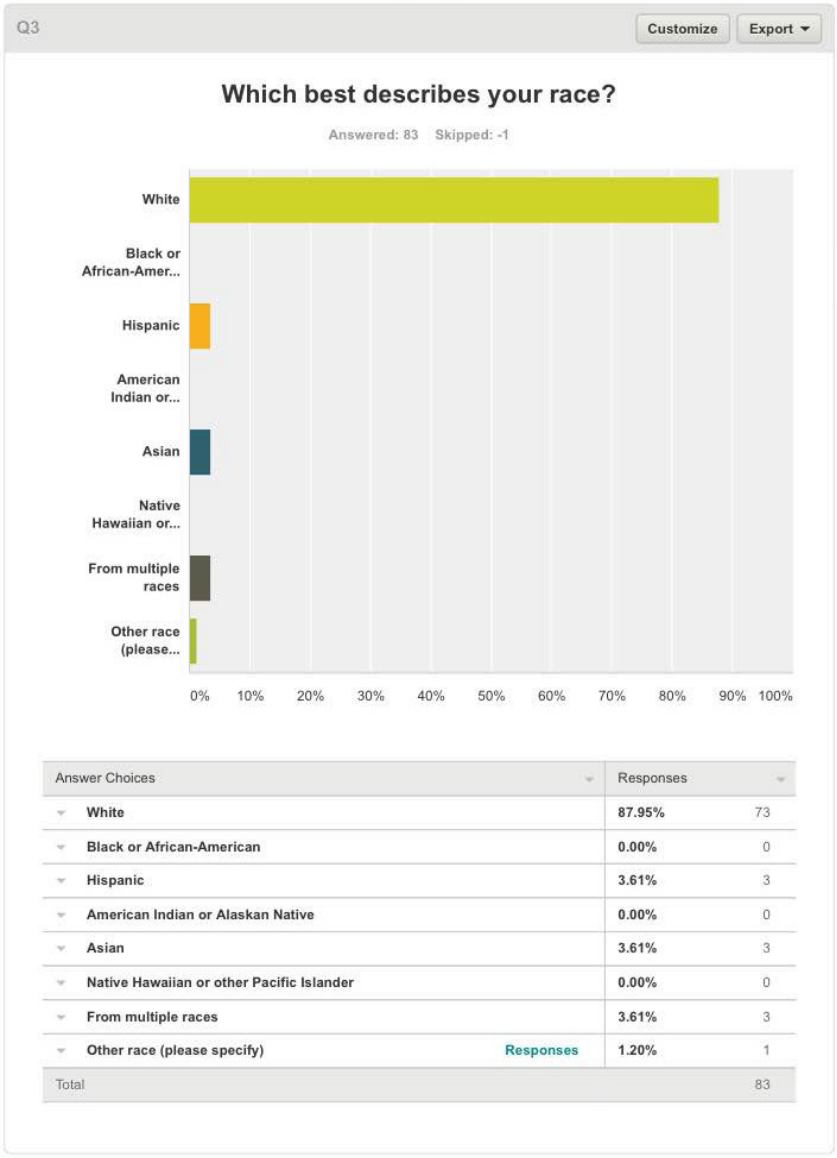
Q2 Customize Export

What is your age?

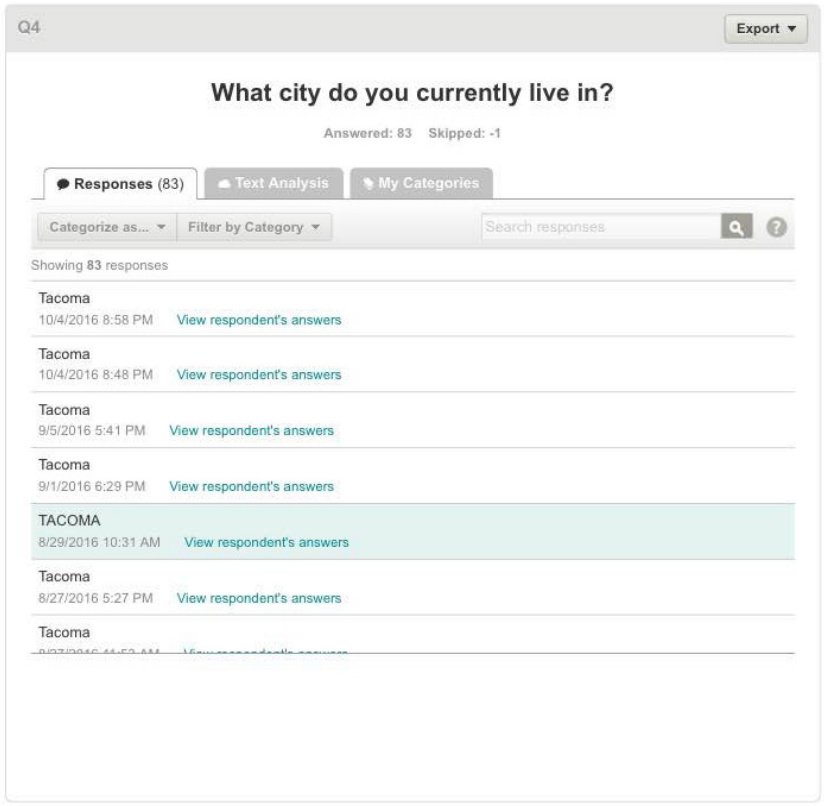
Answered: 83 Skipped: -1



Answer Choices	Responses	
17 or younger	1.20%	1
18-20	0.00%	0
21-29	9.64%	8
30-39	14.46%	12
40-49	19.28%	16
50-59	25.30%	21
60 or older	30.12%	25
Total		83



Answer Choices	Responses	
White	87.95%	73
Black or African-American	0.00%	0
Hispanic	3.61%	3
American Indian or Alaskan Native	0.00%	0
Asian	3.61%	3
Native Hawaiian or other Pacific Islander	0.00%	0
From multiple races	3.61%	3
Other race (please specify) Responses	1.20%	1
Total		83



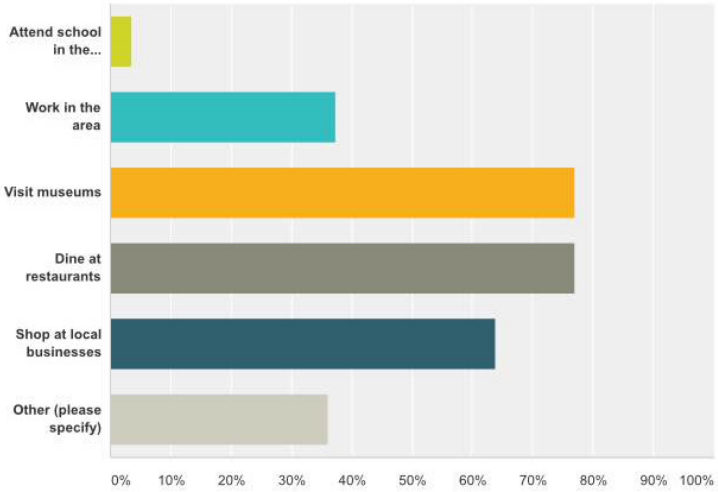
Tacoma was the primary answer followed by surrounding communities like Gig Harbor, Auburn, Fircrest, Eatonville, Lakewood, University Place, and Buckley.

Q5

Customize Export

Why do you currently visit the area of downtown around the University of Tacoma, Pacific Avenue, and the museum district? (Check all that apply)

Answered: 83 Skipped: -1



Answer Choices	Responses	
Attend school in the neighborhood	3.61%	3
Work in the area	37.35%	31
Visit museums	77.11%	64
Dine at restaurants	77.11%	64
Shop at local businesses	63.86%	53
Other (please specify) Responses	36.14%	30

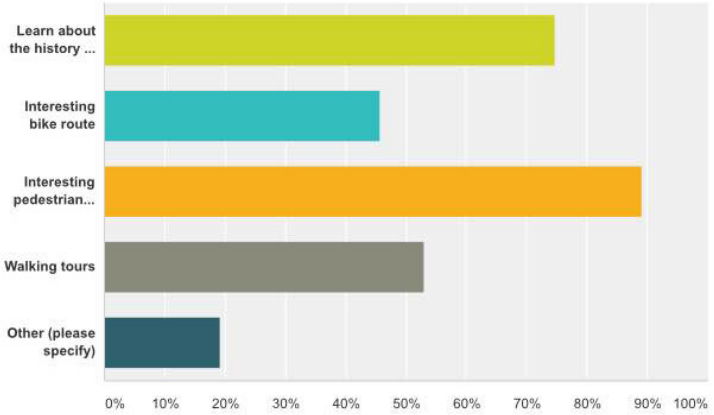
Total Respondents: 83

Q6

Customize Export

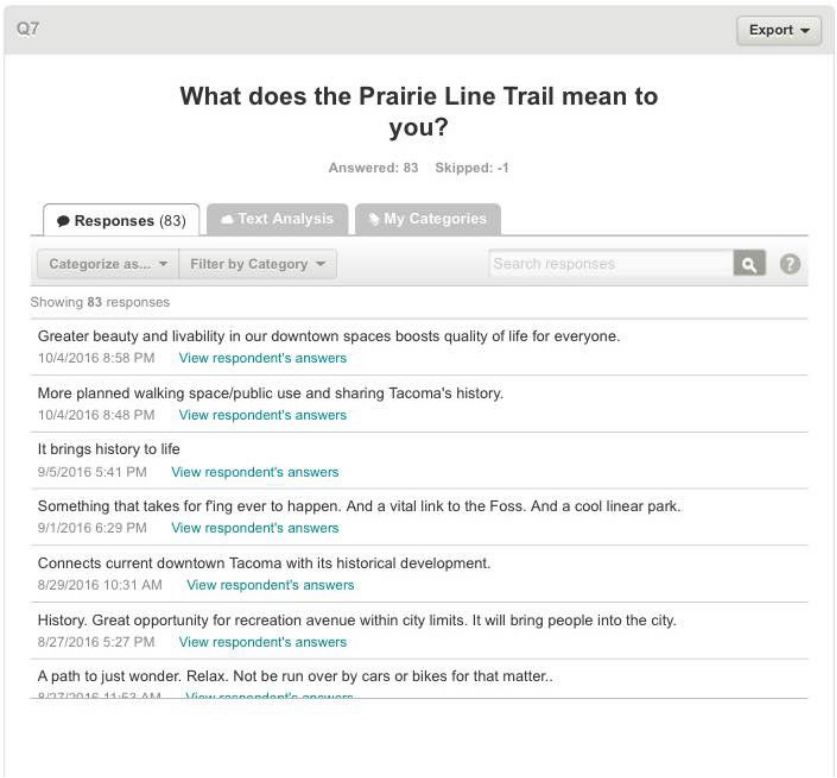
How would you hope to use an urban trail running through the downtown area (University of Washington Tacoma, Pacific Avenue, and the museum district)? (Check all that apply)

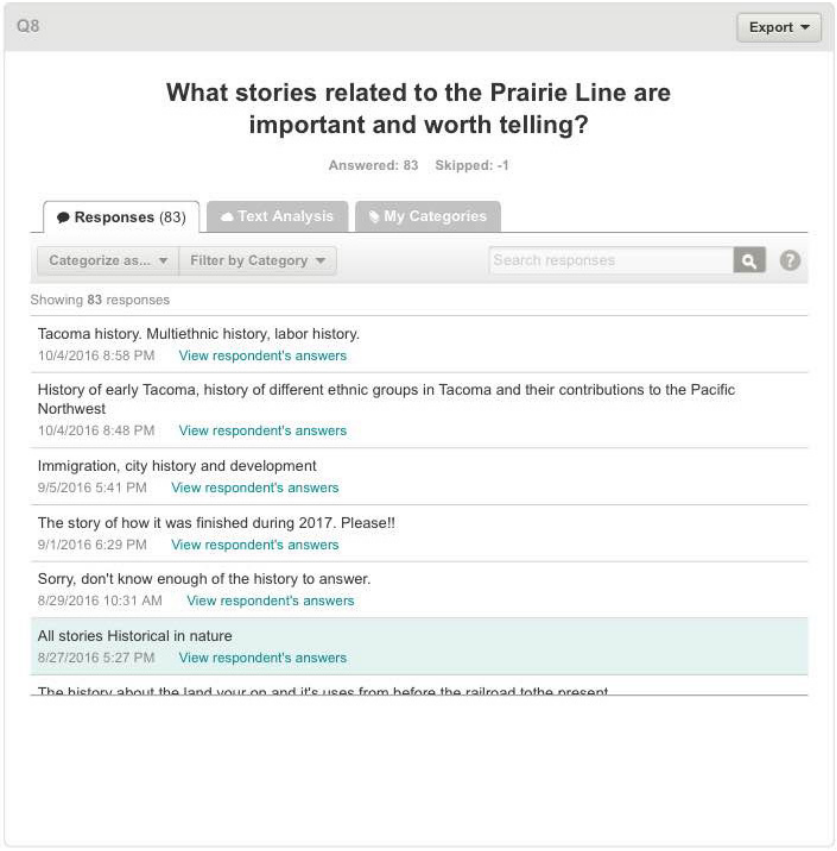
Answered: 83 Skipped: -1



Answer Choices	Responses	
Learn about the history of Tacoma and the railroad	74.70%	62
Interesting bike route	45.78%	38
Interesting pedestrian route	89.16%	74
Walking tours	53.01%	44
Other (please specify) Responses	19.28%	16

Total Respondents: 83


Q7
Export
What does the Prairie Line Trail mean to you?
Answered: 83 Skipped: -1
Responses (83)
Text Analysis
My Categories
Categorize as...
Filter by Category
Search responses
Showing 83 responses
Greater beauty and livability in our downtown spaces boosts quality of life for everyone.
10/4/2016 8:58 PM View respondent's answers
More planned walking space/public use and sharing Tacoma's history.
10/4/2016 8:48 PM View respondent's answers
It brings history to life
9/5/2016 5:41 PM View respondent's answers
Something that takes for f'ing ever to happen. And a vital link to the Foss. And a cool linear park.
9/1/2016 6:29 PM View respondent's answers
Connects current downtown Tacoma with its historical development.
8/29/2016 10:31 AM View respondent's answers
History. Great opportunity for recreation avenue within city limits. It will bring people into the city.
8/27/2016 5:27 PM View respondent's answers
A path to just wonder. Relax. Not be run over by cars or bikes for that matter..


Q8
Export
What stories related to the Prairie Line are important and worth telling?
Answered: 83 Skipped: -1
Responses (83)
Text Analysis
My Categories
Categorize as...
Filter by Category
Search responses
Showing 83 responses
Tacoma history. Multiethnic history, labor history.
10/4/2016 8:58 PM View respondent's answers
History of early Tacoma, history of different ethnic groups in Tacoma and their contributions to the Pacific Northwest
10/4/2016 8:48 PM View respondent's answers
Immigration, city history and development
9/5/2016 5:41 PM View respondent's answers
The story of how it was finished during 2017. Please!!
9/1/2016 6:29 PM View respondent's answers
Sorry, don't know enough of the history to answer.
8/29/2016 10:31 AM View respondent's answers
All stories Historical in nature
8/27/2016 5:27 PM View respondent's answers

Public Art Framework for Tacoma's Prairie Line Trail

City of Tacoma Arts Commission

Todd Bressi / Urban Design • Place Planning • Public Art
Robert Gay, Lucy Begg / Thoughtbarn

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Introduction

The Prairie Line Trail

Tacoma's Prairie Line Trail is a bike and pedestrian trail that will provide an important link in the City and regional trail networks. It connects South Tacoma's Water Ditch Trail to downtown by way of Tacoma's Brewery District the Thea Foss Waterway.

Nearly a mile long, the trail will traverse a vibrant area of downtown – through the University of Washington-Tacoma (UWT) campus, past the Tacoma Art Museum and Tollefson Plaza, and within sight of the Museum of Glass, the Washington State History Museum, the Greater Tacoma Convention and Trade Center, and the Children's Museum of Tacoma. The trail will become a linear park and important urban space in its own right; an integral component of the vision for an attractive, livable, revitalized downtown.

The trail will be built in three segments:

1. The segment through the UWT campus, from 17th to 21st Streets – called the "Prairie Line Trail at UWT Station.
2. The segment north of the university from 17th Street to the waterfront.
3. The segment south of the university from 21st Street to 25th Street

The first segment will be designed and built by the University of Washington-Tacoma who have selected Atelier Dreiseitl as their designer.

The other two segments will be designed and built by the City of Tacoma. The City's team will pay particular attention to the crossing at 21st Street, examining at-grade, above-grade and below-grade options. This is likely to be the most challenging infrastructure component of the project.

As of this writing, grant funding has been received for preliminary engineering, but a design team has not been selected, and the alignment has not been finalized.

The trail will also be impacted by several adjacent design and construction initiatives, which are improving the public infrastructure and strengthening the cultural hub in the area.

- The redesign of Pacific Avenue between 9th and 17h Streets, which the City is undertaking, will establish a new template for this important connector to downtown.
- The redesign of the Tacoma Art Museum's plaza, funded in part by a National Endowment for the Arts Our Town grant, promises to strengthen this cultural asset and positively impact the design and programming of Tollefson Plaza.
- The recently relocation of the Tacoma Children's Museum to Pacific Avenue and 15th Street.

The Public Art Master Plan

This Public Art Master Plan for the Prairie Line Trail explores art and design themes that can unify the experience of all three segments of the trail as well as opportunities for a range of site-specific art projects along the trail. The goal of the plan is to identify the best ways to use the creativity of artists, and public art funding, to create an exemplary public realm and set a standard for the design of future trails in Tacoma.

The analysis and recommendations in this plan follow the philosophy that public art projects in the trail corridor should by grounded in the urban conditions that shape this area of Tacoma. The plan takes a holistic look at the entire trail corridor and its relationship to adjacent City districts.

The recommendations specifically explore the role that Tacoma Arts Commission should play in commissioning art along the City-managed aspects of the trail; they also consider the relationship between public art and design and the role that different institutions along the corridor can play in commissioning public art. It outlines how an art program can evolve in an incremental fashion, as trail design, construction and use evolve over time.

The plan begins by discussing important contexts for the trail corridor: its role in the history of the City, the role it will play in stormwater management, and the general impact a trail can have on people's perceptions of connections. These contexts will provide an essential foundation for the work of urban artists and designers working on the trail.

Strategies and Opportunities

The plan outlines four overlapping strategies for how public art can interface with the design of the trail corridor:

1. Immediate, short-term installations should stake out the path of the corridor, before the trail is built. This will provoke public awareness of the trail, and encourage artistic exploration of the trail's meaning and character in a way that might inform longer-term design strategies. A demonstration project, "Temporal Terminus," was implemented as part of this plan to illustrate this concept in November, 2011.
2. Artwork should be incorporated into the infrastructure of the newly constructed trail or the immediate cityscape, with a focus on new spaces designed for stormwater management. There is an immediate opportunity to work with the Pacific Avenue Streetscape project, which terminates at the point where the trail crosses Pacific Avenue.
3. Artwork should be developed for specific, unique locations along the trail – locations that exist now or that will come into being when the corridor is rebuilt. These locations might be planned and designed by the City or the University or their design consultants, or perhaps even by the museum or private developers depending on the ownership.
4. Unique and special projects should be considered during the trail's design phase, and design plans adjusted accordingly, even if the artworks are implemented later. These should be organized directly by the City's or the University's public art programs, in consultation with the design teams.

Priorities and Collaboration

While the plan recommends and outlines these four strategies, it does not set priorities for the Tacoma Arts Commission. At the moment all four strategies should be pursued – short-term installations, art in infrastructure, artist-designed special places and special commissions – to cultivate specific opportunities through the design process. By considering this entire range of strategies, the Tacoma Arts Commission will be able to respond opportunities as they arise, and to proceed in an incremental fashion, with each project absorbing the lessons of what came before it.

Less a blueprint than a living document, this plan provides a means to convene ongoing conversations and guide future collaborations among the many entities that will have a hand in making the trail and its public art a success. The key managers of the trail, (UWT and the City), have independent policies, procedures and funding mechanisms for public art. Nevertheless, the City, the University, the Tacoma Art Museum – and the trail users – would benefit from a collaborative approach to planning installations and commissioning artwork along the trail.

Collaboration between the two design teams will be especially key in developing trail infrastructure projects and the special projects described in this plan.

Influences and Themes

The Unique Nature of Public Urban Trails

Urban trails are catalytic insertions into cities. They have the power not only to create new connections, but also to establish new everyday geographies, new ways of thinking about how the City is organized and how to get around. Like the transcontinental railroad did 150 years ago, the Prairie Line Trail will rewrite people's maps of Tacoma.

The nature of urban trails, and of the Prairie Line Trail in particular, suggests a body of art and design concepts that can be discussed using several metrics:

- *Corridor / Incident.* Does the art strategy ask the artist to create multiple interventions that operate at the scale of the corridor? Or does the strategy ask the artist to create one intervention for one location?
- *Purposefulness / Serendipity:* Will the artworks be asked to do a job – e.g., act as wayfinding, seating, or lighting? Or will they be experienced as surprises and discoveries that play off their surroundings?
- *Now / Later:* Can the art be commissioned now, even before the trail is built, or does it have to wait until later, when the trail construction is underway, or should it wait even longer, until the use and character of the built trail are known?

A Sequential Landscape

Urban trails can gently re-orient cities to human scale and public life. Though the Prairie Line Trail will be a mile long, it will be experienced as a series of discrete urban rooms, each with its own character – the Brewery District, the UWT campus, the museum district, a corridor dominated by railroad and highway infrastructure, and the landing at the waterfront, where traditional maritime uses and modern redevelopment are juxtaposed.

Block by block, people using the trail will be exposed to new perspectives on the architecture and landscape that surrounds them, not in small part because the trail will transform what had been an inaccessible back-door space into a public amenity. Over time, the trail will be experienced as a civic space, where a diverse array of people will encounter each other, and where a variety of activities will to exist side by side.

This implies that a successful art and design program will consider the trail at two basic scales – the scale of the *corridor*, or a new geographic connection that is mapped onto the city, and at the scale of the *incident*, or a specific place that is experienced more immediately and intimately.

Purpose and Serendipity

Urban trails combine a sense of purpose with serendipity, both of which have implications for approaches to design and public art, particularly along the Prairie Line Trail.

Some aspects of the Prairie Line Trail should be designed to reflect the *purposefulness* of the trail – these should be city-scale elements, with a legibility that helps people recognize the trail as a continual space as it passes through different areas. These aspects could include an approach to managing fast traffic (bicyclists) and slow traffic (pedestrians); strategies for marking and mapping elements (wayfinding) that make the path legible in the City; and a palette of materials (hardscape, landscape, colors, lighting, typography, dimensions) that define the trail.

This is not to say that the entire length of the trail should be designed to a level of standard consistency. Rather, there should be a recognized vocabulary that can be applied as appropriate to

the different segments of the trail. For example, a palette of landscape and water design might produce a landscape that evolves along the trail, as the elevation of the trail and relationship to underlying water flow changes. The historic rails might remain throughout the corridor, but be treated in different ways in different places.

Other aspects of the trail would respond more to the sense of *serendipity* – especially to the unique uses, users, and architectural / urban design / environmental context of each particular area of the trail. The adjacency and programming of UWT and the Tacoma Art Museum need to be acknowledged. The passage under I-705 is an important event, as might be the crossings of 17th Street/Pacific Avenue and 21st Street. In future years, adjacencies may evolve with new land uses in the Brewery District, but for now the art and design interventions might respond to the transitional nature of this area. Contours, views, eddies in the paths of movement, underlying environmental systems, incidents, remnants and juxtapositions might inspire these moments.

The key will be to articulate systems of spaces or events that occur along the trail and merit the attention of artists and designers, while allowing those spaces or events to be interpreted in unique ways, appropriate to the setting, now or some time in the future as the use of the trail, and development along it, evolves. For example, there may be any number of spaces designed as adjuncts to the trail – viewing points, pausing places, gathering places, or event spaces – that can be more or less formal, more or less programmed. There may be a set of historical references consciously embedded in the art or design along the trail. There may be a certain mood or sense that is conveyed in particular areas of the trail – articulated by landscape, lighting, materials, infrastructure and art.

An example of how *purposefulness* and *serendipity* influence the design of a linear corridor and contribute to creating a remarkable place can be found in New York City's High Line. Strong, consistent design ideas along the length of the promenade make the High Line a coherent place. Yet design and artistic incidents respond to the specific character of places along the way – the underlying infrastructure, ghost rail spurs, the architecture, the views, the patterns of streets beneath, the prevailing sunlight – giving every block or two a very different feel. Interestingly, the High Line is just less than a mile long, about the length of the Prairie Line Trail.

The Presence of Time

The physical environment and activity along trail corridors, like other aspects of city infrastructure and the public realm, are not static, they evolve. Over time, people in the city will discover the new trail and learn how to use it to chart new journeys for themselves.

The public art initiative for the trail should have the ability to reflect this incremental absorption of the new trail corridor into city life. The commissioning of projects should not occur all at once, but over time, reflecting at each point the knowledge about the corridor and the aspirations for it at the moment the work is created.

The Arc and its Legacy

One of the most visible contexts for the Prairie Line Trail is the historic fabric through which it passes – and the historic moment that it represents.

The Prairie Line Trail will make a new connection by helping Tacomans rediscover an old connection.

The trail follows the route the transcontinental railroad inscribed across Tacoma's cityscape – a path determined profoundly by both destiny and the particularities of the landscape. As the history goes, the Burlington Northern was racing to complete its route from Chicago to the salt water of the Pacific in order to secure a federal land grant. The last leg was the route through

Tacoma. In a feat of engineering, the builders of the rail line inscribed an arc along the hillside that described the steepest slope that train engines of that day could manage, and thus the shortest feasible path to the Puget Sound, via Commencement Bay.

As the city developed, that arc became the spine of a cultural landscape that included all of the facilities and activities necessary for a railroad terminal. A cultural landscape involves more than the traditional cannon of historic architecture. Here it might include the grand passenger station and hotels, warehouses and flophouses, infrastructure systems to keep the train running, and the merchants that sprang up along the line. Slowly, as the active rail line fades into memory, this cultural landscape is being subsumed into the contemporary city.

Nevertheless, the grand arc of the original rail line remains inscribed on the plan of the City, as railroad rights-of-way are powerful urban traces that rarely disappear entirely. The rails that carried trains until 2003 remain as well. For trail users, the gently curving, gently sloping grades will be a visceral connection to this chapter in Tacoma's history, and the rails and wooden ties will be a tangible reminder of it as well. The original course of the rail line, and the pair of rails that were left behind after the trains ceased operations, are indelible artifacts and should be immutable aspects of the future experience of the trail.

All of this historical texture provides an essential context for the trail and evidence of material culture that can inspire creative responses from artists.

The Language of Landscape

The Prairie Line Trail lies at the intersection of two Washington State ecosystems. The Puget Sound Nearshore wraps around the 1,200 mile shoreline of the Sound and its tributaries (including Commencement Bay and the Thea Foss Waterway), extending from deep offshore areas to the top of the bluffs that surround the water; this is the sloped terrain through which the Prairie Line Trail corridor passes. The Garry Oak Ecosystem extends south and west from Tacoma; it includes the prairie lands through which the historic railroad line passed on its route south and east, and which have become the namesake of the rail line and the trail.

Both of these ecosystems have been deeply disturbed by urbanization, and while the areas of the Nearshore (including the Thea Foss Waterway) are showing signs of recovering, the Gary Oak prairielands south of Tacoma continue to disappear rapidly. In Tacoma, the key issues related to this are the management of the volume and quality of stormwater that drain into the Thea Foss Waterway, and expansion of the overall urban tree canopy, and the restoration of plant and wildlife habitat.

The city has seen some victories in this regard. In 1983, the Thea Foss and Wheeler-Osgood waterways were designated as Superfund cleanup sites, and in 2006, waterway cleanup and construction were finished, though the monitoring of stormwater runoff and water quality is ongoing. In the early 1990s, "Simpson Landing," a fallow sawmill site in the Port of Tacoma was restored with naturalistic stormwater detention ponds, native indigenous plantings, and recycling of industrial materials. The goal was to support water quality initiatives and to enhance the location as a stopover on the Pacific Flyway.

Artists have been at the forefront of initiatives like this – in the region, the nation and beyond – for several decades. The visible and invisible natural processes at work in the ecosystems that intersect here can inspire a range of artistic responses, from temporal installations to site-specific commissions to collaborations with design teams. Artists could approach this openly in terms of the topics they chose to highlight; however, the city's policies currently prioritize stormwater management, particularly water quality, and the expansion of Tacoma's tree canopy, which would be obvious candidates for artist attention.

Principles and Metrics

A Vision for the Prairie Line Trail

The Prairie Line Trail will be a vibrant new public space for the City of Tacoma. It will stimulate recreational activity, creative energy and economic investment by linking downtown, the waterfront, the University, historic and cultural resources, and the Brewery District.

A Vision for Art Along the Trail

Public art along the Prairie Line Trail will support the creation of a vibrant public place in Tacoma, drawing on the energy of Tacoma's art community to bring the corridor's unique character to life.

Goals for Art along the Trail

Create art and design features that:

- Respond to and enhance people's experience of the key contexts for the trail – history, environment and connection.
- Respond uniquely to the specific nature (uses, visual context) of specific sites along the trail.
- Exist in a range of timeframes, for short-term incidents to long-term, durable, iconic projects.
- Give the trail a continual, cohesive identity as it threads through various districts of the City.
- Draw on the unique creative talents of artists who are based in Tacoma and the Puget Sound region.

Guiding Principles for the Public Art Plan

The following principles provide a foundation for this master plan. They can be used to guide an overall curatorial strategy, and to evaluate the impact of the public art initiative in the future. These build on, and extend, the ideas discussed in "Influences and Themes," above.

Context: The overall Prairie Line Trail public art initiative will reflect the overall urban context, particularly the contexts of history, environmental management (stormwater, tree canopy, native habitat) and urban connections.

Integrity: Artists and designers working on one segment of the trail will work with ideas that have enough integrity and resilience to inform art and design along the rest of the trail.

Collaboration: Artists and designers along all segments of the trail will collaborate to develop design "strands" or "palettes" (materials, colors, forms) that can bring an overall unity to the trail while allowing artistic and design responses that address the unique character, uses, budgets, management and maintenance requirements of each segment of the trail.

Time: The art initiatives in particular will have the flexibility to evolve over time, as the trail is designed and as it comes into use, so the art can reflect the evolution of how the trail is used and how it relates to the adjacent cityscape.

Guiding Principles for the Public Art Commissions along the Corridor

The following principles can provide guidance for assessing public art opportunities and public art concepts / proposals.

Uniqueness: Art projects will be site-specific, site-related original creations for locations along the Prairie Line Trail.

Meaning: Art projects will connect trail users with a deeper understanding of the corridor and the areas through which it passes. This understanding could be related to culture, to spatial or visual experience, or to the rituals of use of public space. They should take into consideration the context of the site – its use, its history, its ecology.

Strategies and Tactics

Layer One: Activating the Trail Corridor

Public art installations should be organized even before the trail is built, with inexpensive temporary projects that can help bring the trail corridor to life.

Short-term projects can accomplish several things:

- They can make people aware of the Prairie Line Trail corridor and encourage them to explore it, activating the corridor and generating interest in the neighborhoods it passes through long before the trail is put into place.
- They can explore the corridor's visual character, in parallel with the design process, and can foster a dialogue between artists and designers about the meanings embedded in the corridor.
- They allow artists to test the practicalities of various sites, media and approaches to developing work in the corridor, in preparation for more ambitious commissions later.
- The provide great opportunities for younger artists to experiment at a low budget level.
- They can set the expectation that the Prairie Line Trail will be a place to see interesting art and design, once it is complete.

Over time, these projects would result in an evolving set of experiences and a dynamic body of artistic work, like an outdoor gallery. They could be sponsored by any arts organization, and could be created by artists who work in a variety of media, and at all levels of experience.

Trail activation projects should fall into two categories – *urban incidents* and *urban theatre.*

Urban Incidents

"Urban Incidents" are playful, site-specific artist interventions that enhance the sense of discovery for people walking or biking along the trail. These could include patches of wall where graffiti art is staged, installations of light or sound that interplay with architecture or infrastructure; installations modeled on wayfinding, historical markers, prayer flags, or other types of urban coding systems; videos installed inside buildings along the trail; kinetic sculptures, etc.

Urban Incidents should be commissioned in a range of budgets, created by a range of artists (student, emerging, established), and be put up for a range of time frames (some could be ephemeral, some could be up as long as a season or a year). The primary approach should be a curatorial process in which artists are invited to respond to the site in a particular medium. The process could range from open calls to invitational, and should be managed collaboratively by the arts institutions along the corridor. However, there should also be a process for accommodating artist-initiated proposals and the initiatives of private property owners.

Urban Theatre

"Urban Theatre" projects are event-style projects, such as performances, projections, dances, interactive art, or very short-term installations. In the near term, they can be staged either in special places, such as informal locations that artists identify themselves. In the long run, they can also be staged in spaces that are designed as part of the trail (such as a gathering space, plinth or amphitheatre).

Urban Incidents can be staged at any time that access to the trail corridor is permitted – from formal events at Tollefson Plaza to pop-up events in the blocks south of the UW campus – and continue on through the opening and use of the trail.

Moving Forward

What?

Urban incidents and *urban theatre* projects should be commissioned from artists at various times and for various sites along the trail. They will contribute a sense of change and dynamism, and the expectation that every day the trail might offer a new experience. These artworks should come in many media, though they generally will be of a smaller scale, and will be up for a short time duration.

Who?

Urban incidents and *urban theatre* projects could be initiated by almost anyone. The Tacoma Arts Commission should consider the trail as one of the most important stages for public art in the City and organize art programming there as artistic and trail development / activation goals converge. Other organizations, such as TAM or UWT, should consider using spaces along the trail for programming that supports their own art, culture and public space missions. Even business owners could commission art projects on their properties along the trail. Artist-initiated proposals should also be entertained.

The Arts Commission can both commission *urban incidents* and *urban theatre* projects, and provide technical assistance to other arts organizations that wish to stage projects like these. Funding for these projects would come from any available discretionary arts funding, grants, sponsorships, other contributions and private commissions. Because these projects would be small, social networking funding sources (such as Kickstarter) could be considered.

The City of Tacoma and the University of Washington–Tacoma, each of which will manage separate segments of the trail, will be responsible for approvals in their respective trail sections. However, they should develop a single information package that makes information about their policies and procedures for exhibiting artworks easily accessible to artists.

Where?

The location of most *urban incidents* and *urban theatre* projects should be determined by artists, through their investigation of the urban landscape and activity along the trail, as well as the directions they are pursuing in their own artistic practice.

In addition there could also be a few key locations where platforms for rotating artworks are established. These could be literal platforms, such as bases for sculpture or locations for repeated commissions of temporary artworks / installation (for example, Tollefson Plaza or the Tacoma Art Museum plaza). These could also include metaphorical platforms, such as a graffiti wall, a scaffold for changing signage, a video board, or poles for banners. These locations would be determined during the design process for each trail segment.

When?

Urban incidents and *urban theatre* projects can be commissioned and exhibited at any time. Demonstration projects were successfully installed in conjunction with the development of this plan, in November, 2011 and illustrated institutional collaboration, brought new attention to the trail, and attracted pedestrian activity. Additional temporary artworks can continue to be exhibited before trail construction and after.

Layer Two: Designing and Building the Trail

The Prairie Line Trail should be understood in the minds of users and the public at large as a continuous piece of infrastructure, an important connection and seamless experience for people who follow it from end to end. Art projects, created as part of the trail infrastructure, can contribute to that sense of identity and continuity, by expressing a visual language of elements that repeat themselves or by marking distance and scale.

These art projects should be durable and long-term. They will convey a sense of familiarity, constancy, stability and reassurance; they will contribute to the sense that the trail is a trusted friend. By transcending the specific character of any one segment of the trail, they will convey a sense of civic purpose, that the trail is shared by all.

These art projects will also require coordination between the City, UWT and their design teams, throughout the process of designing, building and maintaining the trail.

Trail Infrastructure

Trails usually have a basic infrastructural kit of parts – from wayfinding to trailhead markers to gateways, from lighting to signage, from trailscape materials to planting materials, from concrete form liners to bridge structures. All of these infrastructural elements could be developed through artist commissions, or through collaborative artist–design team approaches.

Both of the trail's design teams should be asked to inventory elements that could be considered trail-wide infrastructure (e.g, shared design elements that would be found in all trail segments) and which would best be designed on a segment-by-segment basis. Of those trailwide elements, the design teams should propose which might be designed through artist collaboration.

Ecological Network

The corridor's ecological framework, even more than its historic and cultural framework, is a hidden factor that will exert powerful impact on how the trail is designed, how it is experienced and how it will function. Primarily, the concern is about managing stormwater flows into the Thea Foss Waterway, which drains into Commencement Bay and, ultimately, Puget Sound. Tacoma's stormwater system dumps directly into the water without treatment, so water quality is a specific issue to be addressed. A related concern is the palette of vegetation that will allow for the proliferation of native species, and help with stormwater and microclimate management.

Stormwater, habitat and microclimate issues will be studied by the trail design teams, who are likely to create a new vocabulary of urban ecological infrastructure to address these issues. Environmental artists have a strong record on creating designs for ecological infrastructure, and in creating sculpture and installations that interact with or respond to these natural forces. Artists should be involved with this design thinking.

21st Street Crossing

One of the most problematic street crossings for the trail occurs at 21st Street. Because of the traffic patterns there and the underlying topography, vehicles have short sightlines and travel at fast speeds. Different alternatives for managing this crossing – including an underpass and an overpass – will be studied. Depending on the design that is chosen, there will be different opportunities for involving artists in the design of the infrastructure, or in creating works that are integrated into the infrastructure.

Moving Forward

What?

Artist-designed infrastructure elements should be integrated into the design of the trail corridor. These elements can be related to any aspect of the functioning of the corridor, such as wayfinding, lighting, landscaping, ecological infrastructure or special infrastructure built to facilitate the trail crossing at 21st Street.

Why?

Artist-designed infrastructure elements can make the trail distinctive, compared to the other elements of the surrounding cityscape, and can reinforce a sense of visual continuity in a dynamic environment. This, in turn, will help make the trail a more legible feature on the cityscape, and make it easier for people to see how to use it. Artist-designed infrastructure elements can also leverage funding that would have been used for "off the shelf" products to create something unique and site-specific.

Who?

Decisions about involving artists in trail infrastructure design should be made by each design team and client, in consultation with arts professionals (in the City's case, the Tacoma Arts Administrator and the Tacoma Arts Commission; UWT can access the Washington State Arts Commission program manager for support and consultation). We encourage early discussion and collaboration between the City's and the University's teams, so that the overarching design strategy, and the strategy for involving artists, has integrity for the length of the trail.

Funding for integrated design elements, and artist design fees, should be incorporated into the overall project design and construction budget, just as environmental, engineering and other sub consultants and design recommendations would be treated.

Where?

The location of and extent of artist-designed infrastructure elements should be determined during the trail's design phase. Infrastructure artworks could suffuse the design of the trail, appearing wherever a particular type of infrastructure would normally appear.

When?

Planning for these elements should occur early in the design process. In addition to design issues, questions of budget allocations and artist selection process would need to be determined early enough so that the integration of artwork does not delay the design or construction process.

Layer Three: Special Places along the Trail Corridor

The trail corridor will include a variety of places that serve as counterpoints to the flow of pedestrian and bicyclists. These could range from quiet seating areas, gardens and viewing spots to active spaces for gathering, play, performance and dining.

Some of these places already exist, and some have been proposed in various plans – Tollefson Plaza, the Tacoma Art Museum Plaza, the proposed Japanese Language School memorial space on the UWT campus, a gateway features at the north end of the UWT segment of the trail corridor. The mapping and programming of these spaces will be developed through the planning process and through the independent plans of property owners along the trail.

These places, as they emerge as design projects, could be powerful focal points for artist involvement. Thoughtful planning could allow for artists to be involved with the design of these places, allow for artist commissions in these places, or reserve the places for site-specific artworks that could be commissioned and installed over time. The artworks could come in a variety of forms, from artist–designer collaborations on a garden, to traditional sculptural work in seating space, to site-specific light, sound, text or color projects that relate to the surrounding architecture or infrastructure.

Moving Forward

What?

Special places along the trail that support the functionality of the trail, the activities of the stakeholder organizations along the trail, or civic gathering in general.

Why?

These spaces will add to the functionality and interest of the trail, and thereby attract more users. The incorporation of art will make these places more visible and add to their meaning; the artwork itself could attract additional users.

Where?

Some potential spaces can be identified now. These include Tollefson Plaza, the Tacoma Art Museum plaza, the plaza spaces at the point where the trail intersects with the Thea Foss Waterway, the small green at the foot of the 15th Street bridge. Others will be identified in the planning and design processes for the various trail segments.

When?

The design teams working on each trail segment should be asked to prepare a public realm framework that indicates the public spaces that would be developed with the trail, and others that could be developed later. Concurrent with the completion of the designs, the Arts Commission and University could spearhead a more concrete strategy for commissioning or presenting art in these spaces.

Who?

The location of special places would be determined by design teams, and the strategy for incorporating artworks in those spaces would be developed by the Arts Commission and the University, in consultation with the design teams.

Funding would come from the trail design and construction budget, City or University percent for art funds, or future fundraising.

Layer Four: Potential Art Projects to be Commissioned for the Trail Corridor

The trail corridor should also be the location of one or more major, long-term commissions that directly respond to the corridor's underlying character. These special commissions would be organized proactively by the Art Commission or the University's public art program. They could turn out to be signature artworks or legacy artworks that become intertwined with the trail's image for years to come.

Trailwide Text Project

Text art is important to Tacoma (letterpress) as well as to the historical narrative of the trail corridor ("ghost" signs, painted on walls that remain in a state of arrested decay). An artist/graphic design team should be commissioned to create a contemporary graphic language (text and iconography) for the trail corridor. The dimensions of the project should be determined by the artist team, in conversation with the design team and stakeholders. Several of the key considerations are:

- What is the purpose of the language: Is it functional? Narrative? Thematic messaging? Something else?
- Where should the language appear: Trail surfaces? Adjacent structures? Special signs?
- What should the timing be? Should the project be static? Should it roll out incrementally? Should it allow for the changing or incremental addition of messages?

Stepping Up

The trail corridor's most unique characteristic is its arc and its relentless climb up the escarpment that encloses the Harbor. The arcing route up the escarpment is an important trace of the cultural landscape of the original Prairie Line. An artist should be commissioned to develop a project that explores the spatial and visual sensations of the arc and grade change one experiences along the length of the trail. The artist should consider how to translate increments of rise, and increments of turning, into a set of installations that heighten the visual experience of moving along the trail corridor.

Meta-Mapping of Historical Narrative

The trail passes through a unique historic cultural landscape that includes not only the infrastructure of the transcontinental railroad, but also the railroad city that emerged along it – from warehouses to flophouses, from offices to hotels. An artist should be commissioned to work with a historian and a designer to create an interpretive narrative for the trail, and then to develop a small number of discrete artistic and design elements that interpret that narrative in site-specific locations. Potential sites for projects include the first location at which the water is visible to people coming down the corridor, ghost sidings, and the old cold storage warehouses of the Brewery District.

Moving Forward

What?

The trail corridor should also be the location of one or more major, long-term commissions that directly respond to the corridor's underlying character. These special commissions could turn out to be the signature artworks, or legacy artworks, that become intertwined with the trail's image for years to come.

Why?

Special commission projects will enable artists to investigate the fundamental character of the trail corridor, create signature projects for the corridor, and advance the overall diversity and quality of the City's public art collection.

Who?

All of these projects will require creative collaborations, with artists involved or in the lead. A project exploring the trail's historical narrative will require the involvement of cultural historians; a project exploring text will require the involvement of graphic designers. All of the projects will require collaboration with the trail's two design teams.

The Tacoma Arts Commission / Arts Administrator should take the lead in this project, finalizing the concept, managing the call to artists, and arranging for coordination with the various trail managers and design teams, including UWT. If a design competition process is chosen, the Arts Commission should work in collaboration with local chapters of professional organizations, such as the AIA, ASLA and SEGD.

How?

Special commission projects should be explored through a standard public art process, with a call for artist-led teams that include professionals from other relevant disciplines.

In an artist-led process, the Art Commission's public art staff would develop a call for qualifications for teams that would like to work on the project, and establish a committee that would select an artist-led team most qualified to undertake the project. That team would then develop concepts in collaboration with stakeholders along the trail. This process would follow the Commission's existing policies and procedures.

As an alternative, the Art Commission could consider a design-competition process, which is not common for a public art process. In this case, the public art staff would organize a call for design proposals from interdisciplinary teams, responding to a specific brief. From the entries, an interdisciplinary jury would select a project that could move into development. The advantage of a design competition is that it generates broad civic activity around an important or interesting civic opportunity. Teams are inspired to enter so they can show off their work, and the exhibition of the work draws attention to design thinking and design potential. While this approach is generally accepted in the architectural and related professions, it is frowned upon in the public art field. However, this is a special circumstance where such an approach would be appropriate.

Conventionally, a budget would be established at the time the call for qualifications is circulated, or the design competition is launched. Nevertheless, this is the type of project where fundraising might need to follow the design concept, to support the concept to the level necessary.

Where?

The specific locations for these projects should be determined by the artists, influenced by the overall project goals, the artist concept, and the ability to obtain site permissions.

When?

Preliminary planning for special commission projects should be undertaken in collaboration with the design teams and project sponsors for all segments of the trail. Tacoma public art staff should work with these stakeholders to determine what direction the projects will follow, as well as their scope, timing and integration with trail design. From that point, art program staff can establish a budget and an artist selection method.

Art and Design

The Prairie Line Trail is unique to the history of Tacoma, but in many ways emblematic of how American cities build their public realm.

There are great hopes for how the trail will knit together diverse spaces in the City, provide a new connection for bicyclists and walkers, create a great new public space for everyone, and stimulate new interest in the Brewery District.

But, as it is with so many places in the urban public realm, decision-making for the Prairie Line Trail corridor is fragmented among numerous property owners, public agencies and review bodies.

Successful public spaces depend on collaborations of all sorts. The trail corridor would benefit from a basic level of coordination in regard to the conceptualization, design and management of the space – while recognizing that different entities have their own decision–making processes, funding sources and timing requirements.

At a minimum, the City and the University, who will be responsible for designing, building and managing the various segments of the trail, should establish a dialogue on the important conditions of urbanism that shape the corridor: functionality, history, environment, and art. Depending on the topic, that dialogue might involve other stakeholders, as well.

At the very least, such a dialogue could result in common principles that inform the decisions each organization makes. Hopefully, it could result in much more – a cohesive set of design ideas and languages that is applied along the length of the trail, according to the unique circumstances of each block. It could also result in an understanding of how the trail corridor is managed over time – viewed not as design that will be built and completed, but as an evolving place where design adjustments, new developments, and cycles of art commissions will take place over time.

The trail's art program would also benefit from a collaborative approach that involves various stakeholders – the City, the University and the Tacoma Art Museum, for starters. While each organization brings its own resources and institutional goals, as a group they can inform each other's curatorial strategies, and deploy their resources so that their projects complement each other, in terms of location and timing.

Acknowledgements

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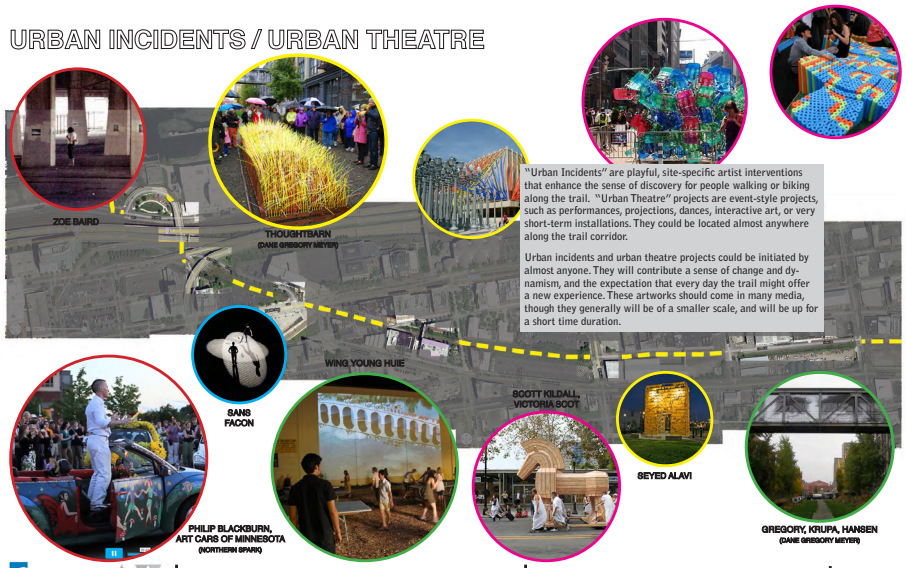
Appendix 1

Illustrative Maps and Diagrams

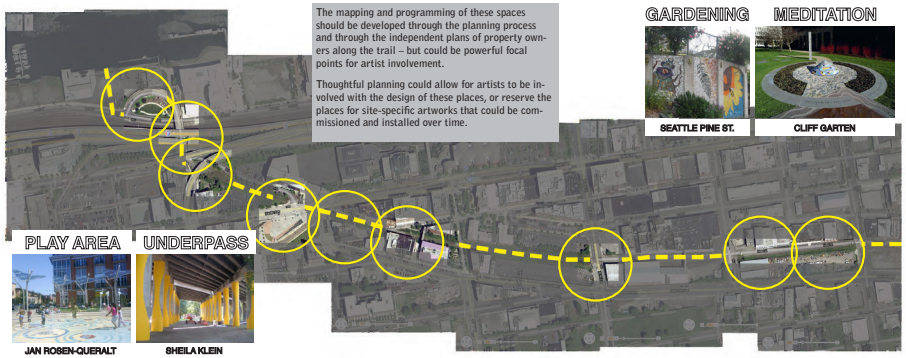
URBAN INCIDENTS / URBAN THEATRE



"Urban Incidents" are playful, site-specific artist interventions that enhance the sense of discovery for people walking or biking along the trail. "Urban Theatre" projects are event-style projects, such as performances, projections, dances, interactive art, or very short-term installations. They could be located almost anywhere along the trail corridor.

Urban incidents and urban theatre projects could be initiated by almost anyone. They will contribute a sense of change and dynamism, and the expectation that every day the trail might offer a new experience. These artworks should come in many media, though they generally will be of a smaller scale, and will be up for a short time duration.

SPECIAL PLACES / CONCEPTS



The mapping and programming of these spaces should be developed through the planning process and through the independent plans of property owners along the trail – but could be powerful focal points for artist involvement.

Thoughtful planning could allow for artists to be involved with the design of these places, or reserve the places for site-specific artworks that could be commissioned and installed over time.

GARDENING
SEATTLE PINE ST.

MEDITATION
CLIFF GARTEN

PLAY AREA
JAN ROSEN-QUERALT

UNDERPASS
SHEILA KLEIN

MEMORIAL
SAN JOSE

BIKE OASIS
BUTCH ANTHONY

MEET
INGES IDEE

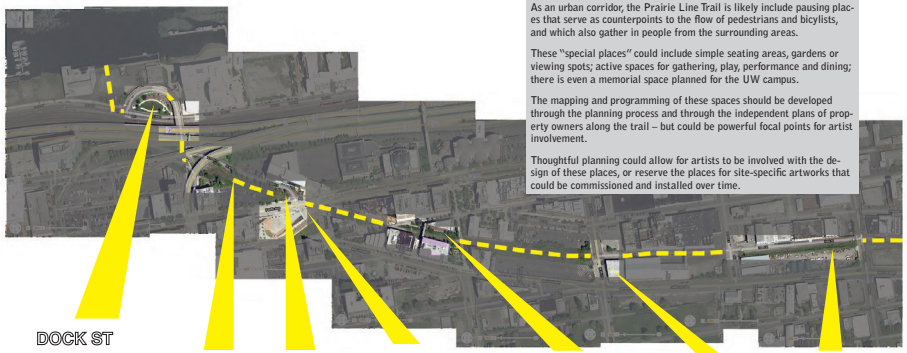
SHELTER
AA / LONDON

TEACHING
HARRIES / HEDJER

SEATING

STAGE
JAMES SINDING

SPECIAL PLACES / POTENTIAL LOCATIONS



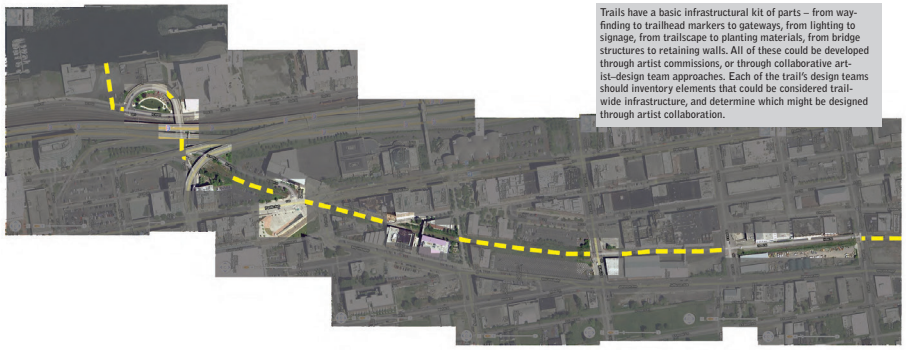
As an urban corridor, the Prairie Line Trail is likely include pausing places that serve as counterpoints to the flow of pedestrians and bicylists, and which also gather in people from the surrounding areas.

These "special places" could include simple seating areas, gardens or viewing spots; active spaces for gathering, play, performance and dining; there is even a memorial space planned for the UW campus.

The mapping and programming of these spaces should be developed through the planning process and through the independent plans of property owners along the trail – but could be powerful focal points for artist involvement.

Thoughtful planning could allow for artists to be involved with the design of these places, or reserve the places for site-specific artworks that could be commissioned and installed over time.

INFRASTRUCTURE / CONCEPTS



Trails have a basic infrastructural kit of parts – from wayfinding to trailhead markers to gateways, from lighting to signage, from trailscape to planting materials, from bridge structures to retaining walls. All of these could be developed through artist commissions, or through collaborative artist–design team approaches. Each of the trail's design teams should inventory elements that could be considered trail-wide infrastructure, and determine which might be designed through artist collaboration.

SHEILA KLEIN

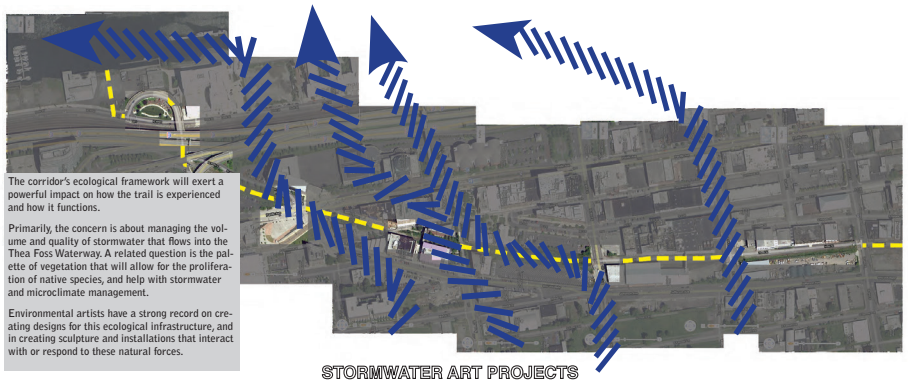
THOUGHTBARN

BIKEWAY BELEM

HARRIS HEDER COLLABORATIVE

ROSS LOVEGROVE

WATER AND LANDSCAPE / CONCEPTS



The corridor's ecological framework will exert a powerful impact on how the trail is experienced and how it functions.

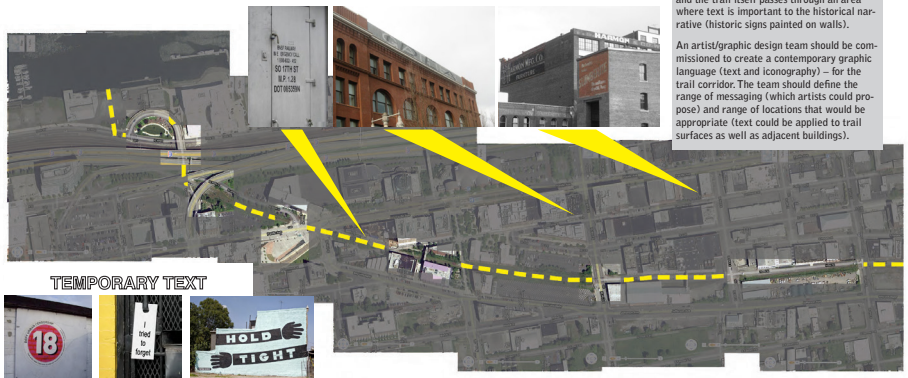
Primarily, the concern is about managing the volume and quality of stormwater that flows into the Thea Foss Waterway. A related question is the palette of vegetation that will allow for the proliferation of native species, and help with stormwater and microclimate management.

Environmental artists have a strong record on creating designs for this ecological infrastructure, and in creating sculpture and installations that interact with or respond to these natural forces.

STORMWATER ART PROJECTS

ATELIER DREISEITL | RICHARD TURNER | BETSY DAMON / MARGIE RUDDICK | STACY LEVY

TEXT / CONCEPTS



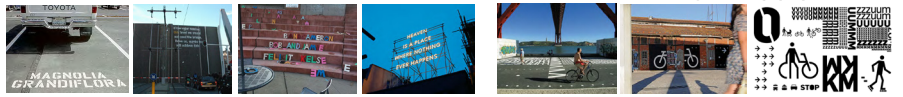
Text art is important to Tacoma (letterpress) and the trail itself passes through an area where text is important to the historical narrative (historic signs painted on walls).

An artist/graphic design team should be commissioned to create a contemporary graphic language (text and iconography) – for the trail corridor. The team should define the range of messaging (which artists could propose) and range of locations that would be appropriate (text could be applied to trail surfaces as well as adjacent buildings).

TEMPORARY TEXT

LINDA HESH | STEVE POWERS

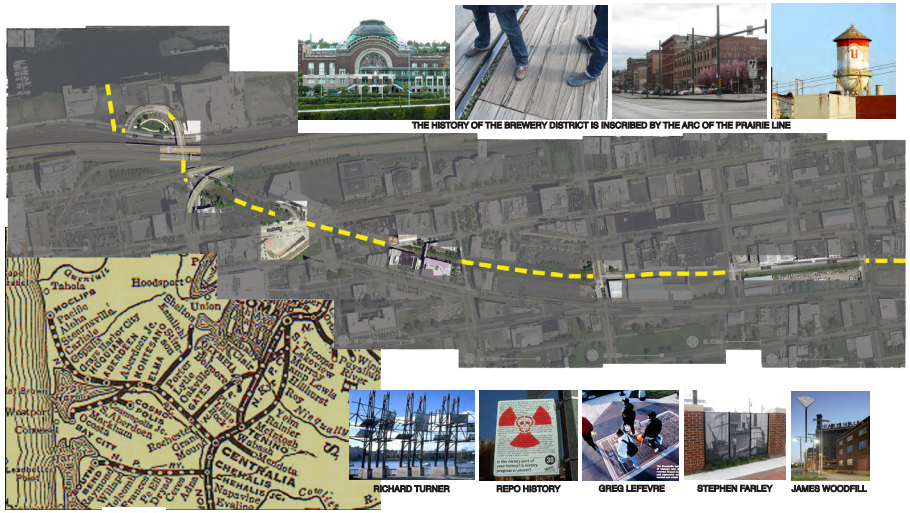
BIKEWAY BELEM GRAPHIC SYSTEM



JAMES SINDING | NATHAN COLEY | P-06 ATELIER AND GLOBAL LANDSCAPE ARCHITECTURE

Artist Credit Given When Source of Image Is Known

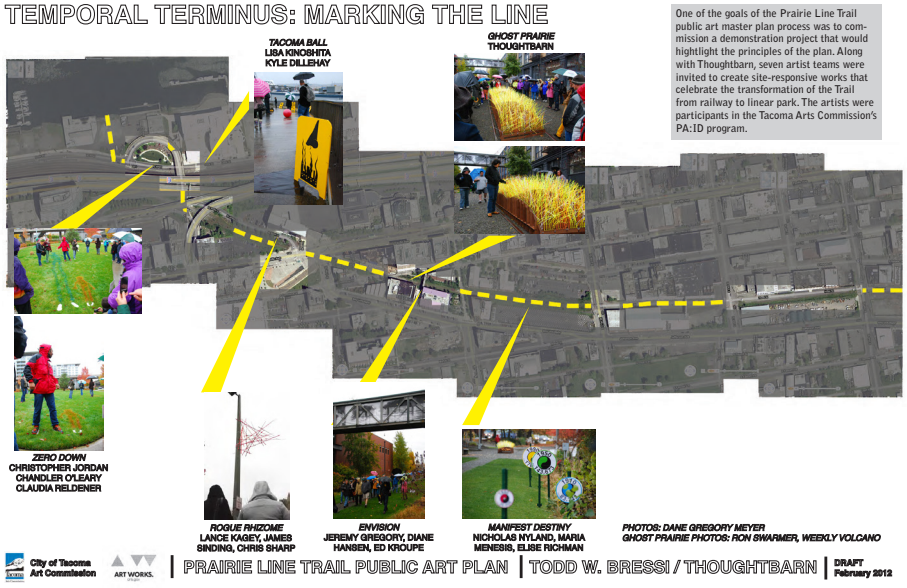
HISTORY: THE ARC AND THE CITY



THE HISTORY OF THE BREWERY DISTRICT IS INSCRIBED BY THE ARC OF THE PRAIRIE LINE

RICHARD TURNER | REPO HISTORY | GREG LEFEVRE | STEPHEN FARLEY | JAMES WOODFILL

Appendix 2
Demonstration Project



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- About

Temporal Terminus: Marking the Line

10 Nov

If you've been keeping track of the progress of Thoughtbarn on the public art plan for the Prairie Line Trail, you'll be excited to learn more about the other temporary installations along the trail. Don't forget about your chance to see them in person and hear from the artists! This Saturday, we'll be holding a free public art walking tour that will explore all eight installations – collectively known as *Temporal Terminus: Marking the Line*.

In 1873, the Northern Pacific Railroad fulfilled Abraham Lincoln's dream that the transcontinental railroad reach saltwater. This historic achievement occurred right here in Tacoma, where water would have first been spotted by railroad workers at about 17th and Pacific Avenue. Trains were still running on the tracks through the University of Washington campus and downtown Tacoma up until 2003.

Now the historic line is undergoing a new transformation. The proposed $5.83 million walking, biking and interpretive trail follows the historic rail corridor linking the University of Washington-Tacoma campus, the Brewery District, the Museum District, Thea Foss Waterway and eventually will connect with the Water Ditch Trail and South Tacoma.

Come celebrate this transformation of the Trail from railway to linear park. Along with Thoughtbarn, seven artist teams created from our PA:ID program have created site-responsive works, and they'll be in attendance on Saturday to explain more about their installations. But for now, here are some interesting tidbits about each piece! You can also view the CommunityWalk map, which will show the location of each piece.

SITE 1: Dock Street Grassy Area
Title: *Zero Down*
Artists: Chris Jordan, Chandler O'Leary, Claudia Riedener

From a series of 'footprints' that occupy the grassy area, colorful shadows extend. The images are rendered in temporary paint and continued in chalk, the forms span the grass and onto the concrete morphing into forms human and imagined. Each brightly colored shadow represents the diversity and complexities of humans' personalities.

SITE 2: 15th Street Overpass
Title: *TACOMABALL*
Artists: Kyle Dillehay, Lisa Kinoshita, Oliver Doriss

The curve of this overpass is the inspiration for *TACOMABALL*, a monumental, temporarily interactive pinball-style game will come to life during the Prairie Line Trail tour. Balls will be bowled down the curve interacting with various obstacles depicting various national and local icons. Racing stripes and imagery reminiscent of the game will remain on the ramp (assuming nature cooperates) through the course of the exhibit making every pedestrian a player in the game.

SITE 3: Under I-705
Title: *Wild Wilderness*
Artists: Jennifer Adams, Kristin Giordano, Kenji Stoll

This work comments on the diminishing open spaces in our world and the impact on animal habitat. In addition, it calls attention to the

McIntosh, Wetico, Rainier, Yelm, Roy, Hillhurst, Lakeview, and South Tacoma. Floating yellow orbs, iconic of the
will re-enact the stops along the line that connected with these communities.

SITE 6: UW-T Campus
Title: *Ghost Prairie*
Artists: Thoughtbarn (Lucy Begg & Robert Gay)

Thoughtbarn's installation speaks to the railroad line's namesake. Inspired by the mysterious Mima mounds in Thu
the diminishing prairie, this public art installation introduces a piece of 'artificial prairie' along the rails of the Prair
Tacoma. It is a playful referral to both the railroad's history and its new landscape-driven future as a bike and pedes
its duration the colorful, intriguing object(s) will catch the eye of local pedestrians and drivers. They will draw atte
railroad which nonetheless defines Tacoma's history. Those most curious can get up close to run their hands along t
glow at night.

SITE 7: UW-T Pedestrian Bridge

Title: *Envision*
Artists: Jeremy Gregory, Diane Hansen, Ed Kroupa

Gigantic eyes look down on the campus from the pedestrian bridge. Are they benevolent? Visionary? Judging? Tha
Abraham Lincoln, the visionary whose dream it was to complete a transcontinental rail that would meet the Pacific
accomplishment or wondering about this particular route's demise and our crazy modern lives? Walking over the p
different viewpoint and inspiration for the endurance of vision.

SITE 8: Grassy area by UW-T
Title: *Manifest Destiny*
Artists: Maria Meneses, Nicholas Nyland, Elise Richman

Manifest Destiny was a phrase that justified the territorial expansion of the United States as if it were a divine sanct
reminiscent of the Northern Pacific Railroad signs act as a historical timeline of Tacoma, starting in 1870, three yea
as the western terminus for the transcontinental railroad. A stepping stone begins the journey and the subsequent si
of the city over 140 years at intervals that represent the largest jumps in population.

* * * * *

Dress for the weather and wear comfy shoes – the total walking distance is under two miles. Afterwards, warm up
while you get to know the artists a little better. Can't make it on Saturday? Not to worry – *Temporal Terminus* will
November (but you'll miss out on the tea and cookies).

This project is funded in part by a grant from the National Endowment for the Arts and is done in partnership with
Tacoma.

ADVERTISEMENT

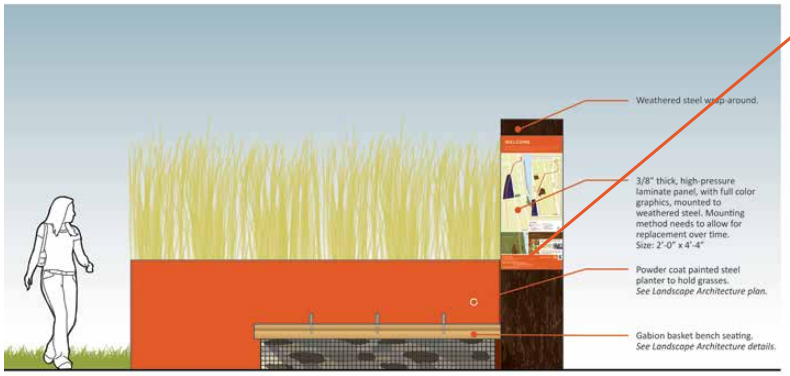
Signage and Wayfinding - Primary Gateway

DESIGN

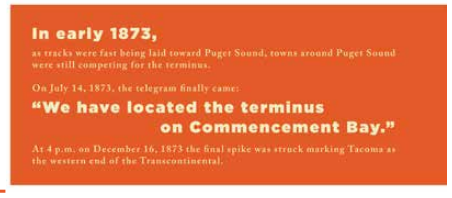
PRIMARY GATEWAY: ELEVATION A
Primary view when entering trail from Pacific Ave

SITE PLAN

NOT TO SCALE
North

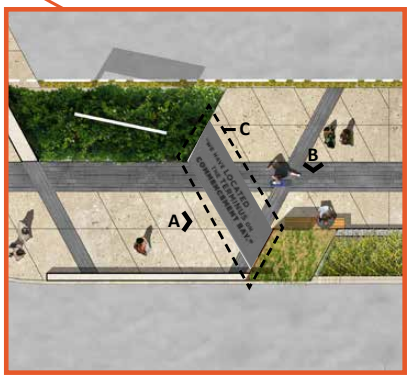


PRIMARY GATEWAY: ELEVATION B
View of wrap-around when facing Hood St



EXPANDED SHADOW INTERPRETIVE PLACED BELOW MAP

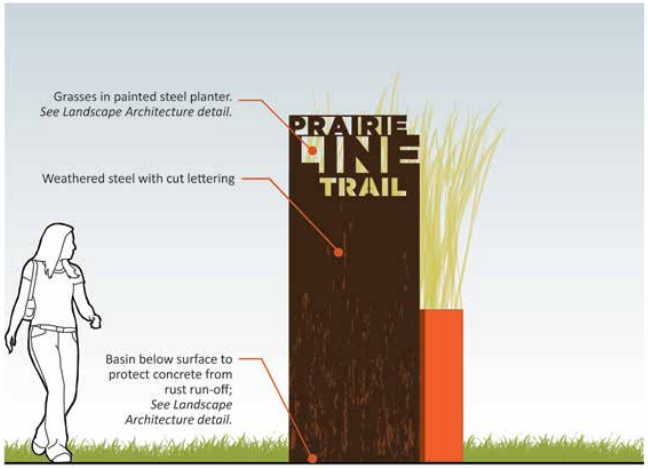
PLAN VIEW C : ENLARGED SANDBLASTED INTERPRETIVE



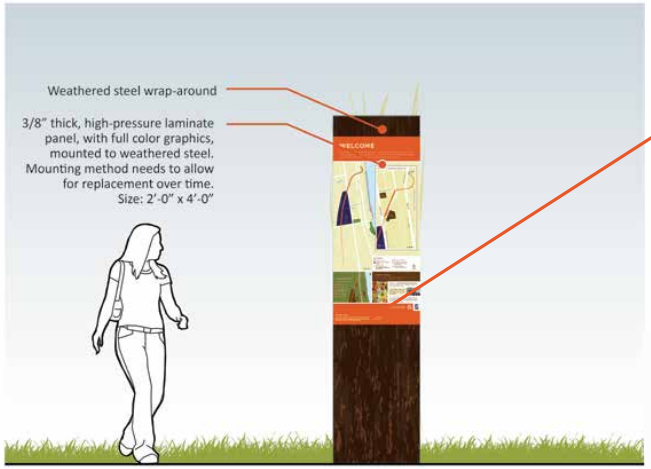
PLAN VIEW

Signage and Wayfinding - Gateway Entry at Dock St

DESIGN



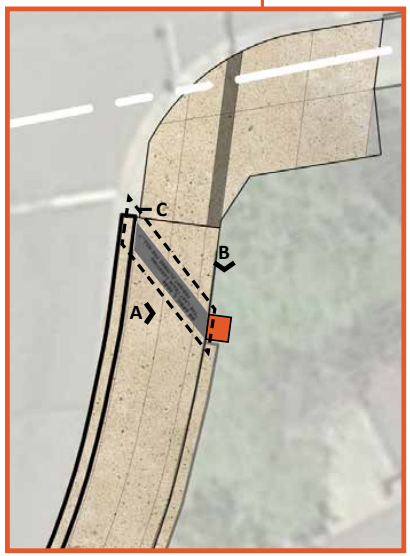
GATEWAY AT DOCK STREET: ELEVATION A
Sits next to/parallel with bridge railing



GATEWAY AT DOCK STREET: ELEVATION B
Perpendicular to bridge railing

SITE PLAN

NOT TO SCALE
North



PLAN VIEW

EXPANDED SHADOW INTERPRETIVE PLACED BELOW MAP

PLAN VIEW C: ENLARGED SANDBLASTED INTERPRETIVE

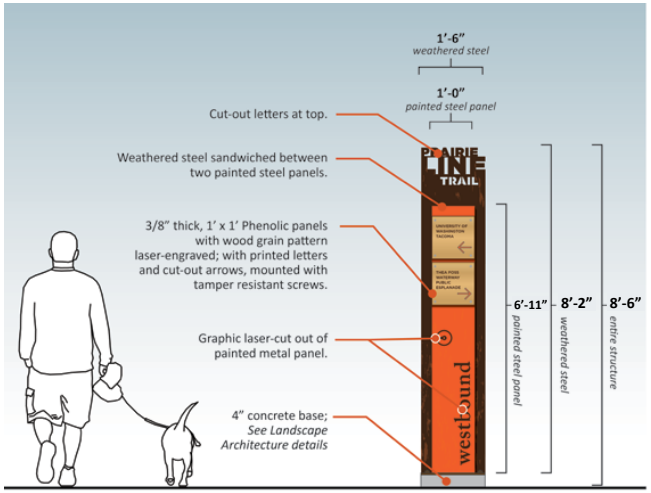
Signage and Wayfinding *Directional Map*

DESIGN

NOT TO SCALE

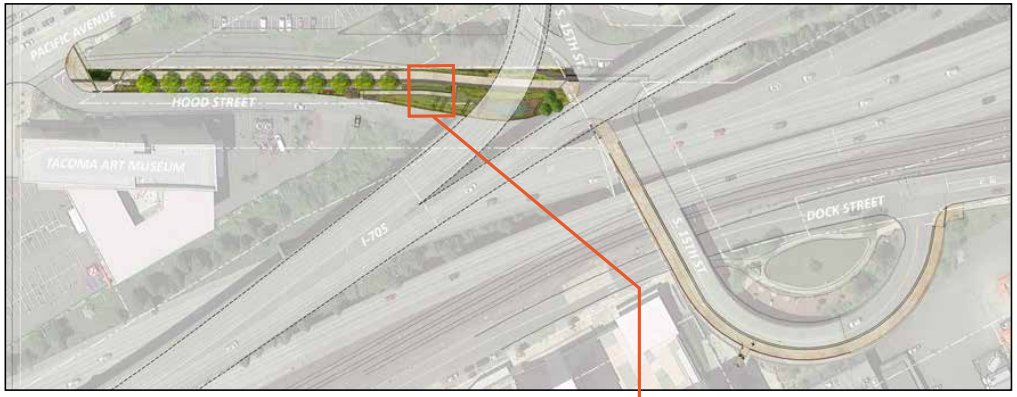
Signage and Wayfinding - Secondary Directional *Top of ADA Ramp*

DESIGN



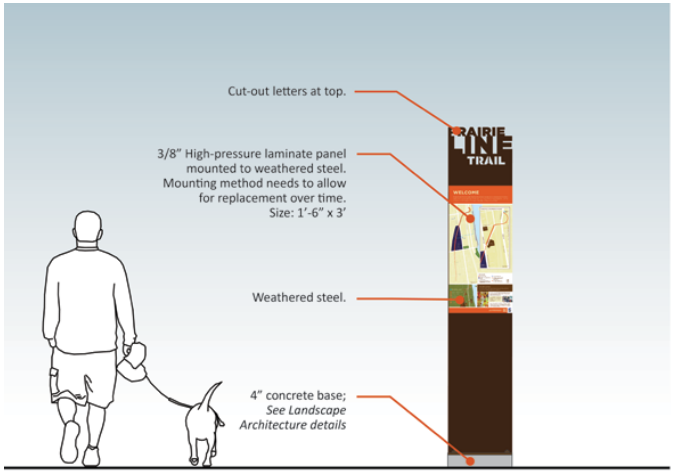
GATEWAY AT DOCK STREET: ELEVATION A
Sits next to/parallel with bridge railing

DIRECTIONAL DETAIL: ELEVATION A



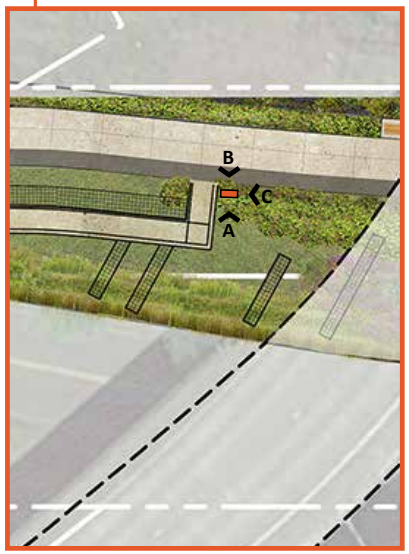
SITE PLAN

NOT TO SCALE
North



GATEWAY AT DOCK STREET: ELEVATION B
Perpendicular to bridge railing

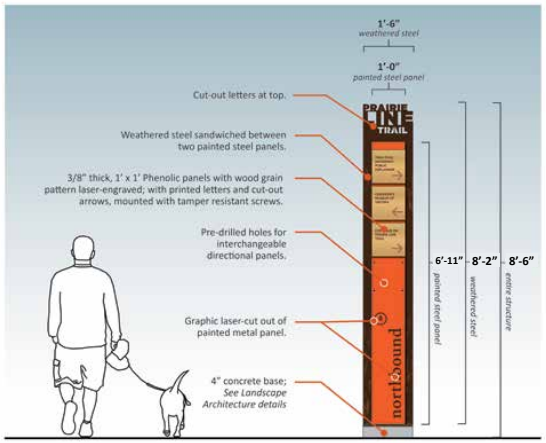
PRIMARY DIRECTIONAL: ELEVATION C
Side view



PLAN VIEW

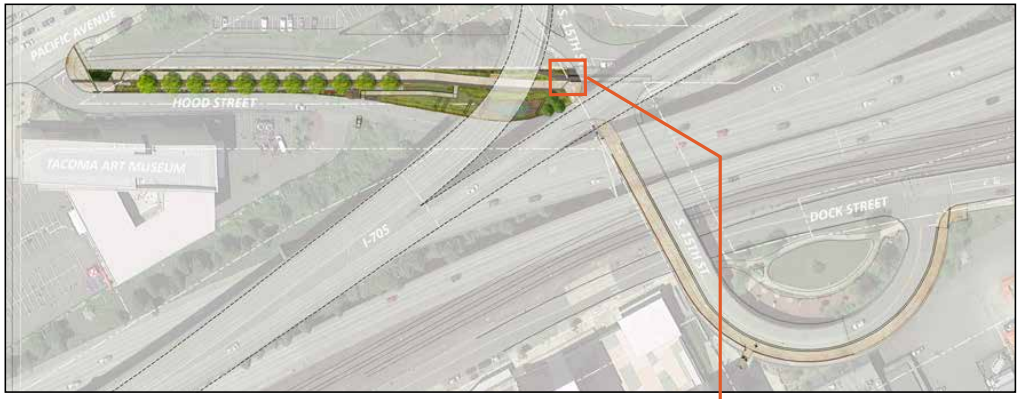
Signage and Wayfinding - Primary Directional *Located at Hood Street & 15th Street Intersection*

DESIGN



PRIMARY DIRECTIONAL: ELEVATION A
Walking north along trail toward 15th St

DIRECTIONAL DETAIL: ELEVATION A

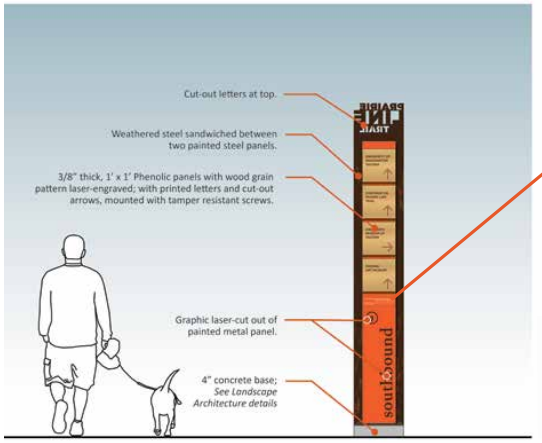


SITE PLAN

NOT TO SCALE
North

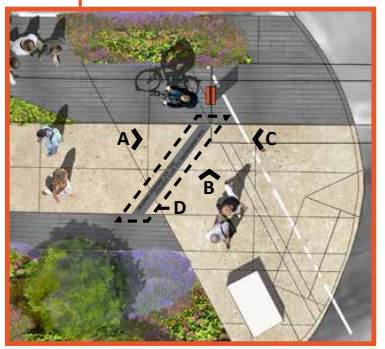
PRIMARY DIRECTIONAL: ELEVATION B
Side view

DIRECTIONAL DETAIL: ELEVATION C



PRIMARY DIRECTIONAL: ELEVATION C
Walking south along trail toward Pacific Ave

EXPANDED SHADOW INTERPRETIVE PLACED BELOW PHENOLIC PANELS

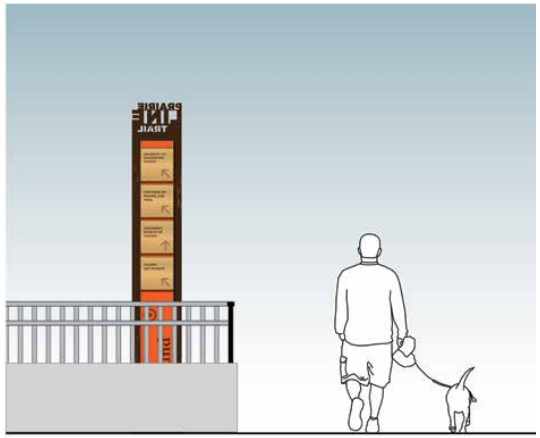


PLAN VIEW

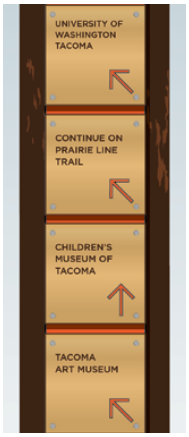
PLAN VIEW D: ENLARGED SANDBLASTED INTERPRETIVE

Signage and Wayfinding - Primary Directional *Located at 15th Street Bridge Entrance*

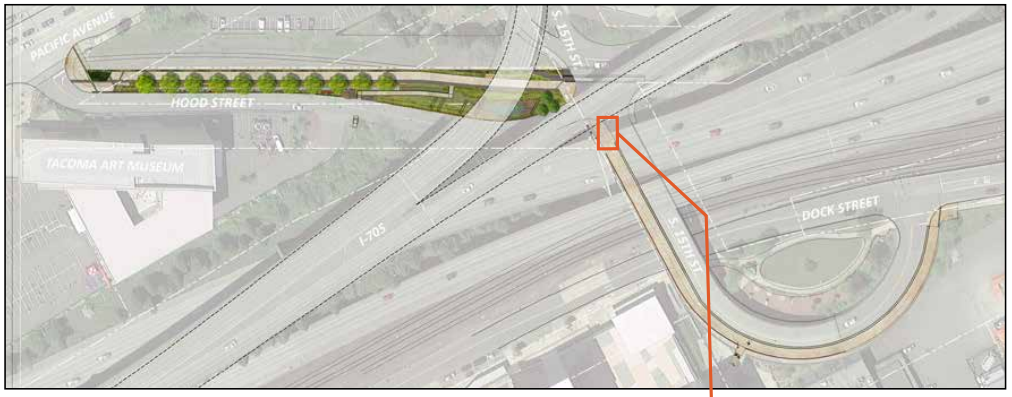
DESIGN



PRIMARY DIRECTIONAL: ELEVATION A
Exiting 15th St bridge toward Hood St

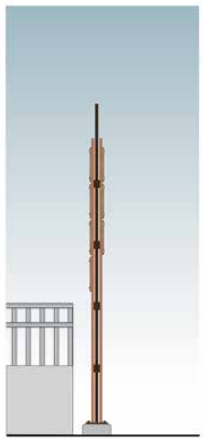


DIRECTIONAL DETAIL: ELEVATION A

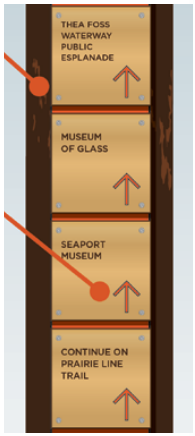


SITE PLAN

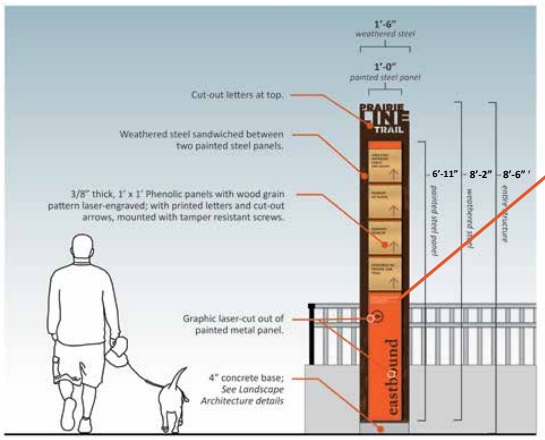
NOT TO SCALE North



PRIMARY DIRECTIONAL: ELEVATION B
Side view



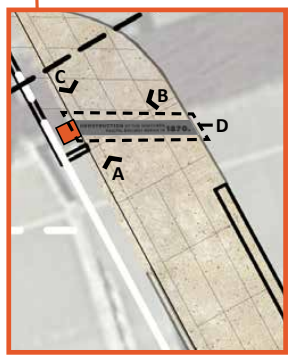
DIRECTIONAL DETAIL: ELEVATION C



PRIMARY DIRECTIONAL: ELEVATION C
Entering 15th St bridge toward waterfront

Construction of the Northern Pacific Railway, chartered by Congress in 1864 to connect the Great Lakes to the Pacific Northwest, **began in 1870.** However, the main line wasn't completed until 1883, when the golden spike was finally struck in Montana.

EXPANDED SHADOW INTERPRETIVE PLACED BELOW PHENOLIC PANELS

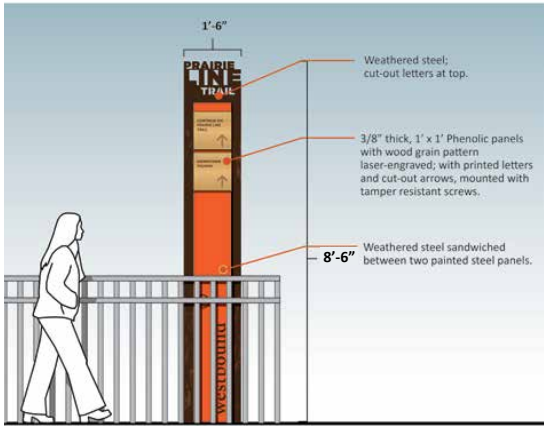


PLAN VIEW

PLAN VIEW D: ENLARGED SANDBLASTED INTERPRETIVE

Signage and Wayfinding - Primary Directional *Top of Stair Landing*

DESIGN



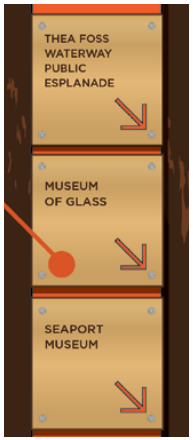
PRIMARY DIRECTIONAL: ELEVATION A
View while standing on stair landing, looking toward Hood St

DIRECTIONAL DETAIL: ELEVATION A

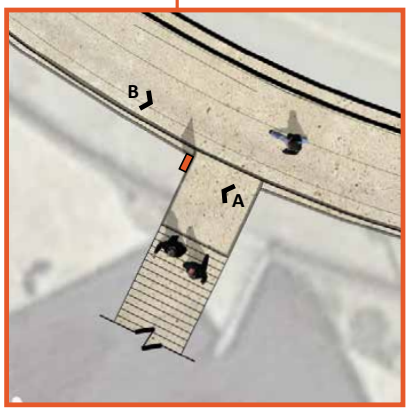
SITE PLAN

NOT TO SCALE
North

PRIMARY DIRECTIONAL: ELEVATION B
View while walking on 15th St bridge, looking toward waterfront



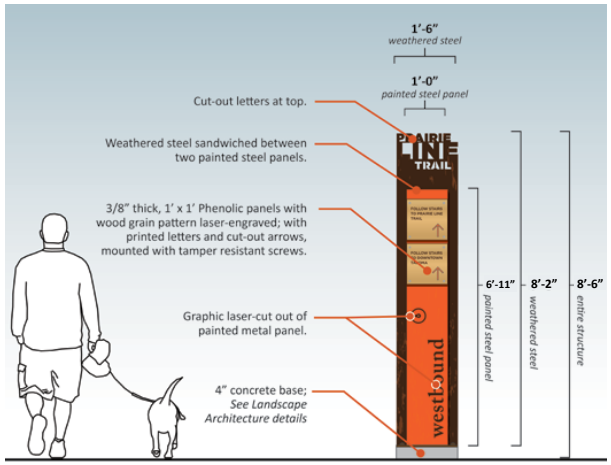
DIRECTIONAL DETAIL: ELEVATION B



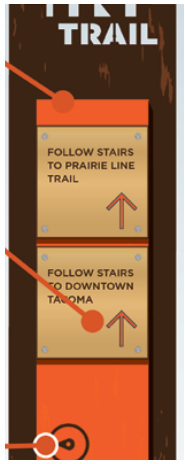
PLAN VIEW

Signage and Wayfinding - Secondary Directional *Bottom of Stairway; connecting to Thea Foss Waterway*

DESIGN



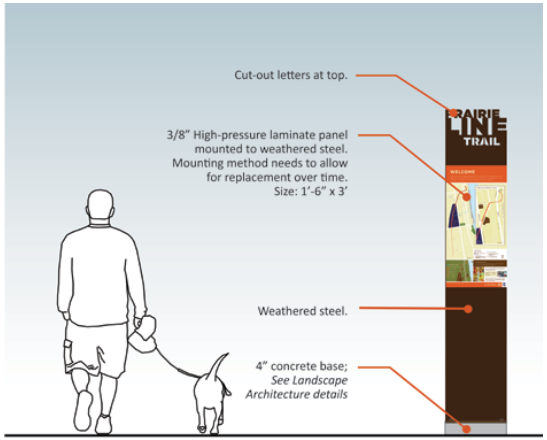
PRIMARY DIRECTIONAL: ELEVATION A
View while exiting waterfront, walking toward 15th St bridge stairway



DIRECTIONAL DETAIL: ELEVATION A

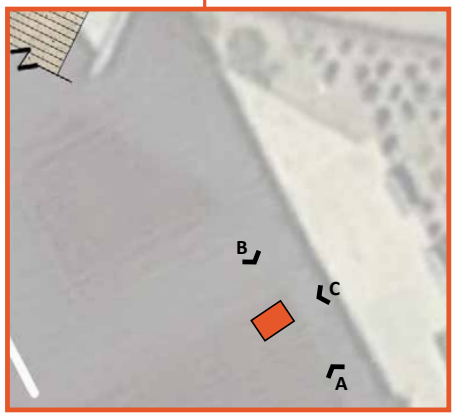
SITE PLAN

NOT TO SCALE
North



PRIMARY DIRECTIONAL: ELEVATION B
View while exiting 15 St bridge, walking toward waterfront

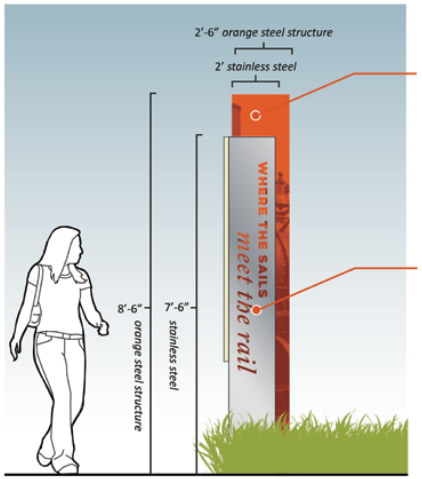
PRIMARY DIRECTIONAL: ELEVATION C
Side view



PLAN VIEW

Signage and Wayfinding - Historic Interpretive

DESIGN



High pressure laminate panels with 2-color, screen-printed graphic. Mounted onto steel structure core.

Stainless steel with cut out letters.

HISTORIC INTERPRETIVE: ELEVATION A
Walking north along trail toward 15th St

SITE PLAN

NOT TO SCALE
North

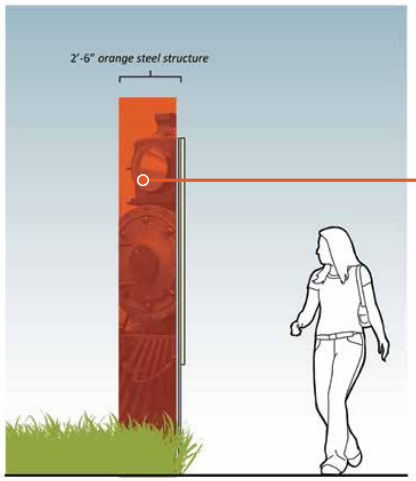
Wrap-around graphic.

1'-6" x 5'-0" high pressure laminate panel.

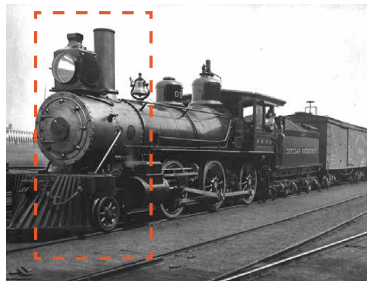
"L" shape wrap-around of stainless steel.

4" concrete base;
See Landscape Architecure details.

HISTORIC INTERPRETIVE: ELEVATION B
Primary view, looking toward Hood St

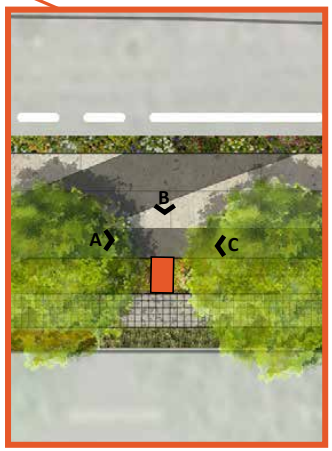


HISTORIC INTERPRETIVE: ELEVATION C
Walking south along trail toward Pacific Ave



1895 image of a Northern Pacific Railroad Tea Train in Tacoma, WA. From the Washington State Historical Society archives.

WRAP AROUND, SCREEN-PRINTED IMAGE
Shown here flattened



PLAN VIEW

Signage and Wayfinding - Historic Interpretive

DESIGN

NOT TO SCALE

Signage and Wayfinding - Historic Interpretive

DESIGN

CONTENT ON PANEL

The Prairie Line

The Prairie Line is a section of railroad track that runs from Tenino, Washington, to Tacoma's waterfront. The name refers to the track's route across the prairie east of the Nisqually River delta, but has come to be closely associated with the downtown Tacoma portion of the route.

With the construction of this route from the Columbia River in December 1873, and completion of the Northern Pacific Railroad in 1883, the first connection of Puget Sound to the greater United States was completed. This transformative achievement brought access to the Puget Sound for the people and commerce of the nation, spurring growth and change in the region.

Development

Back when European settlers first began arriving to the Pacific Northwest in the mid-1800s, the area that became downtown Tacoma was home to the Puyallup Tribe of Indians. In 1864, President Abraham Lincoln signed legislation chartering a railroad line between the Midwest and the Puget Sound, and in July 1873, after years of study, the Northern Pacific Railroad board chose Commencement Bay as the Puget Sound railroad terminus.

Once the connection to the east was complete, the city's downtown, waterfront, and neighborhoods grew up around them. Tacoma adopted booster mottos like "City of Destiny" and "Where the Sails Meet the Rail." Growth boomed, with city population soaring from 1,098 to 36,006 between 1880 and 1890 alone.

The Prairie Line rail corridor guided Tacoma's city planning and shaped its unique character. Breweries, warehouses, businesses, and other institutions were all specifically designed and constructed to access the rails. A hub of activity, the Prairie Line tracks saw thousands of people travel to Tacoma and meet new visitors as they came off the train. For 130 years, daily life in Tacoma ran against a backdrop of curved rails, hulking trains, and the industrial noises and smells of the railroad.

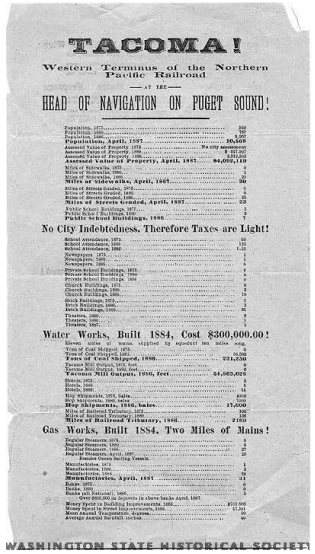
A New Direction

In 2003, the downtown portion of the Prairie Line was removed from service to make way for construction of the Sound Transit Tacoma light rail. Yet, even after the trains ceased to roll, the formative influences they exerted on the city remained. The line's pathway, grade, and alignment as designed for 1873 locomotives were ready to serve a new purpose.

Today, through the Prairie Line Trail, the route continues to catalyze change and development, just as it always has. The historic corridor is now a pathway for movement and interactions powered by people rather than locomotives. The trail honors Tacoma's character and history, and serves as a forum for art and beauty in a space long claimed by commerce. While inviting people to inhabit and enjoy the area, the trail is also actively healing the environmental impacts a century of industry had on the region. As a City initiative, the Prairie Line Trail is an ongoing effort to reclaim this space for people and the environment—and to invite everyone to enjoy it.

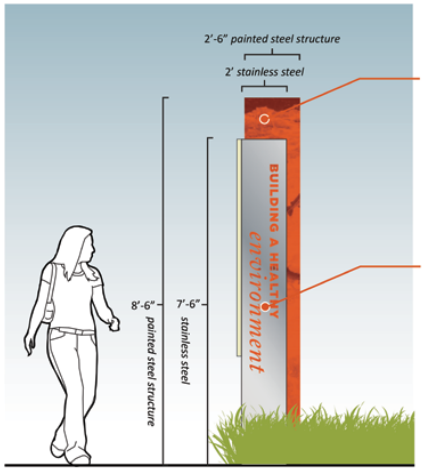
IMAGERY ON PANEL

BACKGROUND IMAGERY



Signage and Wayfinding - Bioretention Interpretive

DESIGN



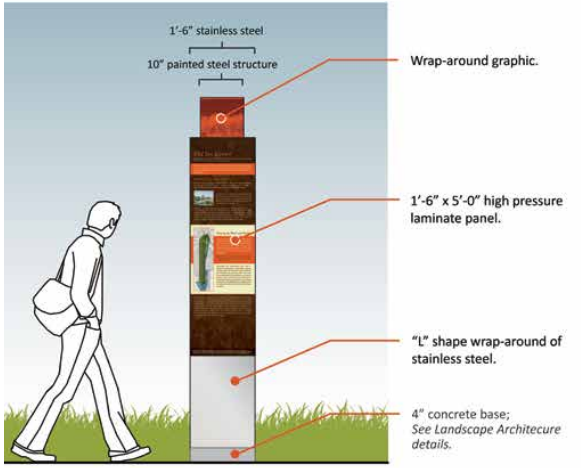
BIORETENTION INTERPRETIVE: ELEVATION A

Walking north along trail toward 15th St

SITE PLAN

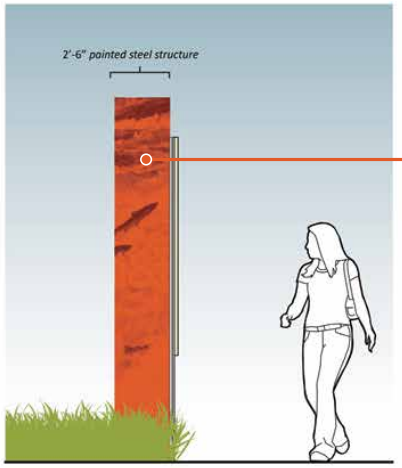
NOT TO SCALE

North



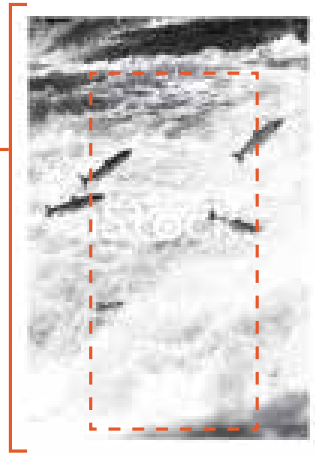
BIORETENTION INTERPRETIVE: ELEVATION B

Looking toward Hood St and Bioretention cells



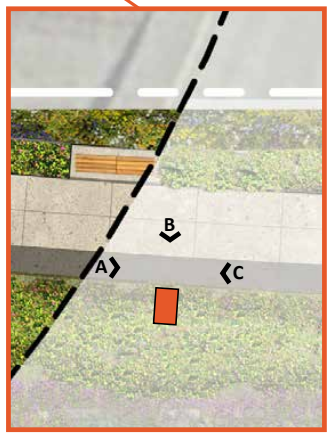
BIORETENTION INTERPRETIVE: ELEVATION C

Walking south along trail toward Pacific Ave



WRAP AROUND, SCREEN-PRINTED IMAGE

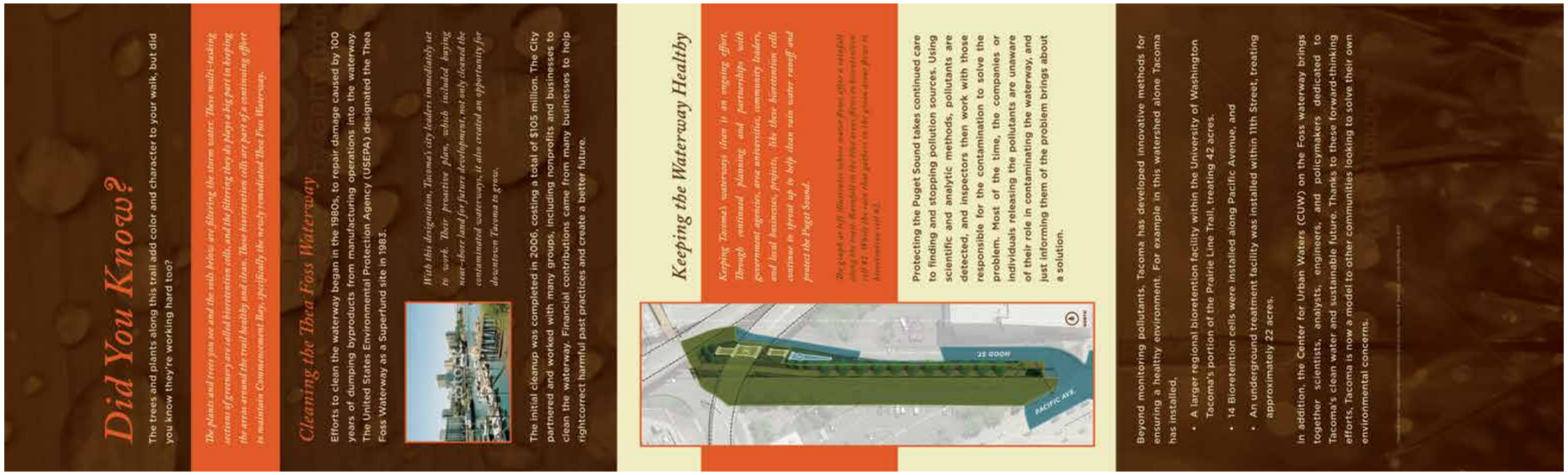
Shown here flattened



PLAN VIEW

Signage and Wayfinding - Bioretention Interpretive

DESIGN



NOT TO SCALE

Signage and Wayfinding - Bioretention Interpretive

DESIGN

CONTENT ON PANEL

Did You Know?
The trees and plants along this trail add color and character to your walk, but did you know they're working hard too?

The plants and trees you see and the soils below are filtering the stormwater. These multi-tasking sections of greenery are called bioretention cells, and the filtering they do plays a big part in keeping the areas around the trail healthy and clean. These bioretention cells are part of a continuing effort to maintain Commencement Bay, specifically the newly remediated Thea Foss Waterway.

Cleaning the Thea Foss Waterway
Efforts to clean the waterway began in the 1980s, to repair damage caused by 100 years of dumping byproducts from manufacturing operations into the waterway. The United States Environmental Protection Agency (USEPA) designated the Thea Foss Waterway as a Superfund site in 1983.

With this designation, Tacoma's city leaders immediately set to work. Their proactive plan, which included buying near-shore land for future development, not only cleaned the contaminated waterways, it also created an opportunity for downtown Tacoma to grow.

The initial cleanup was completed in 2006, costing a total of $105 million. The City partnered and worked with many groups, including nonprofits and businesses to clean the waterway. Financial contributions came from many businesses to help correct harmful past practices and create a better future.

Keeping the Waterway Healthy
Keeping Tacoma's waterways clean is an ongoing effort. Through continued planning and partnerships with government agencies, area universities, community leaders, and local businesses, projects, like these bioretention cells continue to sprout up to help clean rain water runoff and protect the Puget Sound.

The graph at left illustrates where water flows after a rainfall along the trail. Rainfall in the blue areas flows to bioretention cell #1. While the rain that gathers in the green areas flows to bioretention cell #2.

Protecting the Puget Sound takes continued care to finding and stopping pollution sources. Using scientific and analytic methods, pollutants are detected, and inspectors then work with those responsible for the contamination to solve the problem. Most of the time, the companies or individuals releasing the pollutants are unaware of their role in contaminating the waterway, and just informing them of the problem brings about a solution.

Beyond monitoring pollutants, Tacoma has developed innovative methods for ensuring a healthy environment. For example in this watershed alone Tacoma has installed,

- A larger regional bioretention facility within the University of Washington
- Tacoma's portion of the Prairie Line Trail, treating 42 acres.
- 14 Bioretention cells were installed along Pacific Avenue, and
- An underground treatment facility was installed within 11th Street, treating approximately 22 acres.

In addition, the Center for Urban Waters (CUW) on the Foss waterway brings together scientists, analysts, engineers, and policymakers dedicated to Tacoma's clean water and sustainable future. Thanks to these forward-thinking efforts, Tacoma is now a model to other communities looking to solve their own environmental concerns.

IMAGERY ON PANEL

Signage and Wayfinding - 15th Street Bridge Banner Signage

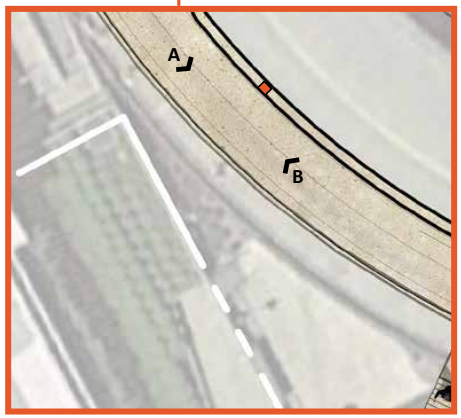
DESIGN

SITE PLAN

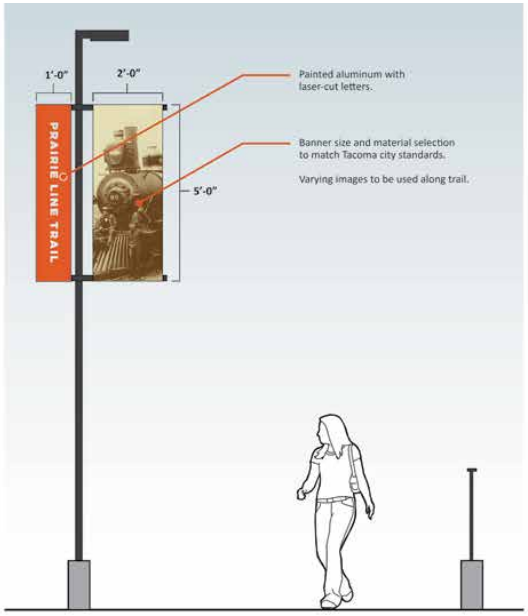
NOT TO SCALE

North

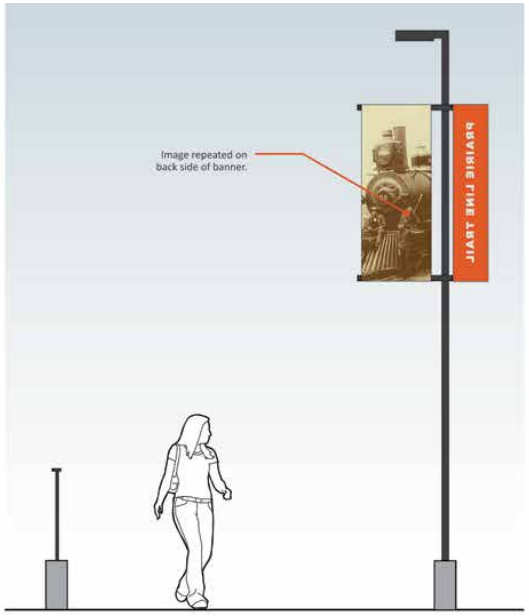
Quantity of 4 along 15 St Bridge; to be located on all new pedestrian level light poles being installed



PLAN VIEW



A ❯ **ELEVATION: VIEW WHILE WALKING ON 15TH ST BRIDGE**
Looking toward Waterfront



B ❯ **ELEVATION: VIEW WHILE WALKING ON 15TH ST BRIDGE**
Looking toward Hood St

Signage and Wayfinding - 15th Street Bridge Banner Signage

DESIGN

Historic bird's eye view map of Tacoma. Image from the Washington State Historical Society Archives.

Sept. 08, 1883 image of a Northern Pacific Railroad steam locomotive and train, a part of the Gold Spike Excursion that traveled to Tacoma. The locomotive and train are decorated in U.S. flags, bunting, and greenery. Image from the Washington State Historical Society Archives.

Picture of Northern Pacific Railway Shops in South Tacoma, ca. 1910.. Image from the Washington State Historical Society Archives.

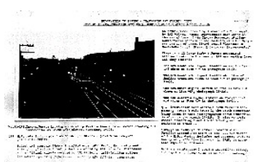
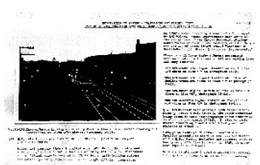
An image of the Northern Pacific Railroad Locomotive 86 and workers in Western Washington. Image from the Washington State Historical Society Archives.

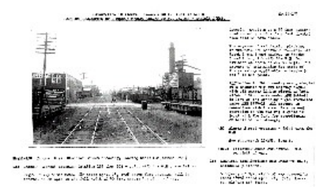
BANNER IMAGES

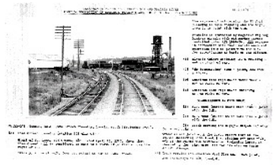
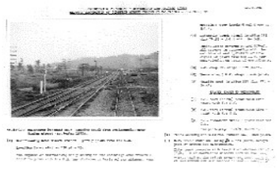
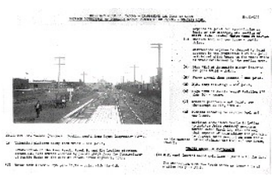
NOT TO SCALE

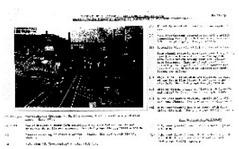
Appendix E: Prairie Line Trail Reference Archive

The following document is a PDF of the Microsoft Excel reference archive created for this project.

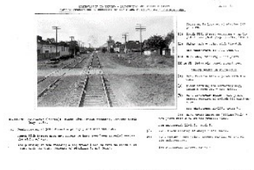
Filename	Type	Thumbnail	Source	Date	Description	Permissions Status	Permissions Info	Photographer or Creator	Theme	Online link
DDA_p109-00012_FleetDayParade_1909	Photograph		Densho Digital Archive, Magden Collection	1909	1909 view of the Fleet Day Parade going past Japanese businesses, showing a pagoda float. Taken along Jefferson Ave. just south of 17th St., one block west of the Prairie Line.	Materials Request Form to get a Restricted Use Agreement	http://www.densho.org/faq/	unknown	Cultural Interaction	http://archive.densho.org/Core/ArchiveItem.aspx?i=denshopd-p109-00012
DDA_p109-00055_FleetDayParade_1909	Photograph		Densho Digital Archive, Magden Collection	1909	1909 view of the Fleet Day Parade, looking southwest past the Carlton Hotel at Jefferson and S. 17th St.	Materials Request Form to get a Restricted Use Agreement	http://www.densho.org/faq/	unknown	Place	http://archive.densho.org/Core/ArchiveItem.aspx?i=denshopd-p109-00055
DDA_p109-00070_JapaneseAmericanFarmers	Photograph		Densho Digital Archive, Magden Collection	1920	1920 view of Japanese American farmers hauling manure in a truck, taken in front of the Carlton Hotel at Jefferson and S. 17th St.	Materials Request Form to get a Restricted Use Agreement	http://www.densho.org/faq/	unknown	Place, Cultural Interaction	http://archive.densho.org/Core/ArchiveItem.aspx?i=denshopd-p109-00070
DDA_p109-00081_UnionLaundry	Photograph		Densho Digital Archive, Magden Collection	1907	1907 view of the Union Steam Laundry and its baseball team. The business was located at 1327 South C (1328 Commerce), one block east of the Prairie Line.	Materials Request Form to get a Restricted Use Agreement	http://www.densho.org/faq/	unknown	Cultural Interaction	http://archive.densho.org/Core/ArchiveItem.aspx?i=denshopd-p109-00081
DDA_p109-00046_BuddhistTemple_1931	Photograph		Densho Digital Archive, Magden Collection	1931	1931 view of the Tacoma Buddist Temple, located at 17th and Fawcett, a few blocks from the Prairie Line and a center for Tacoma's Japanese community.	Materials Request Form to get a Restricted Use Agreement	http://www.densho.org/faq/	unknown	Cultural Interaction	
ICC_11_130 (1)	Log page		Interstate Commerce Commission	1927	Looking north along Prairie Line, showing connection of Drawbridge Line at S. 15th St. October, 1927.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_131 (1)	Log page		Interstate Commerce Commission	1927	Looking south along Prairie Line, showing street crossing and interlocker at S. 15th St. October, 1927.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A

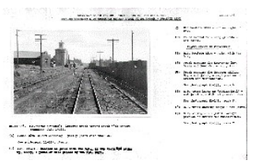
ICC_11_153 (1)	Log page		Interstate Commerce Commission	1927	Side view of overhead crossing at South M Street. September, 1927.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_154 (1)	Log page		Interstate Commerce Commission	1927	Looking south from overhead highway crossing at South M St. September, 1927.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_158 (1)	Log page		Interstate Commerce Commission	1927	Prairie Line looking south at Chandler Street crossing, between the Commerce Street tracks and South Tacoma. September, 1927.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_160 (1)	Log page		Interstate Commerce Commission	1927	Prairie Line looking south at Wilkeson Street crossing. September, 1927.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_163 (1)	Log page		Interstate Commerce Commission	1927	Prairie Line looking south from connection of West End Manufacturing Co. spur, between the Commerce Street tracks and South Tacoma. September, 1927.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A

ICC_11_167 (1)	Log page		Interstate Commerce Commission	1927	Prairie Line looking south at Pine Street crossing. September, 1927.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_169 (1)	Log page		Interstate Commerce Commission	1927	Prairie Line looking south from a point south of Cedar Street. September, 1927.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_170 (1)	Log page		Interstate Commerce Commission	1927	Prairie Line looking south from road crossing near Windom Street. September, 1927.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_174 (1)	Log page		Interstate Commerce Commission	1927	Prairie Line, looking north from South Tacoma depot. September, 1927.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_177 (1)	Log page		Interstate Commerce Commission	1927	Prairie Line, looking south from South Tacoma depot. September, 1927.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A

ICC_11_179 (1)	Log page		Interstate Commerce Commission	1927	Prairie Line looking south at the South 56th Street crossing. September, 1927.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_132 (1)	Log page		Interstate Commerce Commission	1928	Crossing at Pacific Avenue, looking north along Prairie Line. May, 1928.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_134	Photograph		Interstate Commerce Commission	1928	Looking south along the Prairie Line, showing Commerce St. crossing and connecting track leading to jointly owned Commerce St. tracks. May, 1928.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_137	Photograph		Interstate Commerce Commission	1928	Looking north along Commerce St. from a point south of South 19th St. June, 1928.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_138	Photograph		Interstate Commerce Commission	1928	Looking south along Commerce St. tracks, showing crossing of South 21st St. June, 1928.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_142	Photograph		Interstate Commerce Commission	1928	Looking in a northerly direction along the Prairie Line, showing crossings at S. 19th and Commerce Streets. June, 1928.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_143	Photograph		Interstate Commerce Commission	1928	Looking north along the Prairie Line, toward S. 19th Street. June, 1928.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_144	Photograph		Interstate Commerce Commission	1928	Looking south along the Prairie Line, showing crossing at S. 21st Street. June, 1928.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A

ICC_11_145	Photograph		Interstate Commerce Commission	1928	Looking north along the Prairie Line, showing the S. 23rd St. crossing. June, 1928.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_146	Photograph		Interstate Commerce Commission	1928	Looking north along the Prairie Line, showing the S. 25th St. crossing. June, 1928.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_148	Photograph		Interstate Commerce Commission	1928	Looking north along the Prairie Line, from the overhead viaduct at South Tacoma Avenue. May, 1928.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_149 (1)	Log Page		Interstate Commerce Commission	1928	Prairie Line, showing the viaduct at South Tacoma Ave, looking north from Yakima Ave Bridge. June, 1928.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_150 (1)	Log Page		Interstate Commerce Commission	1928	Prairie Line, looking south showing the Yakima Ave Bridge. May, 1928.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_159 (1)	Log Page		Interstate Commerce Commission	1928	Prairie Line looking north at Alaska Street crossing. May, 1928.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_161 (1)	Log Page		Interstate Commerce Commission	1928	Prairie Line looking south from switch connecting team track, between the Commerce Street tracks and South Tacoma. May, 1928.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_168 (1)	Log Page		Interstate Commerce Commission	1928	Prairie Line looking north toward Pine Street crossing. May, 1928.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A

ICC_11_172 (1)	Log Page		Interstate Commerce Commission	1928	Prairie Line looking south at the South 42nd Street crossing. Multiple rail tracks visible. May, 1928.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_173 (1)	Log Page		Interstate Commerce Commission	1928	Prairie Line, looking north along main line tracks from a point opposite the Northern Pacific shops. June, 1928.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_181 (1)	Log Page		Interstate Commerce Commission	1928	Prairie Line looking north at the South 56th Street crossing. May, 1928.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_133 (1)	Log Page		Interstate Commerce Commission	1929	Looking south along the Prairie Line, showing street and electric railway crossings at Pacific Avenue. July, 1929.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_135	Photograph		Interstate Commerce Commission	1929	Looking in a southerly direction across Prairie Line tracks, showing multiple railroad company tracks. The joint Northern Pacific and Great Northern tracks are at left. Beginning of CMStP&P-Northern Pacific Commerce St. trackage. July, 1929.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_136	Photograph		Interstate Commerce Commission	1929	Looking in a southerly direction along Commerce St. tracks from a point near South 19th St. July, 1929.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_139	Photograph		Interstate Commerce Commission	1929	Looking south along section of Commerce St. tracks maintained by CMStP&P, showing crossing of South 23rd St. July, 1929.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_140 (1)	Log page		Interstate Commerce Commission	1929	Looking south along Commerce St. tracks, showing crossing of South 25th St. and southerly end of the jointly owned tracks. July, 1929.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A

ICC_11_152 (1)	Log page		Interstate Commerce Commission	1929	Northern Pacific's new 100,000 gallon concrete water storage reservoir near South J St., along the Prairie Line. August, 1929.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_171 (1)	Log page		Interstate Commerce Commission	1929	Prairie Line looking north at the Union Avenue crossing. Multiple rail tracks visible. July, 1929.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_175 (1)	Log page		Interstate Commerce Commission	1929	Prairie Line, looking south at the South Tacoma freight and passenger station. July, 1929.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_178 (1)	Log page		Interstate Commerce Commission	1929	Prairie Line looking south toward South 56th Street crossing. July, 1929.	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown	Transportation	N/A
ICC_11_70 through ICC_11_110	Photograph		Interstate Commerce Commission	1927 to 1929	Views along the Point Defiance Line, mostly along present day Ruston Way.	Public use, no restrictions	Note: ICC_11-72 through ICC_11_110 (2) are of the Point Defiance Line. Not included in this catalog since	unknown	Transportation	N/A
ICC_11_111(1) through ICC_11_ 123 (2)	Photograph		Interstate Commerce Commission	c1929	"Reservation to Tenino-Drawbridge and Prairie Lines" images. These are all believed to be taken on the Tacoma tideflats, showing rail lines, sidings and spur lines serving oil companies, St. Paul and Tacoma Lumber Co., etc. These aren't related to the Prairie Line, rather they're along the	Public use, no restrictions	The (1), (2), etc. images are the full photocopied ICC log pages with more info.	unknown		N/A
JMF_01-03516.0	Photograph		Jim Fredrickson	1950	NP Train 407 leaving Tacoma's Union Station for Seattle, 1950. Looking north.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Jim Fredrickson	Transportation	N/A
JMF_13-05718.0	Photograph		Jim Fredrickson	1936-1957	Image of Union Pacific Train 3975, believed to be taken by Tacoma's Union Station.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Jim Fredrickson	Transportation	N/A

JMF_13-05719.0	Photograph		Jim Fredrickson	1936-1957	Union Pacific Train 3975, with Tacoma's Union Station in background.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Jim Fredrickson	Transportation	N/A
JMF_003	Photograph		Jim Fredrickson	1963-c1970s	Northern Pacific diesel freight train on the Prairie Line crossing Pacific Ave, Tacoma. Looking north.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	presumably Jim Fredrickson	Transportation	N/A
JMF_04-02324.3	Photograph		Jim Fredrickson	c1928-1949	Undated historic view of Union Station, looking NE from Pacific Ave, Tacoma.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Jim Fredrickson?	Transportation	N/A
JMF_00-01430.0	Photograph		Jim Fredrickson	c1940-1957	NP steam locomotive 2600 in front of Machine Shop #2, presumably in South Tacoma.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Jim Fredrickson	Transportation	N/A
JMF_00-01437.0	Photograph		Jim Fredrickson	c1940-1957	NP locomotive 2601 on tracks, location unknown.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Jim Fredrickson	Transportation	N/A
JMF_00-01438.0	Photograph		Jim Fredrickson	c1940-1957	NP locomotive 2602 on tracks, location unknown.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Jim Fredrickson	Transportation	N/A
JMF_01-03501.0	Photograph		Jim Fredrickson	c1940-1957	NP steam locomotive and two cars traveling along rails near Union Station, parallel with Pacific Ave in Tacoma. Looking NW.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Jim Fredrickson	Transportation	N/A
JMF_01-03511.0	Photograph		Jim Fredrickson	c1940-1957	NP steam train traveling along rails near Union Station, parallel with Pacific Ave in Tacoma. Looking NW.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Jim Fredrickson	Transportation	N/A

JMF_01-03528.0	Photograph		Jim Fredrickson	c1940-1957	NP steam locomotive 2602, believed to be traveling north from Union Station platform, Tacoma. Looking SE.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Jim Fredrickson	Transportation	N/A
JMF_01-03571.0	Photograph		Jim Fredrickson	c1940-1957	NP steam locomotive 2250 and passenger train, believed to be on the Prairie Line at approximately S. 15th St. east of Pacific. Lyon Storage sign and 11th St. Bridge visible in background.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Jim Fredrickson	Transportation	N/A
JMF_002	Photograph		Jim Fredrickson	c1940-1957	NP steam locomotive 2250 and passenger train, believed to be on the Prairie Line at approximately S. 15th St. east of Pacific. Lyon Storage sign and 11th St. Bridge visible in background.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Jim Fredrickson	Transportation	N/A
JMF_004	Photograph		Jim Fredrickson	c1940-1957	Reportedly a view of the last passenger train to travel on the Prairie Line. Exact location unknown.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Jim Fredrickson	Transportation	N/A
JMF_001	Photograph		Jim Fredrickson	c1940-c1970	Great Northern passenger train traveling through Tacoma.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Fredrickson?	Transportation	N/A
JMF_01-03569.0	Photograph		Jim Fredrickson	c1940-c1990	Unidentified train, traveling on the Prairie Line just northeast of the Pacific Ave crossing in downtown Tacoma. The Hotel Croft (demolished) was located at 1511-41 Pacific. The former Schoenfelds store is extant at 1423 Pacific.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Jim Fredrickson	Transportation	N/A
JMF_04-02337.0	Photograph		Jim Fredrickson	c1960-1970s	Winter image of Union Station and passenger platforms, looking south.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Jim Fredrickson	Transportation	N/A
JMF_01-03530.0	Photograph		Jim Fredrickson	c1965-c1970s	NP passenger train passing Union Station in Tacoma. Looking SW.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Jim Fredrickson	Transportation	N/A

JMF_04-02374.0	Photograph		Jim Fredrickson	c1970-1984	Tacoma's Union Station when it was still an active passenger train station. Amtrak train 363 is shown at right.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Jim Fredrickson	Transportation	N/A
JMF_04-02476.0	Photograph		Jim Fredrickson	c1984	Appears to be the 1984 dedication ceremony for the new Amtrak station in Tacoma.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Jim Fredrickson	Transportation	N/A
JMF_13-05718.0	Photograph		Jim Fredrickson	c1984	Appears to be the 1984 dedication ceremony for the new Amtrak station in Tacoma.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	Jim Fredrickson	Transportation	N/A
JMF_005	Photograph		Jim Fredrickson	Pre-1911	Historic view of former Villard Station, Tacoma.	Check with Pacific Northwest Railroad Archive for permissions.	Website: pnraarchive.org Email: info@PNRArchive .comcastbiz.net	N/A	Transportation	N/A
LOC_Tacoma birds eye 1884	Drawing		Library of Congress, Geography and Maps Division, LOC Control # 75696668	1884	1884 Birds-eye view of Tacoma, Washington Territory.	Public use, no restrictions			Place	
LOC_HABS WA_159_1	Photograph		Library of Congress, Historic American Building Survey, Survey WA-159	1983	1983 view of Union Station, Tacoma, WA, looking northwest. Photograph by Ed Hildreth for the Historic American Building Survey, project WA-159.	Public use, no restrictions		Ed Hildreth	Transportation	http://www.loc.gov/pictures/item/wa0175.photos.168838p/
LOC_HABS WA_159_2	Photograph		Library of Congress, Historic American Building Survey, Survey WA-159	1983	1983 view of Union Station, Tacoma, WA, looking north. Photograph by Ed Hildreth for the Historic American Building Survey, project WA-159.	Public use, no restrictions		Ed Hildreth	Transportation	http://www.loc.gov/pictures/item/wa0175.photos.168839p/
LOC_HABS WA_159_3	Photograph		Library of Congress, Historic American Building Survey, Survey WA-159	1983	1983 view of Union Station and switching yard, looking northwest. Photograph by Ed Hildreth for the Historic American Building Survey, project WA-159.	Public use, no restrictions		Ed Hildreth	Transportation	http://www.loc.gov/pictures/item/wa0175.photos.168840p/

LOC_HABS WA_159_4	Photograph		Library of Congress, Historic American Building Survey, Survey WA-159	1983	1983 view of Union Station, Tacoma, WA, looking northwest. Photograph by Ed Hildreth for the Historic American Building Survey, project WA-159.	Public use, no restrictions	Ed Hildreth	Transportation	http://www.loc.gov/pictures/item/wa0175.photos.168841p/
LOC_HABS WA_159_6	Photograph		Library of Congress, Historic American Building Survey, Survey WA-159	1983	1983 view of Union Station, Tacoma, WA, as viewed from platform. Photograph by Ed Hildreth for the Historic American Building Survey, project WA-159.	Public use, no restrictions	Ed Hildreth	Transportation	http://www.loc.gov/pictures/item/wa0175.photos.168843p/
CYS-T068	Photograph		Tacoma Public Library	1979	Interior shot of Union Station, circa 1979.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.		Transportation	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/33881/rec/191
TPL_39586	Photograph		Tacoma Public Library, Chapin Bowen Collection	1929	1929 view north along Commerce (left) and Pacific (right), showing the Prairie Line crossing near S. 17th St.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Chapin Bowen	Place, Transportation	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/32094/rec/1
TPL_1331	Photograph		Tacoma Public Library, F. Jay Haynes Collection	ca. 1890	ca. 1890. The Northern Pacific Dock, circa 1890, on Tacoma's waterfront. The large building next to the docked vessel is the Ocean Freight warehouse. The warehouse at center is the Northern Pacific Local Freight warehouse.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	F. Jay Haynes	Transportation	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/16233/rec/91
HBS_006	Photograph		Tacoma Public Library, General Photograph Collection	1945	On October 22, 1945, this group of unidentified African American men and one woman were photographed seated around a table after what appears to be a dinner at the USO #2, 713-15 Commerce St.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	F.L. Powell	Cultural Interaction	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/1162/rec/3

PATERSON-01	Photograph		Tacoma Public Library, General Photograph Collection	ca. 1885	Hatch Mill. The Hatch Mill, owned by Miles F. Hatch, was located near what is now 400 Schuster Parkway. Ships had easy access to retrieve cargo of cut lumber at the sawmill's docks. The Hatch Mill was the first lumber plant in New Tacoma when its sawmill operations began on January 17, 1877. Per the News Tribune's June 25, 1934 retrospective photograph, it occupied the part of the waterfront between 4th St. and the Northern Pacific docks, better known as Flyer dock. Further expansion occurred with the starting up of Hatch's new lath mill in August of 1882 with expected output of 20,000 laths per day. The big plant closed five years later in 1887. Land title disputes between Miles Hatch and the Northern Pacific Railroad led to several gun battles at the site in 1889. The mill was sold to the railroad and dismantled in 1898. (Original print held by Robin Paterson, Gig Harbor)	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	U.P. Hadley	Transportation	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/6662/rec/110
BOLAND_B13282	Photograph		Tacoma Public Library, Marvin D. Boland Collection	1925	These lucky Woolworth customers raise their bottles in a toast as they prepare to swig down Orange Kist in early September of 1925. Store management treated their patrons, including children, to free bottles of the non-alcoholic beverage on that day. Prohibition was in full force and local brewery Columbia Brewing Co. produced sodas in lieu of beer. Columbia Brewing introduced their new drink to the public during Orange Kist Week, July 31-August 6th. Thousands of bottles of Orange Kist were given away in various promotional stunts, including at local baseball games and at theaters and stores.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Marvin Boland	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/25799/rec/8
BOLAND_B13820	Photograph		Tacoma Public Library, Marvin D. Boland Collection	1925	A Japanese American wedding party with their many guests posed on December 6, 1925 outside the building at South 17th and Market Streets that housed the Tacoma Jujitsu School and the Columbus Hotel. The bride, groom and attendants, as well as guests, are all dressed in American attire.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Marvin Boland	Cultural Interaction	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/3704/rec/176

NWRPC_44	Postcard		Tacoma Public Library, Northwest Postcard Collection	1903	Tacoma's busy waterfront with the Commercial Dock in the lower right hand corner. circa 1903.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Theodore's Bookstore Co., Tacoma	Transportation	http://cdm17061.contentdm.oclc.org/cdm/compoundobject/collection/p17061coll18/id/356/rec/25
TPL_36248	Photograph		Tacoma Public Library, NW Room, Boland Collection	1919	1919 view of the intersection of Pacific, Jefferson and S. 17th in Tacoma. Looking southwest, with the Carlton Hotel visible at upper right.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Marvin Boland	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/5882/rec/1
TPL_Boland_168860pu	Photograph		Tacoma Public Library, NW Room, Boland Collection	1922	1922 view of area surrounding Union Station, looking southwest.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Boland	Place, Transportation	http://www.loc.gov/pictures/collection/hh/item/wa0175.photos.168860p/
TPL_Boland_168862pu	Photograph		Tacoma Public Library, NW Room, Boland Collection	1922	1922 view of area surrounding Union Station, looking northeast.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Boland	Place, Transportation	http://www.loc.gov/pictures/collection/hh/item/wa0175.photos.168862p/
TPL_Boland_168863pu	Photograph		Tacoma Public Library, NW Room, Boland Collection	1922	1922 view of area surrounding Union Station, looking east across tideflats.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Boland	Place, Transportation	http://www.loc.gov/pictures/collection/hh/item/wa0175.photos.168863p/
TPL_34920	Photograph		Tacoma Public Library, NW Room, Cysewski Collection	c1979	Ca.1979 image looking down S. 19th St. towards Pacific Ave, across the Prairie Line tracks. Photo by Cysewski.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Stephen Cysewski	Transportation	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/27273/rec/1
TPL_34936	Photograph		Tacoma Public Library, NW Room, Cysewski Collection	c1979	Ca. 1979 image looking south along the Prairie Line, with former Snoqualmie Falls Power Co. Transfer House (250 S. 19th St.) at right. Photo by Cysewski.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Stephen Cysewski	Transportation	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/33146/rec/1
TPL_34843	Photograph		Tacoma Public Library, NW Room, Cysewski Collection	1979	1979 view of S. 19th and Commerce intersection, looking south.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Stephen Cysewski	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/35331/rec/1

TPL_35648	Photograph		Tacoma Public Library, NW Room, Cysewski Collection	c1979	Ca. 1979 view of an enclosed bridge over Commerce Street and rails, between Harmon Building (1938 Pacific) and Harmon Warehouse (1949 S. C St), looking south. Photo by Cysewski.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Stephen Cysewski	Transportation	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/3687/rec/1
TPL_39316	Photograph		Tacoma Public Library, NW Room, General Images Collection	1913 - 1959?	Undated image looking west up South 19th Street, Tacoma as a locomotive travels along the Prairie Line track. The Swiss Tavern is visible in background.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	unknown	Transportation	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/5548/rec/1
TPL_5274	Photograph		Tacoma Public Library, NW Room, Richards Collection	1942	1942 image of Japanese Americans boarding a train at Union Station, bound for the Pinedale Assembly Center.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Richards Studio	Cultural Interaction	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/10403/rec/1
TPL_Richards_Studio_BGC001	Photograph		Tacoma Public Library, NW Room, Richards Collection	1899	1899 view of crowd waiting along the Northern Pacific Portland branch railroad to welcome home soldiers from First Washington Volunteer Infantry Regiment, looking northeast from approximately S. 17th and Hood St.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Richards Studio	Transportation	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/14009/rec/1
TPL_7581	Photograph		Tacoma Public Library, NW Room, Richards Collection	1939	1939 view of Pacific Ave and 17th St./Jefferson Ave/Hood St. intersection, looking north. Hotel Savoy at right.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Richards Studio	Transportation	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/21475/rec/1
TPL_6422	Photograph		Tacoma Public Library, NW Room, Richards Collection	1937	1937 view of a railroad employee at Union Depot standing next to President Franklin Roosevelt's train during a whistle stop in Tacoma.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Richards Studio	Transportation	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/32158/rec/2
TPL_615	Photograph		Tacoma Public Library, NW Room, Richards Collection	1937	1937 view of Griffin Fuel Co. trucks and drivers (1910-30 Commerce St.), looking north along Commerce. The Snoqualmie Falls Power House is at center.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Richards Studio	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/8160/rec/54
TPL_14576	Photograph		Tacoma Public Library, NW Room, Richards Collection	1947	1947 view looking south and downward to the intersection of Pacific and Jefferson avenues.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-	Richards Studio	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/9009/rec/1

TPL_RichardsStudio_D34612102	Photograph		Tacoma Public Library, NW Room, Richards Collection	1948	1948 aerial view of downtown Tacoma, showing the Prairie Line at center. Photo by Richards Studio.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.		Richards Studio	Place	
TPL_20691	Photograph		Tacoma Public Library, NW Room, Richards Studio	1951	1951 view inside the Columbia Brewery (2120-32 South C St.).	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.		Richards Studio	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/645/rec/1
TPL_1108	Photograph		Tacoma Public Library, NW Room, Richards Studio	1935	1935 view of the Griffin Fuel Co. (1910 Commerce St.).	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.		Richards Studio	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/7423/rec/9
TPL_10526	Photograph		Tacoma Public Library, NW Room, Richards Studio; originally from WSHS	1925	1925 view of the Gunlocke Auto Top Manufacturing plant at 2121 Jefferson Ave, likely facing the Prairie Line from the rear. Mrs. Elizabeth H. Gunlocke owned the business.	Written permission needed from WSHS	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Richards Studio	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/12299/rec/1
TPL_34918	Photograph		Tacoma Public Library, Red Kelly Collection	1979	1979 view looking uphill (west) along S. 19th St., past railroad tracks. Tioga Building and Swiss Hall are visible at center.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.		N/A	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/26525/rec/1
TPL_C59415_15	Photograph		Tacoma Public Library, Richards Studio	ca. 1916	A combination of delivery trucks and horse drawn wagons are shown here with 25 of the brewery's employees. The truck on the right advertises Alt Heidelberg. The man standing by the opening to that truck with the dark beard is Emile Kliese, president, owner and brewmaster of the brewery from its founding in 1900 until 1916.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.		Richards Studio	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/10178/rec/42
TPL_D12799_10	Photograph		Tacoma Public Library, Richards Studio	1942	Tacoma's Japanese Americans board a train at Union Station. Thirty six hours later they will arrive at the Pinedale "Assembly Center" where they will wait out the war, their presence on the coast considered a threat to national security	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.		Richards Studio	Cultural Interaction	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/10403/rec/52

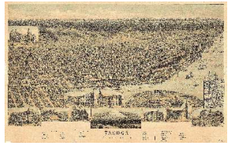
TPL_A1227_0	Photograph		Tacoma Public Library, Richards Studio	1925	The Lorenz Building, 1552-56 Market St. The Lorenz Building was constructed in 1889 and was designed by architect R. L. Robertson. From 1899- 1914, it was home to the Astor House, also known as the Hiroshimaya Hotel, the first major Japanese Hotel in Tacoma. In the mid 1920's, the building housed the Columbus Hotel and the Tacoma Ju Jitsu School.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Richards Studio	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/11935/rec/1
TPL_C52158_5	Photograph		Tacoma Public Library, Richards Studio	ca. 1888	Taken approximately around 1888, this viewpoint of Tacoma shows a rapidly growing city. Fallen trees and stumps in the foreground seem to indicate more development will be occurring. Pacific Avenue is at the far right with many buildings already constructed. There are a few buildings perched at the edge of the deep ravine known as Galliher's Gulch. The structures near the photograph's center would eventually make up the city's brewery district. The Northern Pacific Railroad would aid in the growth of the brewery district by running a spur track from the waterfront to the area.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Richards Studio	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/14579/rec/254
TPL_C87485_61	Photograph		Tacoma Public Library, Richards Studio	ca. 1920	A fan of Columbia Brew, a "near beer" produced by the Columbia Brewing Company, models a suit for not-just-any occasion. The jacket and pants have been made by pasting labels for Columbia Brew on pants and a striped shirt. The top hat also displays an enlarged label for Columbia Brew.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Richards Studio	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/15348/rec/23
TPL_D62044_3	Photograph		Tacoma Public Library, Richards Studio	1951	View of Columbia Brewery over industrial complex and telephone poles. Automobiles parked on railroad service tracks. Photograph taken in November of 1951.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Richards Studio	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/18551/rec/17

TPL_A45224_2	Photograph		Tacoma Public Library, Richards Studio	1949	Columbia Breweries, manufacturers of Alt Heidelberg and Columbia Ale, expanded and modernized their brewing facilities and offices once again starting in 1949. This view shows the Tacoma plant (2120-32 South C Street) and railroad siding that allowed freight trains easy access for shipping Columbia Brewery products. Packaged beer was conveyed from the bottle shop to the shipping depot through an elevated bridge which crossed the railroad yards.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Richards Studio	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/20097/rec/10
TPL_A116230_2	Photograph		Tacoma Public Library, Richards Studio	1958	A closer view of downtown Tacoma streets taken by air on August 14, 1958, shows the carefully laid out, primarily business district.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Richards Studio	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/23506/rec/56
TPL_D20114_26	Photograph		Tacoma Public Library, Richards Studio	1945	A dapper 80-year-old Sam Perkins poses with a line of Griffin Fuel Company employees on September 1, 1945 at company offices on Commerce St. Behind them is a row of Griffin delivery trucks, part of the 50 owned by the firm	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Richards Studio	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/24666/rec/299
TPL_C825151_1	Photograph		Tacoma Public Library, Richards Studio	ca. 1901	The Lichtenberg grocery store was located at 1510 Jefferson Ave. on the ground floor of a building that faced both Jefferson and Commerce St. Founded by Julius Lichtenberg, the store was in operation from 1897 to 1909 and was a typical grocery carrying fruits and vegetables, salt fish, and the finest coffee and tea. Above Lichtenberg's, and occupying the Commerce St. side of the building, was the Western Blank Book Co. Specializing in ruled ledger books, the Blank Book Co. was in business from 1893 to 1912.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Richards Studio	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/25295/rec/2

Richards_Studio_D50094_1	Photograph		Tacoma Public Library, Richards Studio	1950	The seventh annual spring concert of the Normanettes women's choral ensemble was given on Tuesday evening May 23, 1950 at the Tacoma Y.W.C.A. As was usual with this singing group, the performance featured both a number of Scandinavian songs, and a selection of sacred and secular compositions sung in English. The women in this photograph are wearing Scandinavian costumes with beautifully embroidered, close fitting bodices, white, long-sleeved blouses, skirts with embroidery or ribbons and aprons. They performed folk dances at Normanna Hall, possibly in conjunction with the Normanette concert.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Richards Studio	Cultural Interaction	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/30805/rec/13
TPL_D77321_6	Photograph		Tacoma Public Library, Richards Studio	1953	Aerial of downtown Tacoma looking west from the Eleventh Street Bridge. The Dock Street Steam Plant can be seen at lower left. Railroad tracks and a green belt divide the commercial downtown area from the waterfront	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Richards Studio	Place, Transportation	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/32666/rec/55
TPL_A32603_1	Photograph		Tacoma Public Library, Richards Studio	1948	Filipino-Americans from the Puget Sound area honored Pedro G. Ramirez, newly appointed consul for the Republic of the Philippines, at a banquet held in Swiss Hall.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Richards Studio	Cultural Interaction	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/33306/rec/39
TPL_C166294_2	Photograph		Tacoma Public Library, Richards Studio	ca. 1897	Julius Lichtenberg's grocery store opened at 1510 Jefferson Ave. in downtown Tacoma in 1897 and would remain there until 1909. Next to the Lichtenberg grocery store at 1508 Jefferson was the Cow Butter store with J.A. Sproule as the proprietor.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Richards Studio	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/33512/rec/17
TPL_C87485_5	Photograph		Tacoma Public Library, Richards Studio	ca. 1937	A Great Northern freight car advertises Columbia Breweries "First Car Load Shipment of Canned Beer out of a Pacific Northwest Brewery, Leadership, Alt Heidelberg Guest Beer".	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.	Richards Studio	Transportation	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/35581/rec/84

Richards_Studio_C143662	Photograph		Tacoma Public Library, Richards Studio	ca. 1943	ca. 1943. Mount Rainier, Scenic view with small lake in foreground. Mount Rainier National Park, the nation's 5th national park, was established in 1899 and encompasses 235,625 acres. It includes the active volcano Mount Rainier, 14,410 feet, encased in 25 square miles of snow and ice. The mountain is surrounded by old growth forests and subalpine meadows dotted with wildflowers. For many years, Tacoma stubbornly insisted on calling our mountain Mount Tacoma, after the Indian name for the mountain.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.		Richards Studio, Trueblood, #1884	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/5290/rec/4
TPL_D10723_4	Photograph		Tacoma Public Library, Richards Studio	1941	On a gray January day in 1941 a lone pedestrian was photographed as he walked north in the 1500 bloc of Pacific Avenue. Behind him the Northern Pacific tracks cut across Pacific and climb Hood Street. The dome of Union Station dominates the skyline. Across from the train depot stand the West Coast Grocery Company and the Russell T. Joy Building. The Depot Service Station, at the far right, occupies the little triangle of land between South 17th and Hood.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.		Richards Studio	Transportation	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/5958/rec/56
TPL_EW_889	Photograph		Tacoma Public Library, Richards Studio	1943	Nancy Linebaugh was typical of the many "war widows" employed at the Seattle-Tacoma shipyards during August of 1943. Her husband Haden was attending Marine officers' school and rather than sitting at home, she was doing her bit to help the war effort by working in the accounting department at the shipyards	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.		Richards Studio	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/6598/rec/297
TPL_C59415_3	Photograph		Tacoma Public Library, Richards Studio	ca. 1912	The name painted on the side of the brewery is the Columbia Brewing Company. The building was built in 1900 when the brewery was established.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.		Richards Studio	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/7233/rec/22
TPL_D12799_1	Photograph		Tacoma Public Library, Richards Studio	1942	On May 17, 1942, 418 Tacoma citizens of Japanese ancestry gather at Union Station prior to being shipped to the Pinedale "Assembly Center" an internment camp near Fresno, California.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.		Richards Studio	Cultural Interaction	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/7459/rec/27

TPL_M518_3	Photograph		Tacoma Public Library, Richards Studio	ca. 1937	Nine loaded Griffin Fuel Company trucks and drivers in front of company office. Snoqualmie Falls Power Company Transfer House and Garretson - Woodruff - Pratt Building in background.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.		Richards Studio	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/8160/rec/14
TPL_D27464_3	Photograph		Tacoma Public Library, Richards Studio	1947	View from the top of the Tacoma Drug Co. building looking south onto Pacific Avenue and Jefferson Avenue. A clear view of Union Station and West Coast Grocery Company directly across. The center area shows a Mobilgas Station with Pacific Storage directly behind, Walt's Tavern is on the right side.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.		Richards Studio	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/9009/rec/279
TPL_7082	Label		Tacoma Public Library, Richards Studio	ca. 1933	Columbia Brewing Co. label advertising Alt Heidelberg Pale Beer.	For commercial use, contact the Northwest Room at nwr(at)tacomalibrary.org, or 253-292-2001 ext. 1605.		Unknown	Place	http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/9255/rec/26
TC_Prairie Line postcard	Photograph		Thompson Collection	1913-c1930	Historic postcard showing downtown Tacoma, looking northeast from approximately S. 17th and Pacific Ave or A St. The 11th St. Bridge is in the background; a train on the Prairie Line is at the bottom right.	copyright unknown. Postcard image copied from http://www.earthseaimagery.com/tacoma-hist.html	http://www.earthseaimagery.com/contactus.html		Transportation	
PH Coll 19.64a	Photograph		University of Washington Libraries, Special Collections Division, T.T. Matsumoto album of architecture photographs	1922	Battleships docked in Tacoma, Washington, 1922	Contact University of Washington, Special Collections	http://www.lib.washington.edu/specialcollections/services/permission-for-use	unknown	Transportation	http://digitalcollections.lib.washington.edu/cdm/singleitem/collection/wastate/id/1981/rec/343
PH Coll 1128_4	Photograph		University of Washington Libraries, Special Collections Division, A. Ludden photographs, PH Coll 1128	1898	Dock, ships, and grain elevator at Tacoma waterfront, 1898	Contact University of Washington, Special Collections	http://www.lib.washington.edu/specialcollections/services/permission-for-use	Addison Ludden	Transportation	http://digitalcollections.lib.washington.edu/cdm/singleitem/collection/wastate/id/2355/rec/789
NA1117	Photograph		University of Washington Libraries, Special Collections Division, Albert Henry Barnes Collection no. 542	ca. 1897	Puyallup couple, Tom Lane and his wife, Tacoma, Washington, ca. 1897	Contact University of Washington, Special Collections	http://www.lib.washington.edu/specialcollections/services/permission-for-use	A. H. (Albert Henry) Barnes	Cultural Interaction	http://digitalcollections.lib.washington.edu/cdm/singleitem/collection/loc/id/1188/rec/3
PH Coll 291.058	Photograph		University of Washington Libraries, Special Collections Division, Alvin H. Waite Photograph Collection, PH Coll 291	1893	Commencement Bay viewed from bluff, looking northwest, Tacoma, July 20, 1893	Contact University of Washington, Special Collections	http://www.lib.washington.edu/specialcollections/services/permission-for-use	Alvin H. (Henry) Waite	Place	http://digitalcollections.lib.washington.edu/cdm/singleitem/collection/waite/id/71/rec/537

PNW01085	Letter		University of Washington Libraries, Special Collections Division, Central Labor Council, Pierce County records, Accession No. 2882-001	1919	Women's Branch of the Soldiers', Sailors' & Workmen's Council of Tacoma letter requesting representation on the Central Labor Council of Tacoma, April 15, 1919	Contact University of Washington, Special Collections	http://www.lib.washington.edu/specialcollections/services/permission-for-use	Soldiers', Sailors' & Workmen's Council of Tacoma. Women's Branch	Place	http://digitalcollections.lib.washington.edu/cdm/singleitem/collection/pioneerlife/id/9273/rec/238
PH Coll 332_64	Photograph		University of Washington Libraries, Special Collections Division, Issac G. Davidson	ca. 1887	Men posing on Northern Pacific Railway tracks, Stampede Pass, ca. 1887	Contact University of Washington, Special Collections	http://www.lib.washington.edu/specialcollections/services/permission-for-use	Issac Grundy Davidson	Transportation	http://digitalcollections.lib.washington.edu/cdm/singleitem/collection/wastate/id/2420/rec/83
NA4102	Photograph		University of Washington Libraries, Special Collections Division, Native American Collection no. 275	1900	Puyallup woman weaving baskets, Washington, 1900.	Contact University of Washington, Special Collections	http://www.lib.washington.edu/specialcollections/services/permission-for-use	Leo Metzel	Cultural Interaction	http://digitalcollections.lib.washington.edu/cdm/singleitem/collection/loc/id/1882/rec/8
UW5970	Photograph		University of Washington Libraries, Special Collections Division, Prosch Seattle Views Photograph Albums. PH Coll 27	ca. 1874	Blackwell & Kelly Hotel, Tacoma.	Contact University of Washington, Special Collections	http://www.lib.washington.edu/specialcollections/services/permission-for-use	unknown	Place	http://digitalcollections.lib.washington.edu/cdm/singleitem/collection/prosch_washington/id/272/rec/38
MAP122	Lithograph		University of Washington Libraries, Special Collections Division, Rare Map Collection, G4284 T2 A3 1890 C3	1890	Tacoma. Western Terminus of the Northern Pacific Railroad	Contact University of Washington, Special Collections	http://www.lib.washington.edu/specialcollections/services/permission-for-use	Will Carson	Place	http://digitalcollections.lib.washington.edu/cdm/singleitem/collection/maps/id/67/rec/227
PH Coll 871.8	Photograph		University of Washington Libraries, Special Collections Division, Richard Crosby Photograph Collection, PH Coll 871	1922	Anniversary dinner given by the Northern Pacific Railroad staff officers from the South Tacoma shop in honor of H.A. Lyddon at the Tacoma Hotel, May 15, 1922	Contact University of Washington, Special Collections	http://www.lib.washington.edu/specialcollections/services/permission-for-use	B.L. Aldrich, Jr.	Transportation	http://digitalcollections.lib.washington.edu/cdm/singleitem/collection/transportation/id/215/rec/15
UW13691	Lithograph		University of Washington Libraries, Special Collections Division, Washington Localities Subject Files, PH Coll 1295	1878	Bird's-eye map of Tacoma, Washington, 1878	Contact University of Washington, Special Collections	http://www.lib.washington.edu/specialcollections/services/permission-for-use	Unknown	Place	http://digitalcollections.lib.washington.edu/cdm/singleitem/collection/wastate/id/651/rec/36
UW11893	Photograph		University of Washington Libraries, Special Collections Division, Washington Localities Subject Files, PH Coll 1295	1890	Tacoma Hotel from the Northern Pacific Railroad bridge, Tacoma, Washington, 1890	Contact University of Washington, Special Collections	http://www.lib.washington.edu/specialcollections/services/permission-for-use	unknown	Transportation, Plae	http://digitalcollections.lib.washington.edu/cdm/singleitem/collection/wastate/id/898/rec/225

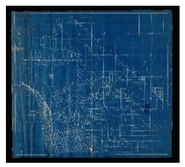
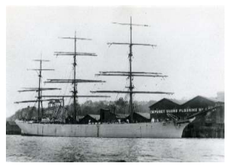
PNW00503_1	Letter		University of Washington Libraries, Special Collections Division, Watson C. Squire papers, Accession no. 4004-001, Box 2/23	ca. 1886	Mow Lung deposition describing the destruction of his property during anti-Chinese riots in Tacoma in 1885. Lung had eight buildings burned down by a mob, for total losses of over $21,000. He then fled to British Columbia.	Contact University of Washington, Special Collections	http://www.lib.washington.edu/specialcollections/services/permission-for-use	Mow Lung	Cultural Interaction	http://digitalcollections.lib.washington.edu/cdm/compoundobject/collection/pioneerlife/id/2960/rec/114
PNW00503_2	Letter		University of Washington Libraries, Special Collections Division, Watson C. Squire papers, Accession no. 4004-001, Box 2/23	ca. 1886	Mow Lung deposition describing the destruction of his property during anti-Chinese riots in Tacoma in 1885. Lung had eight buildings burned down by a mob, for total losses of over $21,000. He then fled to British Columbia.	Contact University of Washington, Special Collections	http://www.lib.washington.edu/specialcollections/services/permission-for-use	Mow Lung	Cultural Interaction	http://digitalcollections.lib.washington.edu/cdm/compoundobject/collection/pioneerlife/id/2960/rec/114
PNW00503_3	Letter		University of Washington Libraries, Special Collections Division, Watson C. Squire papers, Accession no. 4004-001, Box 2/23	ca. 1886	Mow Lung deposition describing the destruction of his property during anti-Chinese riots in Tacoma in 1885. Lung had eight buildings burned down by a mob, for total losses of over $21,000. He then fled to British Columbia.	Contact University of Washington, Special Collections	http://www.lib.washington.edu/specialcollections/services/permission-for-use	Mow Lung	Cultural Interaction	http://digitalcollections.lib.washington.edu/cdm/compoundobject/collection/pioneerlife/id/2960/rec/114
PNW00503_4	Letter		University of Washington Libraries, Special Collections Division, Watson C. Squire papers, Accession no. 4004-001, Box 2/23	ca. 1886	Mow Lung deposition describing the destruction of his property during anti-Chinese riots in Tacoma in 1885. Lung had eight buildings burned down by a mob, for total losses of over $21,000. He then fled to British Columbia.	Contact University of Washington, Special Collections	http://www.lib.washington.edu/specialcollections/services/permission-for-use	Mow Lung	Cultural Interaction	http://digitalcollections.lib.washington.edu/cdm/compoundobject/collection/pioneerlife/id/2960/rec/114
Follow online link	Oral History		University of Washington Tacoma, Tacoma Community History Project	1993	Tadaye Teddy Kawasaki, Yoshiko Sugiyama, Kimi Tanbara, and Sadako Hirose recall their school years at Tacomas Nihon Go Gakko (Japanese Language School) and describe life within the citys Japanese-American community during the 1920s, 30s, and 40s. They provide an extensive history of the school building, including its designation as a registration center following Executive Order 9066 and its use as a hostel for Japanese-Americans returning home from internment camps.	Contact UW Tacoma Library	http://content.lib.washington.edu/tacomacommweb/using-projects.html	Tadaye Kawasaki (interviewee); Yoshiko Sugiyama (interviewee); Kimi Tanbara (interviewee); Sadako Hirose (interviewee); Brenda Sonnier (interviewer)	Cultural Interaction	http://digitalcollections.lib.washington.edu/cdm/compoundobject/collection/tacomacomm/id/119/rec/1

Follow online link	Oral History	University of Washington Tacoma, Tacoma Community History Project	1993	Community leader Helen Stafford shares her life story, describing her childhood in Kansas and her experiences as a young African-American woman in Depression-era Tacoma. Reflecting back on over sixty years of civic involvement, Stafford comments on her work with the Matron's Club, the NAACP, the Alpha Kappa Alpha sorority, and the Washington Public Employees Association labor union. She also provides numerous insights into the changing face of Tacoma after World War II.	Contact UW Tacoma Library	http://content.lib.washington.edu/tacomacommweb/using-projects.html	Helen Cecile Beck Stafford (interviewee); Helen I. Gilmore (interviewer)	Place, Cultural Interaction	http://digitalcollections.lib.washington.edu/cdm/compoundobject/collection/tacomacomm/id/124/rec/1
Follow online link	Oral History	University of Washington Tacoma, Tacoma Community History Project	1993	Harold Moss reflects on his forty years of social activism in the Tacoma community and shares stories about the citys gradual shift toward racial integration and equality during the 1950s, 60s, and 70s. He also discusses his childhood in Detroit, his early campaigns for public office, and his eventual appointment to the city council in 1970, earning him the distinction of being the first African-American to hold a public office in Pierce County. An addendum includes quotations from Mosss inaugural speech after being appointed Mayor of Tacoma in 1994, the first African-American to serve in that capacity.	Contact UW Tacoma Library	http://content.lib.washington.edu/tacomacommweb/using-projects.html	Harold G. Moss (interviewee); Alison H. Sonntag (interviewer)	Place, Cultural Interaction	http://digitalcollections.lib.washington.edu/cdm/compoundobject/collection/tacomacomm/id/134/rec/1
Follow online link	Oral History	University of Washington Tacoma, Tacoma Community History Project	1994	Lifelong Tacoma residents Louise Turner and Bernice Canada share their family history and reflect on how the citys racial attitudes have changed during their lifetimes. They describe their experiences as African Americans growing up in turn-of-the-century Tacoma and comment on the rise of segregation during and after the World Wars. Turner and Canada also touch on their work as Eucharistic ministers. The interview concludes with their thoughts on the importance of family values.	Contact UW Tacoma Library	http://content.lib.washington.edu/tacomacommweb/using-projects.html	Louise R. Turner (interviewee); Bernice C. Canada (interviewee); Preston T. Jones (interviewer)	Place, Cultural Interaction	http://digitalcollections.lib.washington.edu/cdm/compoundobject/collection/tacomacomm/id/155/rec/1

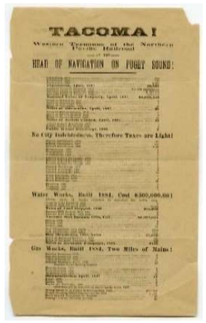
Follow online link	Oral History	University of Washington Tacoma, Tacoma Community History Project	1991	Long-time resident Charles Walker reflects back on thirty years of Hilltop history and describes the areas shifting demographics during the 1960s, 70s, and 80s. A retired businessman, Walker focuses in particular on the K Street Business District and the local economic impact of the 1970s recession. He also comments on his work with the Tacoma Urban League, the Black Businessmen's Association, and the Now, Mr. Lincoln program.	Contact UW Tacoma Library	http://content.lib.washington.edu/tacomacommweb/using-projects.html	Charles Walker (interviewee); Michelle F. Treat (interviewer)	Place	http://digitalcollections.lib.washington.edu/cdm/compoundobject/collection/tacomacomm/id/178/rec/1
	Oral History	University of Washington Tacoma, Tacoma Community History Project	1991	The collection contains two interviews with Bob Gallucci, in which he discusses his experiences growing up as a second generation Italian American within a first generation immigrant extended family household in the Hilltop neighborhood of Tacoma, Washington during the pre- and post World War II years. Gallucci describes the attitudes of his immigrant parents, what life in Hilltop was like during the early and mid twentieth century, the current (1990s) problems of Hilltop, and his reasons for becoming active in issues relating to peace and social justice.	Contact UW Tacoma Library	http://content.lib.washington.edu/tacomacommweb/using-projects.html	Bob Gallucci (interviewee); Dian Hathaway (interviewer)	Place, Cultural Interaction	http://digitalcollections.lib.washington.edu/cdm/compoundobject/collection/tacomacomm/id/18
Follow online link	Oral History	University of Washington Tacoma, Tacoma Community History Project	1993	Ottilie Markholt talks about her involvement with various Pierce County labor unions, including the Metal Trades Council and the Office Employees Union, and shares some historical perspective on the Tacoma labor movement. A noted author and historian, Markholt also describes her efforts in chronicling the histories of individual union chapters and their national affiliates and provides commentary on a series of photographs showcasing union activities during the 1920s, 1930s, and 1940s.	Contact UW Tacoma Library	http://content.lib.washington.edu/tacomacommweb/using-projects.html	Ottilie Markholt (interviewee); Kendra Fitzpatrick (interviewer)	Place	http://digitalcollections.lib.washington.edu/cdm/compoundobject/collection/tacomacomm/id/223/rec/1
Follow online link	Oral History	University of Washington Tacoma, Tacoma Community History Project	1994	Joseph and Katy Schibig and Joseph Marty describe their experiences as Swiss immigrants to Tacoma and reflect on the legacy of the citys close-knit Swiss community. Areas of focus include the Tacoma Swiss Society and the Swiss Hall and Tavern, which Marty managed from 1952 to 1963.	Contact UW Tacoma Library	http://content.lib.washington.edu/tacomacommweb/using-projects.html	Joseph Schibig (interviewee); Katy Schibig (interviewee); Joseph Frank Mary (interviewee); Dick Inderbitzen (interviewee); Pamela M. Hailey (interviewer)	Place, Cultural Interaction	http://digitalcollections.lib.washington.edu/cdm/compoundobject/collection/tacomacomm/id/244/rec/1

Follow online link	Oral History	University of Washington Tacoma, Tacoma Community History Project	2007	Retired longshoreman Roger Coleman describes the working environment at the Port of Tacoma during the 1960s and 1970s and comments on the racial attitudes and trends among workers. He also discusses the history of the International Longshore and Warehouse Union and its local affiliate, Local 23.	Contact UW Tacoma Library	http://content.lib.washington.edu/tacomacommweb/using-projects.html	Roger Coleman (interviewee); Patricia George (interviewer)	Transportation, Place	http://digitalcollections.lib.washington.edu/cdm/compoundobject/collection/tacomacomm/id/294/rec/1
Follow online link	Oral History	University of Washington Tacoma, Tacoma Community History Project	2008	Puyallup tribal elder Lorraine Joseph shares the history of the Indian Shaker Church and discusses how faith and prayer have shaped her life.	Contact UW Tacoma Library	http://content.lib.washington.edu/tacomacommweb/using-projects.html	Lorraine E. Joseph (interviewee); Cecelia La Pointe-German (interviewer)	Cultural Interaction	http://digitalcollections.lib.washington.edu/cdm/compoundobject/collection/tacomacomm/id/314/rec/1
	Oral History	University of Washington Tacoma, Tacoma Community History Project	2010	Community leader Bil Moss looks back at six decades of social activism and discusses her involvement in Tacomas civil rights movement. She describes her early work to secure open housing in Tacoma, which arose from her personal struggles to purchase property outside the Hilltop area, and her work with the Tacoma Chapter of the Links on the Sickle Cell Project. Moss touches on a number of her civic and political activities in these three lengthy interviews and shares some insights into the social barriers she has faced as an African-American woman.	Contact UW Tacoma Library	http://content.lib.washington.edu/tacomacommweb/using-projects.html	Bil Moss (interviewee); Kristina L. Walker (interviewer)	Place	http://digitalcollections.lib.washington.edu/cdm/compoundobject/collection/tacomacomm/id/355/rec/2
chp2015-03_1	Oral History	University of Washington Tacoma, Tacoma Community History Project	2015	The Puyallup Land Claims Settlement: A Lesson in Struggle. Interview with the current Puyallup Tribal Chairman, Bill Sterud	Contact UW Tacoma Library	http://content.lib.washington.edu/tacomacommweb/using-projects.html	Bill Sterud (interviewee); Miguel Douglas (interviewer)	Place, Cultural Interaction	http://digitalcollections.lib.washington.edu/cdm/compoundobject/collection/tacomacomm/id/577/rec/313

Follow online link	Oral History		University of Washington Tacoma, Tacoma Community History Project	1992	This project includes interviews with the then minister of Tacoma Buddhist Temple, Reverend Kosho Yukawa, and Mrs. Yaeko Nakano, a longtime member of Tacoma Buddhist Temple and its principal organist. Yukawa describes Buddhist religious practices, the activities of the Temple and its various organizations, his family, and Sunya Pratt. Nakano discusses her family life growing up as a Japanese American in Tacoma, Washington during the Depression, her education, internment experiences during the Second World War, her training and work as a musician, and her involvement with the Tacoma Buddhist Temple in many capacities.	Contact UW Tacoma Library	http://content.lib.washington.edu/tacomacommweb/using-projects.html	Kosho Yukawa (interviewee); Yaeko Nakano (interviewee); Susan Stout (interviewer)	Cultural Interaction	http://digitalcollections.lib.washington.edu/cdm/compoundobject/collection/tacomacomm/id/90/show/82
Follow online link	Oral History		University of Washington Tacoma, Tacoma Community History Project	2009	Dawn Lucien, a lifelong civic activist and former Tacoma City Council member, examines some of the major political and economic decisions that have affected Tacomas development, particularly that of the downtown core. Areas of focus include the downtown decline following the construction of the Tacoma Mall; Luciens efforts to restore the Pantages Theater and revitalize the Broadway District; and her involvement with the South Puget Sound Education Council, which helped to establish the Tacoma branch of the University of Washington.	Contact UW Tacoma Library	http://content.lib.washington.edu/tacomacommweb/using-projects.html	Dawn Lucien (interviwee); Andrew Fry (interviewer)	Place	
PrairieLinecrop2	Photograph		Unknown source	1911-c1935	Undated image looking south along Pacific Ave, showing the Prairie Line crossing in foreground.	unknown source			Place, Cultural Interaction, Transportation	N/A
AR-270-B-000044	Map		Washington State Archives, General Map Collection, 1851-2005	1894	Board of State Land Commissioners map of Tacoma harbor, May 24, 1894.	Public use, no restrictions		N/A	Place	https://www.digitalarchives.wa.gov/Record/View/C25C3FF01A36B65641E2ABB9E257E81A
AR-270-B-003143	Map		Washington State Archives, General Map Collection, 1851-2005	1903-1906	Map of Tacoma, showing businesses, waterways and railroads	Public use, no restrictions		Nicholson, L.A.	Place	https://www.digitalarchives.wa.gov/Record/View/95F5CC6D13C38C7A1238B2B938F20F0D

AR-270-B-000692	Map		Washington State Archives, General Map Collection, 1851-2005	ca.1905	Tacoma Tide Lands for railway terminals and manufacturing sites	Public use, no restrictions		Nicholson, L.A.	Transportation, Place	https://www.digitalarchives.wa.gov/Record/View/1F06E5B4BF703C049C2FA56BA85602AB
AR-28001001-ph002363	Photograph		Washington State Archives, General Subjects Photograph Collection, 1845-2005	ca.1945	Aerial photograph of the stacks of lumber at the Port of Tacoma , ca. 1945.	Public use, no restrictions		Lee Merrill	Place	https://www.digitalarchives.wa.gov/Record/View/4E164FB4EA9D439DE2DD9B9E802CC3EB
AR-07809001-ph004806	Photograph		Washington State Archives, State Library Photograph Collection, 1851-1990	Unknown	"British Isles" in Tacoma	Public use, no restrictions		Unknown	Transportation	https://www.digitalarchives.wa.gov/Record/View/DBB1A0E1D7BB21F3BCB59671026454A5
AR-07809001-ph004810	Photograph		Washington State Archives, State Library Photograph Collection, 1851-1990	1918	Launching of the Gerberville in May 1918, the first vessel to be launched by the Foundation Company of Tacoma	Public use, no restrictions		Unknown	Transportation	https://www.digitalarchives.wa.gov/Record/View/6CADC48F2A3734F3E16EB7200BD5BE1D
AR-07809001-ph001293	Photograph		Washington State Archives, State Library Photograph Collection, 1851-1990	1917	Street view of Tacoma, looking south on Commerce Street. The Carleton Hotel is visible on the right. Taken on October 15, 1917.	Public use, no restrictions		Unknown	Transportation, Place	https://www.digitalarchives.wa.gov/Record/View/11F7E110D7CD17F3C4CB9B938BD1A4A3
WSHS_1943_42_44756	Photograph		Washington State Historical Society	1923	An African American waiter carries a tray in a Northern Pacific Railway dining car.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	Asahel Curtis	Transportation	http://digitum.washingtonhistory.org/cdm/singleitem/collection/curtis/id/415/rec/8
WSHS_1979_1_101	Photograph		Washington State Historical Society	ca. 1876	View of the Chinese residences located at the Hatch Sawmill, waterfront Tacoma, Wa., Pacific Avenue (plank board road) and railroad tracks are visible in foreground, and sailing ships in he distance, ca. 1876.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/		Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=101692&record=1

WSHS_2010_0_111	Photograph		Washington State Historical Society	1914	Black and white image of the engineer and brakeman standing in front of a Northern Pacific locomotive and train identified as the first train through the Nelson Bennett Tunnel, Point Defiance, Tacoma, Pierce County, WA, December 15, 1914. One of the men is identified as Engineer Glenn Portrude. The locomotive is number 213.					http://www.washingtonhistory.org/collections/item.aspx?irn=107200&record=1126
WSHS_2010_0_114	Photograph		Washington State Historical Society	ca. 1913	Black and white image of the Nelson Bennett Tunnel, Point Defiance, Tacoma, Pierce County, WA. The photo shows railcars on both tracks filled with men. One railcar is pulling another. Both are attached to an overhead power line.					http://www.washingtonhistory.org/collections/item.aspx?irn=107364&record=1144
WSHS_2011_0_211	Photograph		Washington State Historical Society	1911	Pacific Ave street view of the front of the Northern Pacific Railroad Union Station, Tacoma, Wa., June 9, 1911. Several horse drawn carriages are parked outside the station, and pedestrians are visible on the sidewalk.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	Unknown	Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=110858&record=26
WSHS_2011_0_336	Photograph		Washington State Historical Society	ca. 1914	Image of Rosellini Bros., a grocery and wholesale liquor store owned by John and Vittorio Rosellini, 1523 South C Street, Tacoma, Pierce County, WA, ca. 1914.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/		Place	http://www.washingtonhistory.org/collections/item.aspx?irn=115044&record=1
WSHS_1993_0_1_1	Photograph		Washington State Historical Society		Ground breaking ceremony of the Washington State History Museum, Pierce County, Tacoma, Washington, Dec. 6 or 7, 1993. Washington State Governor Mike Lowry and two (unidentified) young girls are shown lifting the first shovel of dirt for the construction of the museum. All three wear hard hats and coats. The restored Tacoma Union Station depot is visible in the distance.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/			http://www.washingtonhistory.org/collections/item.aspx?irn=115937&record=243

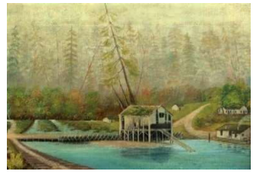
WSHS_1981_94_347	Photograph		Washington State Historical Society	1888	Black and white, distant photographic image of 3 partially visible sailing ships at the wheat wharves in Tacoma, Pierce County, W.T. loading wheat from Eastern Washington for Great Britian, 1888. Railroad tracks are prominent in the foreground, and the warehouses are in image center.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	Thomas H. Rutter	Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=11690&record=4
WSHS_C1969_36_50	Postcard		Washington State Historical Society	1889-1910	Tinted image of the Northern Pacific Depot, Tacoma, WA, Pierce County. It is a large building with grand entryway and domed roof. Pedestrians and a horse and carriage have been drawn in.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	Central News Co.		http://www.washingtonhistory.org/collections/item.aspx?irn=119668&record=491
WSHS_2013_0_162_3	Pamphlet		Washington State Historical Society	1887	Handbill/prospectus (25x14 cm.) consisting of statistics about Tacoma, WT (schools, businesses, improvements, buildings, etc.); intended for prospective businesses and settlers. Published in 1887 by Caughran & Wintermute, real estate and loan brokers. Ephemera.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	Caughran & Wintermute		http://www.washingtonhistory.org/collections/item.aspx?irn=122335&record=861
WSHS_2013_0_161	Ephemera		Washington State Historical Society	1884	32 page illustrated booklet (22x15 cm.) intended to attract westward immigrants to Tacoma, WA.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	R. F. Radebaugh	Place	http://www.washingtonhistory.org/collections/item.aspx?irn=122337&record=6

WSHS_1926_57_8	Photograph		Washington State Historical Society	1884	Black and white photographic image of the Northern Pacific Railroad Half Moon Yards, Tacoma, Pierce County, WT, 1884. Railroad freight cars are visible across image center and left of center, at the base of a bluff. The Tacoma Hotel is at the top of the bluff, to left of image center. Another cluster of buildings is on the bluff to left of the hotel. A road or walkway may extend parallel to the railroad cars, halfway up the bluff, where 4 telephone poles extend along a fence line. The reflection of the hotel, hillside, and railroad cars is visible in a large pool of water in image center. A single railroad track extends from image lower right corner to image right background. A series of apparently vertical pilings rises alongside the track near image right edge with buildings behind them. The waterfront is probably beyond image right edge.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	Urban P. Hadley	Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=125149&record=550
WSHS_2013_0_235	Photograph		Washington State Historical Society	1891	Black and white, fairly distant photographic image of Elevator A, Centennial Mill Co. flour mill's grain elevator in image left on the Tacoma, Pierce County, WA waterfront, 1891. The image is taken from a raised rocky area, visible in foreground above image lower center edge, on the adjacent hillside. A railroad track curves from image lower left corner along the base of the hillside above the hill. A sailing ship is in the water next to loading areas on the water side of the mill. Railroad tracks are visible next to the water above image lower right edge, and 2 small buildings on piers over the water are nearby. Land, possibly Maury and Vashon Islands, is visible in distant background	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/		Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=125312&record=5
WSHS_2014_0_318	Photograph		Washington State Historical Society	ca. 1869	Black and white, fairly distant carte-de-visite photographic image labeled "The Hatch Mill" but likely the Hanson & Ackerson Mill, Old Town Tacoma, Pierce County, WT, about 1869. The site is identified as Fifteenth and Dock Streets. If not the earliest photograph of Tacoma, it is certainly one of the earliest.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/		Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=128110&record=2

WSHS_1957_64_B9900	Photograph		Washington State Historical Society	1924	Black and white fairly close oblique angle cellulose nitrate negative image of a triple load of 128 ft. timbers manufactured by the Pacific National Lumber Co., Tacoma, Pierce County, WA, on railroad flatcars in National, Pierce County, WA, April 19, 1924. Eight men are standing, posing on top of the wood pieces. Two small boys stand by the railroad track at the rear of the train, near image left edge.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	Marvin D. Boland	Transportation, Place	http://www.washingtonhistory.org/collections/item.aspx?irn=131908&record=9
WSHS_1943_42_49670	Photograph		Washington State Historical Society	1926	Black and white, close cellulose nitrate negative image of 1 woman and 2 men drinking Coca Cola from glasses in a Northern Pacific Railway observation car, in an unidentified location, Apr. 22, 1926. An African American waiter in uniform is serving customers.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	Asahel Curtis	Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=133068&record=1
WSHS_ 2015_0_316	Photograph		Washington State Historical Society	ca. 1885	Black and white, close photographic image of 10 members of a Northern Pacific Railroad crew posing by locomotive no.457 at the close end of a trestle on the Stampede Tunnel line, in either King or Kittitas County,WT, ca.1885. A Chinese man is sitting on a barrel in the front left of the group. One man is holding a shovel on his shoulder.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/		Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=133164&record=1
WSHS_1996_114_32	Photograph		Washington State Historical Society	ca. 1905	View of the nine man crew aboard the transfer ferry "Tacoma". View is onboard the ship by the life boats and lunch room.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/		Transportation	
WSHS_1903_1_4	Pamphlet		Washington State Historical Society	1885	Broadside with inscription: "The Chinese Must Go! Mayor Weisbach has called a mass meeting for this (Saturday) evening at 7:30 o'clock [1885] at Alpha Opera House to consider the Chinese question. TURN OUT. Edward N. Fuller ephemera collection.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/			http://www.washingtonhistory.org/collections/item.aspx?irn=14769&record=934 http://www.washingtonhistory.org/collections/item.aspx?irn=28420&record=28
WSHS_1998_46_2	Photograph		Washington State Historical Society	ca. 1900	Group photo of employees of the Puget Sound Brewing Company standing on the railroad tracks in front of the brewery. At the back of the photo is a horse drawn wagon loaded with barrels.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	Unknown	Place	http://www.washingtonhistory.org/collections/item.aspx?irn=28714&record=3

WSHS_1998_46_1	Photograph		Washington State Historical Society	ca. 1900	Group photo of employees of the Puget Sound Brewing Company in front of a wood frame building. At the back of the photo is a horse drawn wagon loaded with barrels with the brewery logo. Workers pose with beer steins, shovels and one holds a broom. A table with bottles of beer is set up at the front of the photo and advertising posters are propped up beside the table. A boy about ten years old stands in the second row at the right.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	Unknown	Place	http://www.washingtonhistory.org/collections/item.aspx?irn=45258&record=2
WSHS_1967_38_1	Photograph		Washington State Historical Society	1895-1905	A Northern Pacific Railroad train at the steam ferry, Tacoma in Kalama. The Northern Pacific started a ferry service from Kalama, Washington to Goble, Oregon in 1884 to transport trains across the Columbia River. The service ended in 1908 when the Railroad bridge was built connecting Portland to Vancouver, WA and track was completed to Kalama. General Photograph Collection	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/			http://www.washingtonhistory.org/collections/item.aspx?irn=62005&record=823
WSHS_1976_65_1 1	Photograph		Washington State Historical Society	1921	Panoramic photo of the employees of the Tacoma Biscuit and Candy Co. in Tacoma, WA who are posed in rows in front of the company's building. The majority of the women wear uniform smocks and hats. Some men in photo right wear aprons and hats. A few men in photo left wear overalls. At right and left photo edges are delivery trucks with the company logo.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/p	Marvin D. Boland	Place	http://www.washingtonhistory.org/collections/item.aspx?irn=64797&record=2
WSHS_1943_42_4 8498	Photograph		Washington State Historical Society	1927	A waiter for the Great Northern Railway demonstrates ringing the dinner chimes for the photographer. The chimes are a small xylophone which the waiter holdsin one arm while he raises a small mallet in the other hand.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	Asahel Curtis	Transportation, Cultural Interaction	http://www.washingtonhistory.org/collections/item.aspx?irn=72816&record=37
WSHS_1996_114_ 13	Photograph		Washington State Historical Society	ca. 1900	Side view of the Northern Pacific owned ferry, "Tacoma". Ferry is underway loaded with passengers and a train.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/		Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=77585&record=530
WSHS_2006_0_30 1	Photograph		Washington State Historical Society			Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/		Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=87734&record=493

WSHS_1903_1_598	Photograph		Washington State Historical Society	1896	Brochure, "Tacoma the city of destiny where the rails first meet the sails," advertisement promoting Tacoma, Pierce County, Washington as an up and coming city, published by the Washington and Alaska Grand Army of the Republic, which included the Sons of Union Veterans and the Women's Relief Corp, 1896, brochure bound with red,white, blue ribbon.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	Grand Army of the Republic, Washington and Alaska	Place	http://www.washingtonhistory.org/collections/item.aspx?irn=95241&record=2
WSHS_2009_0_459	Photograph		Washington State Historical Society	1888	Black and white July 4, 1888 close image of the members of the Tacoma, Pierce County, W.T. Chamber of Commerce standing on the steamboat wharf in front of the Blackwell Hotel in Tacoma, posing for the camera. A commercial building, probably a warehouse is behind them, with a Northern Pacific Railroad passenger railroad car in front of it. The group is going to Seattle for the celebration.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/		Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=95916&record=704
WSHS_1981_94_77	Photograph		Washington State Historical Society		Black and white aerial image, c. 1960, of warehouses, in left half of photo, with 5 adjacent steamships along Commencement Bay and Thea Foss Waterway in Tacoma, Pierce County, WA. The Eleventh Street Bridge is below upper left edge. Photo right shows a part of Stadium Bowl in the foreground.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/		Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=96335&record=2
WSHS_2008_70_2	Photograph		Washington State Historical Society	1887	Black and white 1887 image of the Northern Pacific Railroad Stampede Pass switchbacks, taken from near ground level of a trestle in the foreground.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/		Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=97290&record=933
WSHS_1961_135_6	Photograph		Washington State Historical Society	1885	1885 view of the Tacoma Mill Co. wharf and multiple sailing ships moored and lumber piles on the wharf.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	F. J. Haynes I. G. Davidson	Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=127548&record=2
WSHS_1981_94_365	Photograph		Washington State Historical Society	1888	1888 view of a vessel (Republic of Boston) unloading tea at the Northern Pacific Railroad wharf in Tacoma.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	Thomas H. Rutter	Transportation	http://www.washingtonhistory.org/collections/results.aspx?searchType=simple&query=Republic+of+Boston&media=0

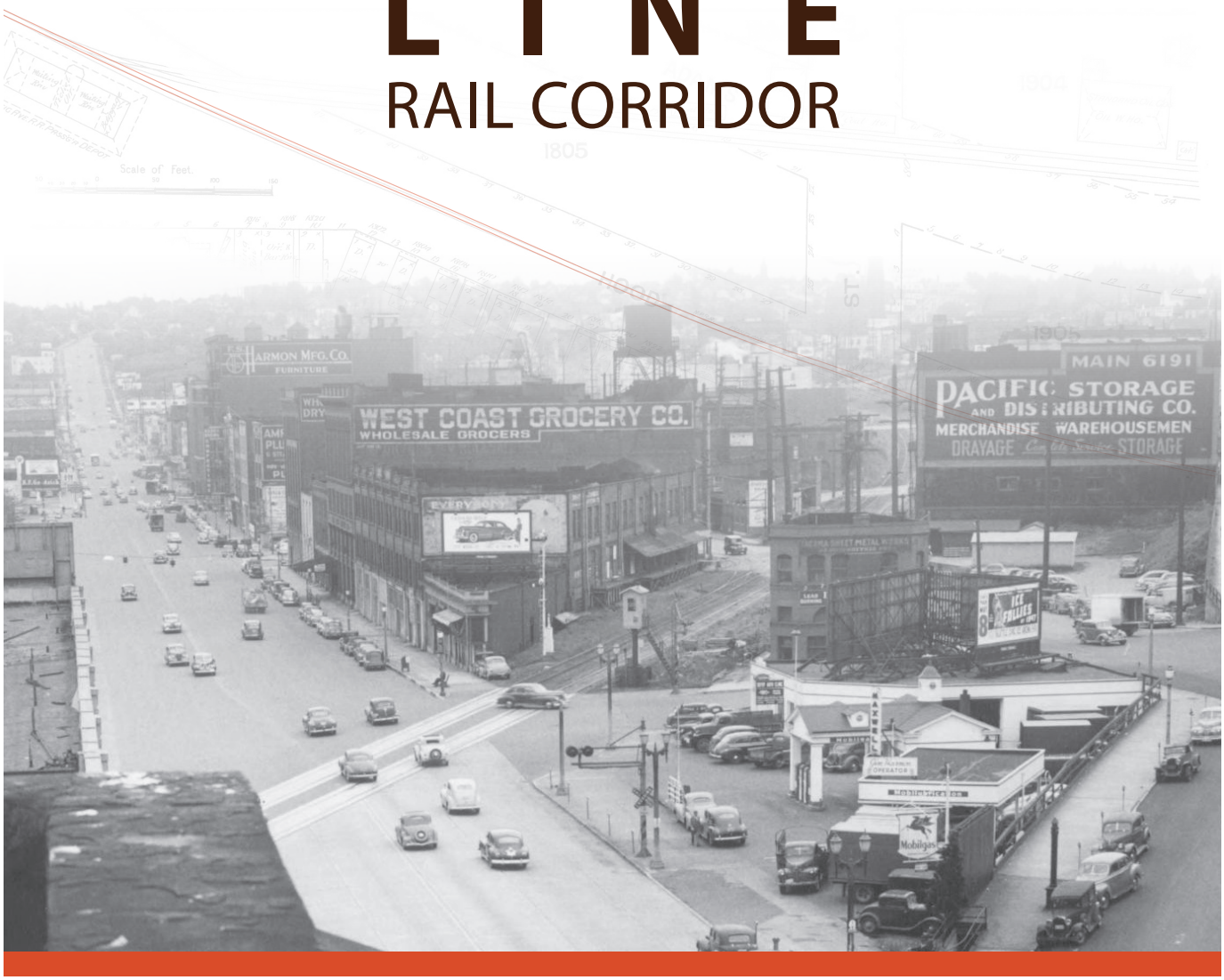
WSHS_2013_0_232	Photograph		Washington State Historical Society	1888	1888 view northwest from the NPRR Headquarters Building, looking at the Half Moon Yards (foreground) and beyond.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	Rutter	Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=125588&record=10
WSHS_2013_0_231	Photograph		Washington State Historical Society	1908	Historic view of the Foss Boat House, the NP Railway with freight cars, and Commencement Bay in background.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	N/A	Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=125591&record=1
WSHS_1943_42_44756	Photograph		Washington State Historical Society	1923	1923 view of an African-American waiter in a Northern Pacific Railroad dining car.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	Asahel Curtis	Transportation	
WSHS_2012_0_385	Photograph		Washington State Historical Society	1884-1888	1880s view of sailing ships at the Northern Pacific Railroad's wharf in Tacoma, with lumber stacked in foreground.	written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	C. E. & Hattie King	Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=118595&record=1
WSHS_2013_0_234	Photograph		Washington State Historical Society	c1877-1879	Late 1870s view across the Northern Pacific Railroad docks, with freight cars, ships, and Mount Rainier all visible.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	Urban P. Hadley	Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=125308&record=1
WSHS_2015_0_91	Photograph		Washington State Historical Society	c1889	View of the Half Moon Yards, where the railroad connected with maritime shipping.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	N/A	Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=130797&record=7
WSHS_2015_0_32	Photograph		Washington State Historical Society	c1905	View across Thea Foss Waterway, toward Tacoma. Various ships and warehouses shown.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	N/A	Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=132088&record=26
WSHS_1981_94_519	Photograph		Washington State Historical Society	c1910	Historic view of the NP's Half Moon Yard, with freight cars, cabooses and locomotives visible. Looking southeast towards tideflats.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	N/A	Transportation	http://www.washingtonhistory.org/collections/item.aspx?irn=128081&record=9
WSHS_1946_101_1	Painting		Washington State Historical Society	1878	This is a framed oil painting on canvas featuring the DeLin Sawmill as it appeared in 1878	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/	N/A	Place	http://www.washingtonhistory.org/collections/item.aspx?irn=18488&record=4

WSHS_1986_28_2_1_146	Map		Washington State Historical Society	1841	"Chart of Admiralty Inlet, Puget Sound, and Hoods Canal, Oregon Territory," chart number 146; one of a series of Pacific Northwest nautical charts surveyed by the United States Exploring Expedition, 1841, commanded by Charles Wilkes. The emphasis of this map is on the bodies of water. The water depth is shown for navigation.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/			http://www.washingtonhistory.org/collections/item.aspx?irn=115749&record=3
WSHS_1998_8_66	Photograph		Washington State Historical Society	ca. 1938	Hand tinted, close oblique angle photographic image of the Sons of Italy float in the Daffodil Festival Parade, Tacoma, Pierce County, WA, ca. 1938. A daffodil princess smiles from inside the daffodil covered gondola on the float. A man sits beside her. A man dressed as a gondolier stands in the front of the gondola. Sign on a building in left background: For Rent, R. E. Anderson & Co. A woman apparently dressed as drum majorette is at image right edge background.	Written permission needed from WSHS	http://www.washingtonhistory.org/research/images/policy/			http://www.washingtonhistory.org/collections/item.aspx?irn=126243&record=5
WL_2006_038_001_025	Photograph		Wing Luke Museum	1890-1941	Undated view of the Furuya Shoten Japanese & American Goods Store at 1355 Broadway (demolished).	need permission from Wing Luke Museum	http://db.wingluke.org/copyright.php	N/A	Place, Cultural Interaction	http://db.wingluke.org/document.php?cat=photographs&id=2006.038.001.025

Appendix E: Prairie Line Rail Corridor | Historic Assessment Report

The following document it the historic resource assessment report completed by Artifacts Consulting, Inc. in conjunction with this interpretive plan. The historic context, in particular, greatly informed the interpretation approach.

PRAIRIE LINE RAIL CORRIDOR



HISTORIC AND CULTURAL ASSESSMENT REPORT

DECEMBER 2016

PREPARED BY ARTIFACTS CONSULTING, INC.
FOR THE CITY OF TACOMA

Published December 23, 2016.

Cover image: 1947 view looking south and downward to the intersection of Pacific and Jefferson avenues.
Courtesy Tacoma Public Library, TPL-14576.
Report cover also features an overlay of an 1888 Sanborn map indicating the location of the Prairie Line.

WASHINGTON STATE HISTORICAL SOCIETY
HERITAGE CAPITAL PROJECTS

Tacoma

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Historic Preservation
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1 INTRODUCTION

Historic view (1922) of area surrounding Union Station, looking southwest. Courtesy Tacoma Public Library, NW Room, Boland Collection. The previous page features the same historic photograph.=

Credits and Acknowledgments

Funding for this report has been provided by the Heritage Capital Projects Fund Grant.

Preparation of this report would not have been possible without the support from the following entities and individuals: City of Tacoma staff; specifically, Elliott Barnett, Planner; Lauren Hoogkamer, Historic Preservation Coordinator; Reuben McKnight, Historic Preservation Officer; Amy McBride, Arts Administrator; Rebecca Solverson, Public Art Specialist; Alaria Sacco, Historic Preservation Intern; Don Sjoboen, GIS Analyst; Nancy Grabinski-Young, Economic Development Supervisor; and Richard Price, Senior Real Estate Officer.

Executive Summary

Workers drove the final ceremonial spike in December 1873, completing the construction of the Prairie Line section of the Northern Pacific Railroad and establishing the railroad's western terminus at Tacoma. The Prairie Line, stretching from Tenino to Tacoma, carried passenger and freight trains to downtown Tacoma for 140 years until April 2003. That year, through an agreement with Sound Transit, the Burlington Northern–Santa Fe (BNSF)[1] took the northern 2.1 miles of the Prairie Line track, the section through Tacoma's warehouse district, out of service. With the rail corridor no longer in active use, consensus emerged to turn the right-of-way into a signature public space, honoring the history of the railroad and creating a venue for public art, historic interpretation, and a park along the rail corridor with green infrastructure features.

In 2015, the City of Tacoma received a Heritage Capital Projects Fund Grant to document the city-owned portions of the corridor (acquired from BNSF) and develop an interpretation plan. This assessment is the result of the documentation and provides recommendations on eligibility to the Tacoma Register of Historic Places (TRHP) and the National Register of Historic Places (NRHP).

The survey covered the City of Tacoma-owned portions of the Prairie Line with the following results.

- Period of significance extends from completion of the line in 1873 to 1965, beginning with original construction of the Prairie Line and ending in 1965, when the Tacoma Mall opened, signally a shift away from downtown Tacoma and an increasing reliance on the automobile.
- A finding of eligibility for the National Register of Historic Places listing under criterion A and C at the local level of significance as a historic district.
- A finding of eligibility for the Tacoma Register of Historic Places listing under criterion A, C, E, and F as a historic district.
- A finding of eligibility for the Washington State Heritage Register under criterion A and C at the local level of significance as a historic district.
- Integrity of the rail corridor remains high, particularly with its location, feeling, and association despite alterations along the corridor.
- No WISAARD inventory forms were recorded as there were no individual buildings or structures within the corridor. The railroad is treated as a single property with all railroad related features, including the rails, ballast and small bungalows, treated as contributing features. These are itemized under the Contributing Features chapter.

The section of the Prairie Line that runs through downtown Tacoma is eligible for inclusion on the Tacoma Register of Historic Places (TRHP), Washington Heritage Register (WHR), and National Register of Historic Places (NRHP) as a district. A portion of the rail corridor runs through the TRHP-, WHR-, and NRHP-listed Union Depot/Warehouse Historic District and the TRHP-listed Union Depot/Warehouse Conservation District. Additional segments of the Prairie Line not within the study area may be eligible for NRHP listing; however, they were not evaluated as part of this project. Although the Prairie Line is individually eligible for inclusion on the local, state, and national registers, it may be more practical to simply include the rail corridor as a contributing property through an update to one or all of the existing historic districts.

1. Burlington Northern—Santa Fe (BNSF) formed in 1970 when Northern Pacific and the Great Northern merged with the Chicago, Burlington & Quincy and the Seattle, Portland & Spokane.

Project Background

The City of Tacoma retained Artifacts Consulting, Inc. to complete this survey and documentation of the Prairie Line historic rail corridor. This documentation is one component of a larger project to record and interpret the Prairie Line Trail. The Tacoma section of the Prairie Line is no longer an active rail corridor, and portions are owned by the City of Tacoma and the University of Washington Tacoma (UWT). This survey only included the City of Tacoma-owned portions through the Brewery District and the segment from Pacific Avenue to 15th Street.

The trail corridor begins at the southern end just south of S 25th Street, parallel with Hood Street, immediately adjacent to the landmark Tacoma Cold Storage Building (listed in the Tacoma Register of Historic Places, Washington Heritage Register, and the National Register of Historic Places). The trail corridor continues along next to Hood Street, passing through the Union Depot-Warehouse Historic District, Union Station Conservation District, and the University of Washington Tacoma campus. The Union Depot-Warehouse Historic District was included in the National Register of Historic Places (NRHP) in 1980 and the Tacoma Register of Historic Places (TRHP) in 1983. Artifacts previously documented the section of the corridor owned by the UWT in 2011, creating a catalog of character-defining features. While the UWT segment was not documented in this survey, the entire stretch was considered for context.

The survey and documentation covered the portions of the former rail corridor owned by the City of Tacoma. This included the section along Hood Street from just south of S 25th Street to S 21st Street and the section from the intersection of Pacific Avenue, S 17th Street, and Hood Street extending northeastward to S 15th Street. Refer to "Survey Area" for details.

Artifacts personnel conducting the survey and documentation all hold Master of Science degrees in Historic Preservation and have extensive survey and documentation experience. All Artifacts personnel exceed the Secretary of the Interior's Professional Qualifications Standards, used by the National Park Service, and published in the Code of Federal Regulations, 36 CFR Part 61. The qualifications define minimum education and experience required to perform identification, evaluation, registration, and treatment activities. Personnel and tasks performed during the project are as follows:

- Katie Chase Pratt, Partner: project lead, field work, research, writing, and production.
- Spencer Howard, Managing Partner: project manager, field work, research, GIS mapping, and writing.
- Susan Johnson, Associate: field work, research, and writing.

Artifacts worked with City of Tacoma staff from Planning and Development Services, including the Planning Division and the Historic Preservation Office. Copies of the report reside with the City of Tacoma Historic Preservation Office.

Research Design

Research design addresses the survey area, objectives, expectations, and methodology employed in the survey and documentation process, as well as how this information will be integrated by the City of Tacoma into the interpretive and planning process. This study addresses only built environment properties—no evaluation of pre-historic or historic archaeology was conducted as part of this study. All work followed the Washington State Standards for Cultural Resource Reporting.

SURVEY AREA

The survey area follows the original Prairie Line railway corridor on City of Tacoma-owned land. The survey area does not include the segment of Prairie Line railway owned by the University of Washington Tacoma or Burlington Northern-Santa Fe (BNSF). Background was collected on buildings along the City of Tacoma-owned segments to understand how the Prairie Line influenced development along the corridor; however, no Historic Property Inventory forms were completed for the buildings since they exist outside of the City of Tacoma-owned property survey area.

Thematically the survey focuses on properties constructed as part of the development and rail operation of the Prairie Line railway corridor. This encompasses the right-of-way and original construction, subsequent alterations, influence on development of frontage properties, and ethnic groups associated with the railway construction and operation. Temporally the survey encompasses a wide time period, from the start of construction in the 1870s to closure of the line in 2003.

The survey area is in Pierce County, within the Tacoma North and Tacoma South quadrangles. The site follows the alignment of South Hood Street from just north of South 27th Street and continues north to the intersection with South 21st Street. This ends just south of the UWT-owned property. On the north end of the UWT property, the survey area starts again along South Hood Street, just north of Pacific Avenue. The survey area follows South Hood Street, ending at the intersection with East 15th Street, Court A, and A Street.

The survey area is contained within Sections 37 and 38 Township 20 Range 03 East.

OBJECTIVES

The objective of this report is to provide a comprehensive survey and documentation of the City of Tacoma-owned Prairie Line rail corridor running through south downtown Tacoma. It will also determine the potential register eligibility of the extant site features and right-of-way of this rail corridor. Artifacts staff considered eligibility of the rail corridor section and its features for listing in the Tacoma Register of Historic Places (TRHP), Washington Heritage Register (WHR), and the National Register of Historic Places (NRHP). The identification and eligibility process was supported by the context statement development, identification of development periods and themes, and the field work. This data will provide a baseline to support future planning for the Prairie Line Trail, a public historic and green space developed out of the vacated rail corridor.

STATE HISTORIC PRESERVATION PLAN[1]

This survey supports the following goals and specific goal-related strategies in the State Historic Preservation Plan:

Goal 1. Enhance communities by actively engaging historic preservation with other forces shaping our environment.

This survey report and the larger Prairie Line Trail Historic Interpretation Project will help promote the Prairie Line Trail, an urban trail which combines history with public art and green space. This project specifically supports the following strategies outlined under Goal 1:

- C. Promote cultural and heritage tourism.
- D. Increase the connection between historic preservation and sustainability/environmental initiatives.

Goal 3. Strengthen policies and planning processes to enhance informed and cross-disciplinary decision-making for managing cultural and historic resources.

This survey report will help the City of Tacoma make more informed decisions about the extant historic resources on the Prairie Line Trail and encourage cross-disciplinary decision-making. This project specifically supports the following strategy outlined under Goal 3:

- A. Position historic preservation to be more fully integrated into land use decision-making processes.

TACOMA HISTORIC PRESERVATION PLAN[2]

This survey supports the following goals in the City of Tacoma Historic Preservation Plan:

Goal: A Livable Community with a Strong Sense of History.

This survey report and the larger Prairie Line Trail Historic Interpretation Project will encourage citizen involvement in the city's history, foster civic pride, and hopefully promote heritage tourism. This project specifically supports the following policy outlined under this goal:

- Policy HP-2. Integrate Tacoma's historic resources into community planning efforts.

Goal: An Economically Vibrant Community Supported by Preservation.

This survey report and the larger Prairie Line Trail Historic Interpretation Project will add to the vibrancy of Tacoma. This project specifically supports the following policy outlined under this goal:

- Policy HP-6. Encourage active use of historic resources.

1. Getting the Future Right: Washington State Historic Preservation Plan, 2014-2019, prepared for the Department of Archaeology and Historic Preservation (2014).

2. City of Tacoma, Historic Preservation Plan: A Comprehensive Plan Element, prepared for the City of Tacoma by Winter & Company, Artifacts Consulting, Code Studio, Inc., Hoshide Williams Architects, and Urban Advisors (2011).

Goal: Preservation is Integrated with Community Goals and Policies.

This survey report is specifically linked to a larger planning effort and is the result of cross-disciplinary collaboration within the City of Tacoma. This project specifically supports the following policies outlined under this goal:

- Policy HP-10. Integrate historic preservation policies into citywide planning efforts.
- Policy HP-11. Capitalize on and promote historic resources in community planning efforts.

Goal: Historic Resources Are Integral Features of the Public Realm.

This survey report demonstrates that the City of Tacoma is seeking to follow best practices when it comes to managing and documenting its own historic resources. This project specifically supports the following policy outlined under this goal:

- Policy HP-12. Promote best practices in the City of Tacoma's stewardship of historic resources.

Goal: A Detailed Understanding of Tacoma's History Provides a Base for Preservation Efforts.

This survey report continues the City of Tacoma's goal of documenting its history. This project specifically supports the following policy outlined under this goal:

- Policy HP-18. Maintain a comprehensive survey of Tacoma's cultural resources.

Goal: City Departments Collaborate to Promote Historic Preservation.

This survey report required collaboration between Planning and Development Services and Public Works and highlighted the importance of creating a shared interest in preservation. This project specifically supports the following policy outlined under this goal:

- Policy HP-41. Collaborate with other City departments to promote the benefits of historic preservation.

EXPECTATIONS

We expect a concentration of railway features within the corridor along the original track alignment(s), with the concentration level diminishing to either side of the track alignments. We expect the majority of building features related to railway operation (such as loading docks) to have been removed. Given moderate vehicular travel and parking use levels of South Hood Street, we anticipate some of the original features to have been paved or otherwise covered over. We expect much of the rolling stock and associated railway operation features to have been replaced multiple times over the past 90-plus years of freight rail operation. We anticipate the NRHP eligibility analysis will need to factor in the full original extent of the line and the role of the segment within the study area relative to the full line.

METHODOLOGY

The City of Tacoma provided GIS land use, aerial, and background data to define the survey area. Artifacts undertook archival research to develop the historic context. Repositories accessed include the Tacoma Public Library, Washington State Historical Society, State Archives, and the Pacific Northwest Railroad Archive. Materials were col-

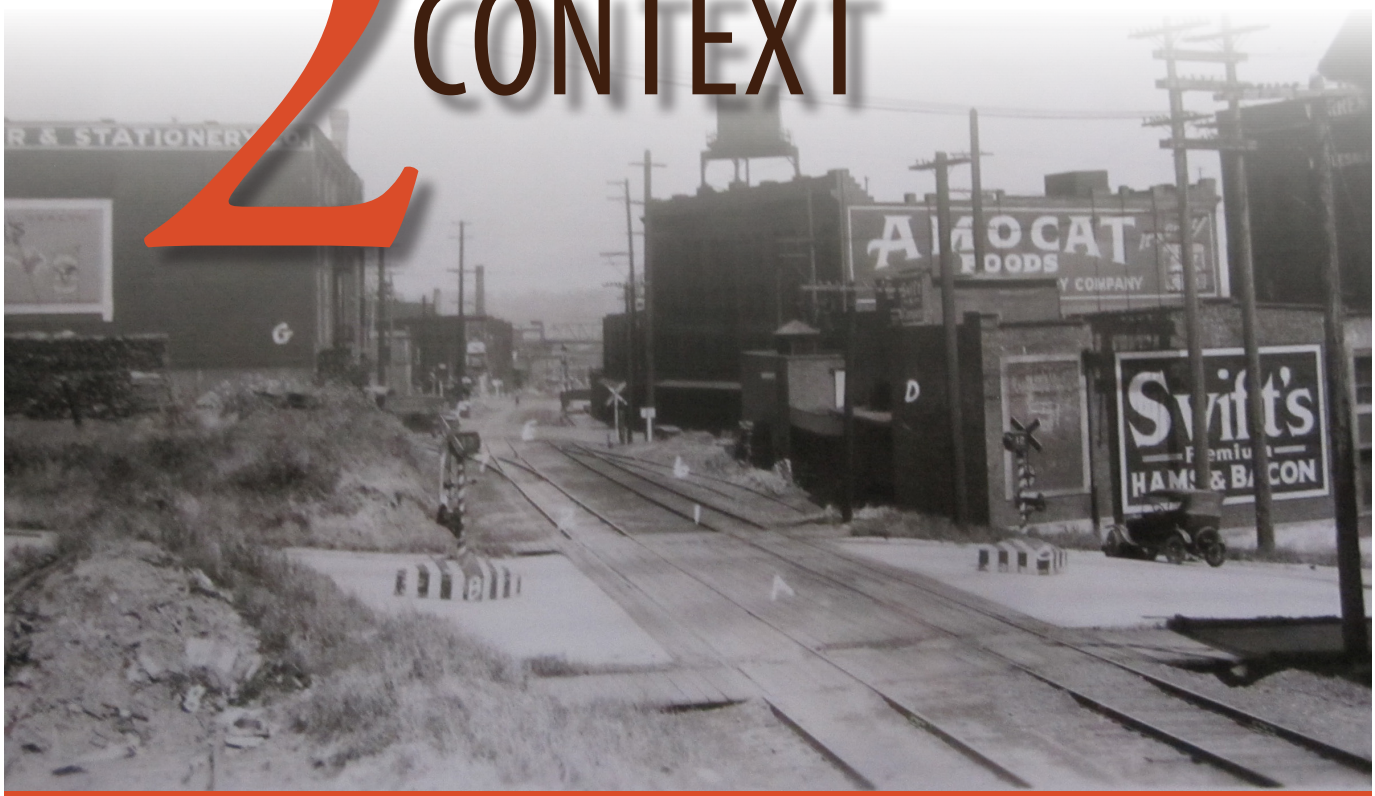
lected and digitized to form the project archive. A key component of this work was identifying historic photographs (date, content, repository, usage rights contact) to provide a digital archive guiding future interpretive efforts. Staff reviewed historic maps, including Sanborn Fire Insurance maps, to understand changes along the corridor.

Field work consisted of three Artifacts personnel digitally photographing the corridor and features. We worked from a GIS base map that we developed from the data provided by the City of Tacoma. Personnel used the GaiaGPS application in the field to track survey routes and photograph locations for circulation and site features. Data collected in the field was integrated into the GIS filegeodatabase developed for the project, to map feature locations and compare them with existing and former track locations.

INTEGRATION WITH PLANNING PROCESS

The historic context and eligibility recommendations derived from this survey and documentation process will be used by the City of Tacoma in its interpretive project planning. The background data will directly inform the interpretive plan for the city-owned corridor segments. The background data will also streamline Governor's Executive Order 05-05, review on future art installation projects.

2 CONTEXT



Looking in a northerly direction along the Prairie Line, showing crossings at S. 19th and Commerce Streets. June 1928. Courtesy Interstate Commerce Commission.

Map 1 Regional Development

This map illustrates the stages of rail completion.

This historic context statement is divided into two sections: "Significance Statement" and "Historical Development." The "Significance Statement" summarizes the overall significance of the rail corridor, per the National Register of Historic Places evaluation criteria. Artifacts referenced National Register Bulletin 15 "How to Apply the National Register Criteria for Evaluation" in selecting the applicable criteria. The "Historical Development" section is organized by development periods and defines and addresses the areas of significance for the rail corridor.

Significance Statement

Workers laid the final tracks in December 1873, completing the construction of the Prairie Line section of the Northern Pacific Railroad (NPRR) and establishing the railroad's western terminus at Tacoma, over Seattle and Olympia. This thrilled residents of Morton Matthew McCarver's Tacoma City, which was platted in 1869. When the railroad was completed, Tacoma was a small settlement of about 100. The waterfront was still quite rugged, stands of old growth timber surrounded the area, and wood frame buildings dotted the landscape. The arrival of the railroad at Commencement Bay profoundly affected the expansion of the city, spurring population growth and economic development. Due to its role as the defining factor in how the city was originally established and as a prominent regional transportation destination, the former rail corridor is significant at the statewide level of significance under National Register of Historic Places Criteria for Evaluation A and C. The rail corridor is also eligible for inclusion on the Tacoma Register of Historic Places under criteria A, C, E, and F.

While the name refers to the direct, expedient route of the line across the "burnt prairie" east of the Nisqually River delta, and stretched from Tenino to Tacoma, the Prairie Line is most commonly associated with the portion of the railroad that runs through downtown Tacoma. The Prairie Line carried passenger and freight trains to downtown Tacoma for 140 years until April 2003. That year, through an agreement with Sound Transit, the Burlington Northern-Santa Fe (BNSF)[1] took the northern 2.1 miles of the Prairie Line track, the section through Tacoma's warehouse district, out of service.. Consensus emerged to turn the right-of-way into a signature public space, the Prairie Line Trail, which both honors the history of the railroad and creates a venue for public art, historic interpretation, and linear park and green infrastructure features.

1. Burlington Northern—Santa Fe (BNSF) formed in 1970 when Northern Pacific and the Great Northern merged with the Chicago, Burlington & Quincy and the Seattle, Portland & Spokane.

Historical Development

BACKGROUND INFORMATION

Tacoma sits on a steep hillside descending down to the deep water harbor of Commencement Bay on Puget Sound, with prominent views of Mount Rainier (Takoma). The Puyallup River flows into the bay from the southeast. The Puyallup Tribe first inhabited the area, benefiting from the wealth of resources available. Euro-American settlers also found the region desirable and began to take claims to the area in the 1850s, particularly following the U.S. Exploring Expedition, which made it to the Northwest Coast under the leadership of Charles Wilkes in 1841. Job Carr sited the first permanent nonnative homestead, which he named Eureka, in 1864, located in the area of the city now known as Old Town. Morton Matthew McCarver purchased more than 160 acres from Carr and created a townsite that he eventually named Tacoma. Tacoma's prime location on the Sound played a significant role in its development, particularly once the Prairie Line section of the Northern Pacific Railroad arrived. The line helped the city become a key shipping point, which adopted the slogan, "Where sails meet rails."

Transcontinental Railroads

Rumblings about a transcontinental railroad, connecting the more metropolitan East Coast with the still isolated West, began in the 1830s, but started to gain momentum in the 1840s. Asa Whitney, a merchant whose travels in China impressed upon him the need for a transcontinental route, ardently promoted the railroad in the late 1840s and advocated for a northern route.[2] The discovery of gold in California in 1849 quickly shifted the nation's attention to the western territories and a more central transcontinental route. Five land surveys were commissioned to study potential routes, including a northern route. Washington Territory Governor Isaac Stevens and Captain George B. McClellan surveyed the area between the 47th and 49th parallel.[3]

Congress then passed a series of acts in the 1860s, known collectively as the Pacific Railroad Acts, to promote the construction of a network of transcontinental railroads. These acts authorized land grants to railroad companies and the issuance of government bonds. President Abraham Lincoln signed the first act, the Pacific Railroad Act of 1862, into law on July 1, 1862, authorizing land grants in the western United States and government bonds to be granted the Union Pacific Railroad and Central Pacific Railroad to construct a transcontinental railroad stretching from the Missouri River at Council Bluffs, Iowa, to California.[4] The railroad was constructed by three private railroad companies: Western Pacific Railroad Company in California constructed the line between Oakland and Sacramento, Central Pacific Railroad built the line east from Sacramento to the Promontory Summit in Utah Territory, while the Union Pacific Railroad extended the line westward from Council Bluffs to Promontory Summit. On May 10, 1869, workers drove the "golden spike" at Promontory Summit, connecting the east and west lines. The completion of the railroad established a faster transcontinental transportation route and more effectively opened the American West for settlement.[5]

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2. William Turrentine Jackson, *Wagon Roads West: A Study of Federal Road Surveys and Construction in the Trans-Mississippi West, 1846-1869* (Berkeley and Los Angeles, University of California Press: 1952), 257.

3. Louis Tuck Renz, *The History of the Northern Pacific Railraod* (Fairfield, WA: YE Galleon, 1980), 12."

4. The formal name of the act is An Act to Aid in the Construction of a Railroad and Telegraph Line from the Missouri River to the Pacific Ocean, and to Secure to the Government the Use of the Same for Postal, Military, and Other Purposes.

5. National Park Service, "Joining of a Nation," *Golden Spike National Historic Site*, https://www.nps.gov/gosp/index.htm (accessed October 29, 2016).

Black and white image of the engineer and brakeman standing in front of a Northern Pacific locomotive and train identified as the first train through the Nelson Bennett Tunnel, Point Defiance, Tacoma, Pierce County, WA, December 15, 1914. One of the men is identified as Engineer Glenn Portrude. The locomotive is number 213. Courtesy Washington State Historical Society, 2010.0.111.

While the Union Pacific and Central Pacific were busy constructing the first transcontinental route in the U.S., other railroad companies were working on their own routes. The passage of *An Act Granting Lands to Aid in the Construction of the Railroad and Telegraph Line from Lake Superior to Puget's Sound, on the Pacific Coast, by the Northern Route* in 1864 chartered the Northern Pacific Railroad Company to connect the Great Lakes with Puget Sound.[6] President Lincoln signed this act into law on July 2, 1864. The Northern Pacific was granted 60 million acres, but only took 40 million acres, and construction began in 1870 on the eastern section, heading west from Carlton, Minnesota. The Northern Pacific also began construction on the western section, beginning at Kalama, Washington Territory, located on the northern banks of the Columbia River. The railroad extended this section north, to connect the Columbia River and the Puget Sound. Upon completing a rail corridor over the Cascades, via Stampede Pass, the Northern Pacific provided a direct east-west route from Minnesota to the Puget Sound.

While construction was going on, settlements on the Puget Sound awaited the Northern Pacific's decision for the location of its western terminus. Some communities tried to woo the railroad company; settlers knew the terminus location would receive a significant boost in development. In July 1873, the Northern Pacific announced it had selected Tacoma on Commencement Bay, to the dismay of leaders in Seattle and Olympia. The announcement, made via telegraph, thrilled residents of the still small Tacoma City settlement. The Northern Pacific began purchasing land and incorporated the Tacoma Land Company to lay out the town and sell plats. Ultimately, the arrival of the railroad at Commencement Bay spurred the growth of Tacoma—the waterfront expanded to serve rail freight, businesses established themselves along the rail corridor, and new people moved to the budding city seeking opportunity.

6. *An Act Granting Lands to Aid in the Construction of the Railroad and Telegraph Line from Lake Superior to Puget's Sound, on the Pacific Coast, by the Northern Route*, Pub. L. No. 38-217 (1864).

DEVELOPMENT PERIODS

The Prairie Line section of the Northern Pacific has cut through the landscape in Tacoma for over 140 years and is fundamentally entwined with the history of the city. Throughout, there were several development periods related to the Prairie Line, but the primary development periods extend from 1873 to 1965, beginning with the city's establishment as the western terminus for the Northern Pacific and ending with the opening of the Tacoma Mall, which solidified the city's shift to automobile usage and continued suburbanization. This date range also defines the period of significance for the rail corridor. However, it is important to note that use and development of the landscape occurred both before and after this period of significance. We've identified the following development periods, which dovetail with the development periods identified in the Union Depot/Warehouse Historic District through which the rail corridor passes:

- Prehistory to Early Contact
- 1850–1872: Euro-American Settlement
- 1873–1893: Terminus at Tacoma
- 1894–1915: Economic Depression and Recovery
- 1916–1928: WWI Involvement and Industrial Boom
- 1929–1939: Great Depression and New Deal Programs
- 1940–1945: World War II
- 1946–1965: The Rise of the Automobile and Early Urban Renewal
- 1966–1989: Urban Renewal and Desertion
- 1990–2003: Tacoma's Downtown Revitalization
- 2004–Present: New Era

Prehistory to Early Contact[7]

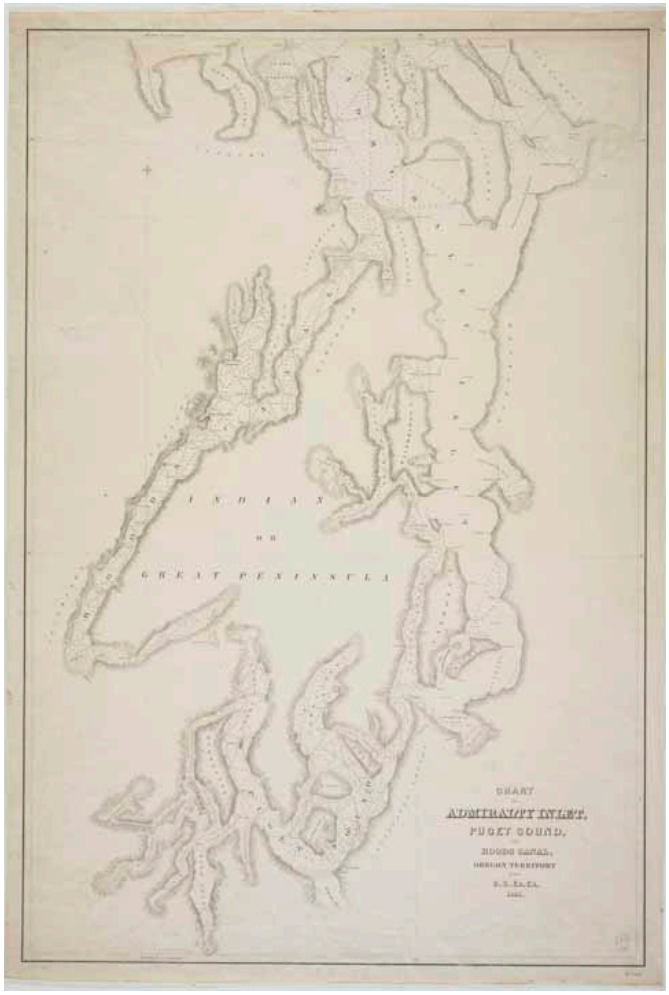
The original caretakers of this land were the Puyallup people who lived in villages from the foothills of Takoma (Mt. Rainier), along the rivers and creeks, to the shores of Puget Sound. In their Salish language, Twulshootseed a southern dialect of Lushootseed, the Puyallup people are known as the S'puyaləpabš (Spoy-all-up-obsh) which translates to the people from the bend in the river or the people from the river with many bends. The main village site, near what is now the Tacoma Dome, was an intersection for many tribes. Being gracious hosts, the Puyallup people became known as the "generous and welcoming behavior to all people (friends and strangers) who enter our lands."[8] Appreciative of the wealth of resources, the S'puyaləpabš understood their responsibility to live in harmony with their environment. They lived off the abundance of the area's resources: harvesting salmon, shellfish, roots, and berries; hunting wild game; and utilizing cedar trees to make their homes and canoes. This closely integrated matriarchal society lived communally and followed lead men who were respected for their technical expertise, ability to protect the people, and diplomacy. As a non-warring tribe, the people spent their days collecting, storing, and

7. This content was provided by Brandon Reynon, Tribal Historic Preservation Office, and Nicole Barandon, Public Information Specialist, with the Puyallup Tribe Historic Preservation Department.

8. Puyallup Tribe of Indians, "Puyallup Tribal History," Puyallup Tribe of Indians, http://www.puyallup-tribe.com/ourtribe/ (accessed October 25, 2016).

processing raw materials for use, trade, and potlatch. Master weavers processed cedar bark, cedar root, and other native plants into a variety of items. Expertly designed baskets were used for everything from cooking to harvesting clams. Animal furs were also spun into thread and woven into ornate blankets. Potlatch was a main characteristic of traditional life that celebrated births, deaths, marriages, and other rites of passage. It was an opportunity to display wealth and status, draw together neighboring tribes, and give back to the community through feast and gifts.

Although there is some speculation that peoples from Asia and Russia may have been visiting this area for many years prior, George Vancouver and the British ship Discovery entered the waters of Puget Sound in the spring of 1792. While Vancouver and his crew made their way through South Puget Sound and all of its inlets and bays, they never actually entered Commencement Bay, but noted the beauty of the area. Years later, the fur trading Hudson Bay Company came to the area establishing trade with the Puyallups and neighboring tribes while establishing their fort roughly 20 miles to the south. These fragile relationships endured until the arrival of Nicholas Delin.



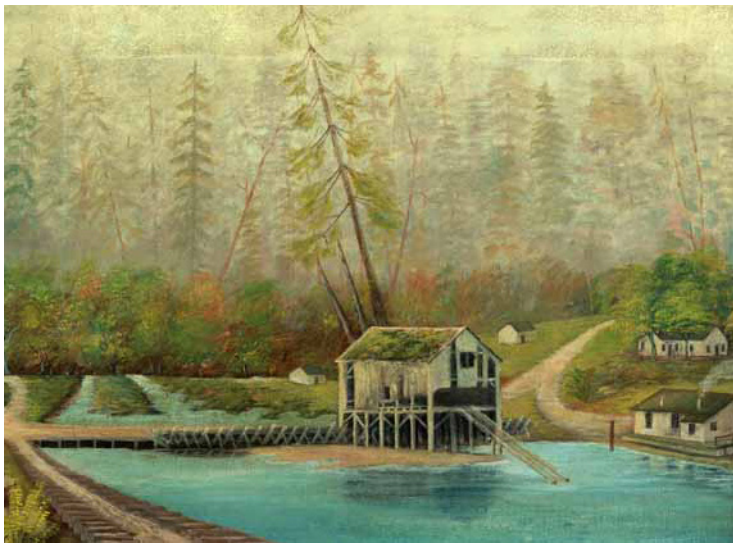
"Chart of Admiralty Inlet, Puget Sound, and Hoods Canal, Oregon Territory," chart number 146; one of a series of Pacific Northwest nautical charts surveyed by the United States Exploring Expedition, 1841, commanded by Charles Wilkes. Courtesy Washington State Historical Society, 1986.28.2.1.146.

1850–1872: Euro-American settlement

In 1850, Euro-American settlement began along the shores of Commencement Bay. The first Euro-American habitation on Commencement Bay was by Nicholas Delin (1817-1882). Originally from Sweden, Delin established a relationship with the Puyallup Tribe and they allowed him to use the land to build a water-powered sawmill in 1852, siting it on a creek near the head of the bay, near the present-day intersection of Puyallup Avenue and Dock Street.[9] As more nonnatives arrived, the Puyallups placed them in the area of Delin's property and eventually a small community grew up around the operation, and included Mr. and Mrs. Sales, as well as the Judson, Morrison, and VanOgle families.[10] Unknowingly, this opened the floodgates for more nonnatives to arrive. Without discussion with Tribal leadership, the U.S. Government created Washington Territory out of the northwest section of the Oregon Territory in 1853. Soon, the friendship with the Puyallups disintegrated as more and more land was being taken. Tension eventually led to the Treaty

9. Robert Magden and A.D. Martinson, *The Working Waterfront: The Story of Tacoma's Ships and Men* (Tacoma: The International Longshoremen's and Warehousemen's Union, Local 23 of Tacoma, 1982), 2.

10. Catherine Wilkeson, *The Early History of Tacoma* (Tacoma: Tacoma Public Library, 1920), 1.



This is a framed oil painting on canvas featuring the DeLin Sawmill as it appeared in 1878. Courtesy Washington State Historical Society, 1946.101.1.

Wars, also known as the Indian Wars, of 1855-56. Most settlers retreated to Steilacoom and the security of the fort, and they did not return. Although he never owned the land, Delin sold his mill property to James L. Perkins, who in turn sold the stolen property to Miles Galliher.[11]

In 1854, the Treaty of Medicine Creek was negotiated between Isaac Stevens, Washington Territorial Governor and Superintendent of Indian Affairs representing the U.S. Government, and the leaders of local tribes, including the Puyallup and Nisqually people. This treaty created a small reservation of just 1,280 acres for the Puyallup people while the U.S. received 2 million acres. The unrest that resulted from this one-sided treaty created conflict between local Indians and the settlers who arrived to homestead, culminating in the Treaty Wars of 1855-56. After long negotiations, the U.S. Government and Tribal leadership agreed upon a larger reservation that provided the Puyallup people access to their river and the bay. This new reservation was increased to 18,060 acres in 1857.

The distinction of the first permanent nonnative settlement near Commencement Bay goes to the community established by Job Carr (1813—1887) in 1864. He arrived in Olympia from Iowa and saw the land he wanted while on a fishing trip. He claimed 168 acres, named it Eureka, and built a log cabin that served as the post office, a polling place, and community gathering place. Eureka was renamed Tacoma, the anglicized twhulshootseed after the mountain overlooking the bay. Morton Matthew McCarver (1807-1875) arrived in the late 1860s, purchasing 160 acres of Carr's original 168 acres. McCarver platted his own community, Tacoma City, in December 1869. Tacoma City was located within Pierce County, which had a population of 1,411 in 1872.[12] The settlement slowly attracted pioneer settlers and rapidly forced out any remaining Puyallups. Having robbed the Tribe of its homeland by the early 1870s, Tacoma City boasted a mill, school, public hall, store, hotel, and a handful of other businesses supported by a population of about one hundred people.[13] The Puyallup Tribe simply never saw the tsunami of nonatives coming. What started as a gesture of humanity, in a short time became a futile attempt at saving their lands. Delin, Carr, McCarver, and other men like them took advantage of the generous and welcoming nature of the original people. The area was largely forested, providing ample natural resources for Tacoma's mill—Hanson, Akerson & Co.—and made lumber the region's chief export.

11. Murray Morgan, *Puget's Sound: A Narrative of Early Tacoma and the Southern Sound* (Seattle: University of Washington Press, 1979), 137.

12. *Puget Sound Business Directory and Guide to Washington Territory* (Olympia: Murphy & Harned, 1872).

13. Ibid.

Black and white, fairly distant carte-de-visite photographic image labeled "The Hatch Mill" but likely the Hanson & Ackerson Mill, Old Town Tacoma, Pierce County, WT, about 1869. The site is identified as Fifteenth and Dock Streets. If not the earliest photograph of Tacoma, it is certainly one of the earliest. Courtesy Washington State Historical Society, 2014.0.318.

1873—1893: Terminus at Tacoma, the City of Destiny

Both Job Carr and Morton Matthew McCarver sited their settlements on Commencement Bay with the hope that the Northern Pacific Railroad would consider it a prime location for their western terminus. In July 1873, the Northern Pacific selected Tacoma as its terminus, to the dismay of those in Seattle and Olympia. The Tacoma site offered the railroad the best location for safe and efficient handling of freight as well as the opportunity for future expansions. James Boyce Montgomery received the contract for constructing the line of track between Kalama at the Columbia River to the western terminus. Montgomery brought in 750 Chinese workers, hired from San Francisco contractors who had supplied labor for the construction of the Central Pacific Railroad's line, and 250 white workers; the crew had the first 25 miles complete before July 1871, well before the official terminus was actually selected.[14] Once Tacoma was chosen, construction extended toward Commencement Bay. The Prairie Line, which ran from Tacoma to Tenino and connected into the rest of the western section of the Northern Pacific Railroad down to Kalama, was completed on December 27, 1873, inaugurating Tacoma as the railroad's western terminus. Trains began operating regularly between Kalama and Tacoma on January 5, 1874.[15] The Northern Pacific established their passenger depot at 17th Street and present-day South Hood Street.

14. Morgan, *Puget's Sound*, 161.

15. Renz, *The History of the Northern Pacific Railroad*, 45.

Late 1870s view across the Northern Pacific Railroad docks, with freight cars, ships, and Mount Rainier all visible. Courtesy Washington State Historical Society, 2013.0.234.

As the railroad arrived, there were two communities on the eastern shores of Commencement Bay. McCarver had his Tacoma City, and Job Carr's son, Anthony, had platted the nearby Tacoma. When the Northern Pacific chose Tacoma as its western terminus, it did not site its depot within either community. Instead, it selected a site two miles south. In 1873, the Northern Pacific Railroad founded the Tacoma Land Company, which purchased large tracts of waterfront to augment the land already given to the railroad to entice it to Commencement Bay. The railroad and waterfront developed in tandem as ships, which traveled between the West Coast and Pacific Rim, and trains, which traveled between the West and East coasts, relied on each other for moving goods.[16] The Tacoma Land Company, a subsidiary of the Northern Pacific, platted their townsite, New Tacoma, in 1875, the same year Tacoma City was incorporated by the Washington Territorial Legislature. The two cities would remain separate until January 1885, when they were consolidated by the legislature as "Tacoma."

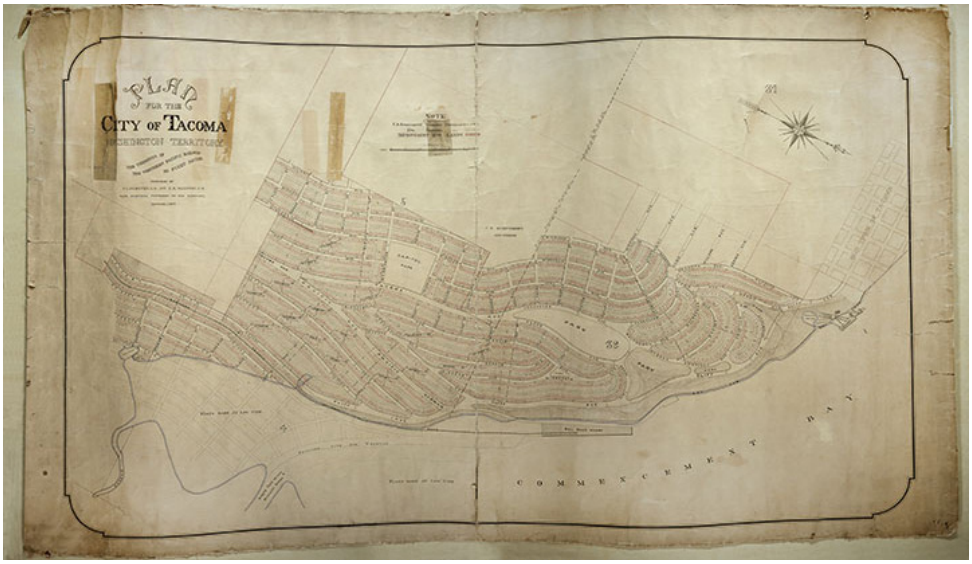
The area around the railroad began to develop following the arrival of the Northern Pacific. The Tacoma Land Company graded the sloping land between the waterfront and the top of the hill (the neighborhood presently known as Hilltop) and began laying out the city.[17] While construction was occurring on the railroad, Charles Wright, selected by the Northern Pacific to head the Tacoma Land Company, and Charlemagne Tower, a large stockholder and director of the Northern Pacific, were tasked with laying out the new city. James Tilton, the former surveyor general for Washington Territory when Isaac Stevens was governor, began sketching out the city plan. Wright, however, began

16. Magden and Martinson, *The Working Waterfront*, 5.

17. Wilkeson, *Early Tacoma History*, 4.

looking to the esteemed Frederick Law Olmsted to draft a preliminary study of the city. Olmsted's plan, with its curving streets and irregular shaped lots, unsettled locals, however, leading the Northern Pacific to dismiss Olmsted in January of 1874. Desperate to sell lots, Theodore Hosmer, on-site manager of the Tacoma Land Company's affairs then hired engineer William Isaac Smith to lay out the city.[18] The Tacoma Land Company began selling 50-foot lots on Pacific Avenue on April 15, 1874.[19] Early businesses near the railroad included hotels, breweries, warehouses, and mills. David Lister founded the Tacoma Foundry (Tacoma Iron Works) and built the iron works facility in 1876 at 1501 Pacific Avenue right next to the Prairie Line.[20]

Ferry. Courtesy Washington State Historical Society.



Olmstead's preliminary plan for Tacoma. Courtesy Washington State Historical Society.

The completion of the rail line into Tacoma did not immediately bring the growth and prosperity for which the community had hoped. The railroad ran between Tacoma and Kalama, but to continue on the rest of the Northern Pacific, trains took a ferry (equipped with rails) across the Columbia to then continue east from Portland, Oregon. Trains were broken up and loaded side by side on the ferry, which allowed passengers and freight to remain on the train. Between 1875 and 1880, Tacoma's population had only grown by 283. After the completion of the Northern Pacific's transcontinental line in 1883, however, the population quickly mushroomed, reaching 4,000 people in 1884 and then up to 7,000 in 1885. But the boom for Tacoma did

18. Morgan, *Puget's Sound*, 168-173.

19. Ibid, 174.

20. "1501 Pacific Avenue," *Tacoma-Pierce County Buildings Index*, www.tacomalibrary.org (accessed October 17, 2016).

1884 Birds-eye view of Tacoma, Washington Territory. Courtesy Library of Congress, Geography and Maps Division, LOC Control # 75696668.

not arrive until the Northern Pacific completed the Cascade Branch over Stampede Pass, directly connecting Tacoma with Eastern Washington in 1888.[21] The Cascade Branch connected with the Kalama Branch at South 15th Street near the waterfront.[22] With its deep water port and direct access to Eastern Washington farmers, Tacoma became a key center for grain shipment. By 1890, the population in Tacoma had soared to 36,000. In the previous year, 1889, Washington was admitted as the 42nd state in the Union. In 1892, the Northern Pacific relocated its passenger depot to Pacific Avenue.

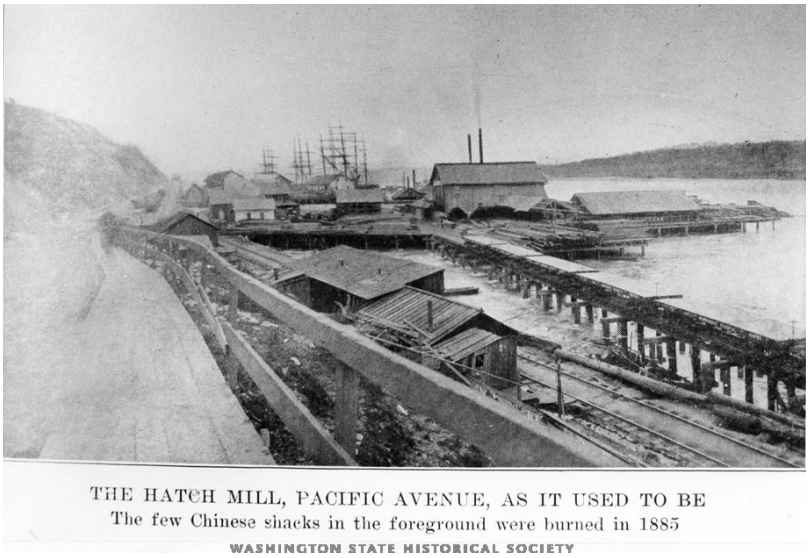
In anticipation of this industrial prosperity, the railroad sought more land, particularly along Commencement Bay at the site of the present-day Port of Tacoma. This land was part of the Puyallup reservation (created in 1854 and enlarged in 1857), but through exploitation and even murder of entire families on those parcels deemed valuable, the land (that was sited in the treaty) was taken, stolen, and swindled from the Puyallup people. The passage of the Dawes Severalty Act of 1887 (also known as the General Allotment Act) allowed and, in fact, encouraged this behavior. The Dawes Act divided up reservations, granting land allotments individual tribal members, breaking up the larger holdings of tribes.[23] Furthermore, leftover land after the allotments was considered surplus and taken from the tribes. The Dawes Act, while purported to protect Indian property rights, promoted assimilation through private property ownership and the breakdown of tribes. These allotments were further subdivided as the original grantees passed away and the land was required to be equally divided amongst heirs.

21. Carolyn Stevens, "The Tacoma Labor Movement and the First World War" (unpublished master's thesis, University of Washington, 1990), 4.

22. Sanborn Fire Insurance Map, 1888, Sheet 1.

23. *An Act to Provide for the Allotment of Lands in Severalty to Indians on the Various Reservations* (General Allotment Act or Dawes Act), Statutes at Large 24, 388-91, NADP Document A1887.

Labor and the Railroad



View of the Chinese residences located at the Hatch Sawmill, waterfront Tacoma, Wa., Pacific Avenue (plank board road) and railroad tracks are visible in foreground, and sailing ships in he distance, ca. 1876. Courtesy Washington State Historical Society, 1979.1.101.

It took a considerable work force to construct the railroad, both the Prairie Line into Tacoma and the rest of the tracks to complete the Northern Pacific transcontinental line. Railroad construction was dangerous work and cheap labor in high demand. The first wave of Chinese immigration to the United States began in the late 1840s and early 1850s. Chinese immigrants often took the work available, typically arduous and unskilled jobs, and were paid far less than white workers. The Central Pacific Railroad hesitantly hired the first Chinese workers when it faced a shortage of manpower to finish building the western portion of the Transcontinental Railroad, and when the Northern Pacific began construction on the railroad between Kalama and Tacoma, the company hired 300 Chinese laborers.[24] By the time the mainline of the railroad was completed in 1883, the Northern Pacific had used nearly 17,000 Chinese laborers on the project.[25]

The influx of Chinese immigrants to the region sparked racial conflict, particularly when the first wave of railroad construction to Tacoma ended in 1873. The country was experiencing a national economic depression, which resulted in an abundance of workers but not enough work. Local white residents, themselves still relative newcomers to the area, blamed the Chinese workers, many of whom had worked on the railroad, for the lack of jobs. On November 3, 1885, at 9:30 a.m., a mob of workers went door to door through the Chinese district in Tacoma demanding they all gather at 7th and Pacific later in the day, with the sentiment of "The Chinese Must Go!" The Chinese district, sometimes called "Little Canton," were many Chinese lived was located along the waterfront, approximately 90 feet south of the Hatch Lumber Mill.[26] Approximately 400 Chinese left voluntarily; the remaining 200 Chinese who had gathered, many by force, were then marched south out of the city limits by armed men.[27] This expulsion, later referred to as the "Tacoma Method," effectively kept the Chinese out of Tacoma for the next three decades.[28]

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24. Gwen Whiting, "The Chinese Expulsion Act of 1882," *Washington State History Museum* (2007), http://www.washingtonhistory.org/files/library/chineseexclusion_001.pdf (accessed October 25, 2016).

25. Matthew W. Klingle, Center for the Study of the Pacific Northwest, University of Washington Department of History, "Timeline: Asian Americans in Washington State," *Center for the Study of the Pacific Northwest*, http://www.washington.edu/uwired/outreach/cspn/Website/Classroom%20Materials/Curriculum%20Packets/Asian%20Americans/Section%20IV.html (accessed October 29, 2016).

26. Sanborn Fire Insurance Map, Tacoma, 1885, sheet 5.

27. Affidavit of Lum May, June 3, 1886. Miscellaneous Letters of the Department of State, 1789-1906, National Archives and Records Administration, via the Washington State History Museum.

28. Lorraine Barker Hildebrand, *Straw Hats, Sandals, and Steel: The Chinese in Washington State* (Tacoma: Washington State American Revolution Bicentennial Commission, 1977); the term "Tacoma Method" was first used by George Dudley Lawson, a participant in the expulsion in an article entitled "The Tacoma Method" printed in the Overland Monthly in March 1886.

Black and white, close photographic image of 10 members of a Northern Pacific Railroad crew posing by locomotive no.457 at the close end of a trestle on the Stampede Tunnel line, in either King or Kittitas County,WT, ca.1885. Courtesy Washington State Historical Society, 2015.0.316.

While the Chinese were literally forced out of Tacoma due to anti-Asian sentiment, the Japanese population in the community slowly began to grow. In 1890, there were approximately 500 Japanese living in Tacoma, which had a total population of a little more than 36,000.[29] The Japanese initially worked in the lumber industry, but were then contracted as laborers for railroad construction. In the early 1890s, Kyucahi Nishii opened the Gold Café, located at 1524 Pacific Avenue, just north of where the railroad crossed Pacific Avenue at 17th Street. According to Ronald Magden's Furusato, the restaurant was popular with single men who worked on the railroad or down on the waterfront.[30]

Chinese and Japanese workers were not the only ones to help build the railroad. Many Natives from nearby tribes in addition to being rail laborers, they also assisted surveyors. African-Americans, with greater mobility following the end of the Civil War (1861-1865), were also employed by the Northern Pacific Railroad and were sent to Tacoma and the west to help with construction. They worked on the rail line into Tacoma and later as railroad porters or in the railroad shops as well as in local hotels and boarding houses.[31] African Americans were also brought in by the Northern Pacific Railroad as strike-breakers, specifically at their coal mines in Roslyn. Labor unions were often unwilling to accept non-whites in their membership so black workers, in addition to other non-whites, were brought in as strikebreakers.[32]

29. Lisa Hoffman, "Tacoma's Japanese Language School: An Alternative Path to Citizenship and Belonging in Pre-WWII Urban American," *Conflux* (Fall 2014), 6. Ronald E. Magden, *Furusato: Tacoma-Pierce County Japanese* (Tacoma: Nikkeijinkai, 1998), 9.

30. Magden, *Furusato*, 6.

31. Gary Fuller Reese, *Who We Are: An Informal History of Tacoma's Black Community* (Tacoma: Tacoma Public Library, 1992), 5.

32. Quintard Taylor, "The Emergence of Black Communities in the Pacific Northwest: 1865-1910," *The Journal of Negro History*, Vol 64,

Taken approximately around 1888, this viewpoint of Tacoma shows a rapidly growing city. Fallen trees and stumps in the foreground seem to indicate more development will be occurring. Pacific Avenue is at the far right with many buildings already constructed. Courtesy Tacoma Public Library, C52158-5.

Immigration

The earliest immigrants to Tacoma were predominately of Scandinavian or German descent, with some of the oldest fraternal organizations in the city related to these cultures. The Valhalla Society was formed in 1884 and members constructed their own building, Valhalla Hall, in Hilltop in 1906.[33] Swiss immigrants established their own society, the Swiss Society, and constructed Swiss Hall in 1903.[34] German immigrants formed the Germania Society and local architect Carl Darmer designed Germania Hall in 1889, formerly at 1308 Fawcett Avenue. Immigrants began to add their voices to the melee in town, publishing newspapers in their native languages and forming close-knit communities. Numerous publications were established between 1887 and 1890, including the *Budstikke* (Danish-Norwegian), *Tidende* (Danish), Wacht Am Sunde (German), and the Swedish *Folkeblad*, *Westra Posten*, and *Tribunen*.[35]

Immigration to Tacoma grew during this period and began to include more diversity. Italian immigrants started arriving in Tacoma during the early 1890s, with the first mention of an Italian appearing in *The Tacoma Daily Ledger* in 1892.[36] Like other early Tacoma residents, Italian immigrants settled in the Hilltop neighborhood. Tacoma Italians worked as laborers, but also established groceries and other small businesses.

African Americans began to arrive in the region, evident through the establishment of the Allen A.M.E. (African Methodist Episcopal) Church in 1889 and the Mission Olivet Baptist (now Bethlehem Baptist) Church in 1900. According to historian Quintard Taylor, "Tacoma's black population evolved after domestic servants and railroad

No. 4 (Autumn 1979), 344, http://www.jstor.org/stable/2716942?origin=JSTOR-pdf.

33. "1216 Martin Luther King Jr Way, Tacoma," *Tacoma-Pierce County Building Index*, Tacoma Public Library, http://cdm17061.contentdm.oclc.org/cdm/landingpage/collection/p17061coll1 (accessed September 22, 2016).

34. "1902-04 Jefferson Ave, Tacoma," *Tacoma-Pierce County Building Index*, Tacoma Public Library, http://cdm17061.contentdm.oclc.org/cdm/landingpage/collection/p17061coll1 (accessed September 22, 2016).

35. Morgan, *Puget's Sound*, 269.

36. Dian Hathaway, "Italians in Hilltop," *Community History Project,* University of Washington (1991), 2.

1880s view of sailing ships at the Northern Pacific Railroad's wharf in Tacoma, with lumber stacked in foreground. Courtesy Washington State Historical Society, 2012.0.385

employees came in the 1890s."[37] Early black residents included John G. Smith, a worked as a messenger and clerk for the Tacoma Lumber Company; William Eweing, a police officer; Henry and Nettie Asberry, he worked as a barber at the Tacoma Hotel and his wife was a music teacher; Frank Dishmore, initially worked for the Northern Pacific as head janitor and watchman before opening a restaurant; and Charles E. Mitchell, an employee with the Northern Pacific.[38]

Prosperous Businesses and the Jobbers District

Once the Northern Pacific completed its direct transcontinental line in 1888, Tacoma became a pivotal city for trade and the rest of the region was opened up for marketing.[39] A journey to the Pacific Northwest across the continent which previously had taken several months, had been shortened to five or six days.[40] As a result, the property flanking the Prairie Line right-of-way began to transform, with stately brick stores and warehouses steadily replacing the wood-frame dwellings and businesses, taking advantage of the burgeoning transportation corridor. Pacific Avenue developed as the street for storefronts, with the loading zones backed up to the Prairie Line. Businesses along the rail corridor included wholesale grocers, import-export companies, and even fraternal halls (e.g., Swiss Hall and I.O.O.F.

37. Taylor, "The Emergence of Black Communities in the Pacific Northwest," 344.

38. Gary Fuller Reese, *Who We Are*, 24-27.

39. In 1883, the Northern Pacific transcontinental route traveled south from Tacoma to Kalama, connecting in with an east/west line. A northwest route from Tacoma opened in 1888 with the completion of the Stampede Pass Tunnel through the Cascade Mountains.

40. Carlos A. Schwantes, *Railroad Signatures Across the Pacific Northwest* (Seattle and London: University of Washington Press, 1993), 60.

hall).[41] By 1887, the population in Tacoma had reached about 9,000, but exploded to 36,000 in 1890.[42]

Group photo of employees of the Puget Sound Brewing Company standing on the railroad tracks in front of the brewery. At the back of the photo is a horse drawn wagon loaded with barrels. Courtesy Washington State Historical Society, 1998.46.2.

It was during this building boom between 1888 and 1892 that the wholesale business developed near the Prairie Line, beginning along Pacific Avenue between 15th and 17th streets. A wholesaler was also called a jobber and this area began to be known as the "jobbers' district." Major wholesale products in Tacoma included foodstuffs, particularly groceries, cured meats, and dairy products. Working with the Tacoma Land Company, the Northern Pacific laid spur tracks as the jobbers' area grew to support these wholesale businesses.[43] The first spur track cut north from 17th Street to behind the buildings on the east side of Pacific Avenue and continued across 15th Street behind the buildings on the east side of A Street. A second spur track was constructed along Commerce Street between 17th and 25th streets.[44] Just south of this district, W. B. Bushnell started the Tacoma Ice Company (also known as the Tacoma Ice and Refrigeration Company) to manufacture and distribute ice on a site at 2602 Holgate Street.[45]

On June 4, 1888, Henry Hewitt, Jr., Charles Hebard Jones, Colonel Chauncey Wright Griggs, and A. G. Foster, lumbermen from St. Paul, Minnesota, formed the St. Paul and Tacoma Lumber Company with $1.5 million in capital stock.[46] The new lumber company purchased 90,000 acres of predominately Pierce County timberland from the Northern Pacific. It selected the tideflats for its mill location, but established a general store with an accompanying lumber yard and warehouse adjacent to the Prairie Line between South 21st and 23rd streets.

The southern portion of Tacoma's Prairie Line, up the hill from bustling Pacific Avenue, became home to several John D. Scholl and Anton Huth established the Puget Sound Brewery in 1888, specializing in lager-style brewing and was first located at 1532 C Street before moving to the corner of Jefferson Avenue and 25th Street.[47] In 1894, Diedrich Stegmann opened another brewery near the Prairie Line at 23rd and Jefferson. These breweries were able to

41. Caroline Gallaci and Patricia A. Sias, "Union Depot/Warehouse Historic District," National Register of Historic Places nomination, 1979, section 7, 2-9.

42. R. L. Polk & Co., *Puget Sound Business Directory*, (R.L. Polk & Co., 1887); Magden and Martinson, *The Working Waterfront*, 7.

43. Artifacts Consulting, Inc., "Tacoma Cold Storage Company," Tacoma Register of Historic Places nomination (2004), section 8, continuation sheet 1.

44. National Park Service, United States Department of the Interior, *Tacoma, the Union Depot District: 1979 Rehabilitation Study* (National Park Service, 1981).

45. Artifacts Consulting, Inc., "Tacoma Cold Storage Company," section 8, continuation sheet 2.

46. Morgan, *Puget's Sound*, 257.

47. The Puget Sound Brewery sometimes appears in documents as J.D. Scholl's Brewery or New Tacoma Brewery.

Ca. 1900 group photo of employees of the Puget Sound Brewing Company in front of a wood frame building. At the back of the photo is a horse drawn wagon loaded with barrels with the brewery logo Courtesy Washington State Historical Society, 1998.46.1.

take advantage of a natural spring which bubbles up near the Prairie Line between 23rd and 21st streets.

Waterway and Shipping

Harbor traffic in Commencement Bay picked up during this time, with fishing boats, row boats, and cargo ships gliding through the harbor's waters. The lumber trade did a brisk business through the harbor, relying on waterfront mills like the St. Paul and Tacoma Lumber Company and the Pacific Mill. The completion of the Northern Pacific's Cascade Division boosted grain shipments; Tacoma shipped 4,200,000 bushels of wheat in 1892, a staggering increase from the 19,000 bushels shipped in 1885.[48] International shipments also began to arrive in Tacoma, such as the first cargo from Asia—2 million pounds of tea—arriving from Japan aboard the *Isabella* in August 1885.[49]

It was during this period that the Fosses, a Norwegian family, launched their boating operation. In the summer of 1889, Thea purchased a rowboat from a fisherman, then sold the boat for a profit in order to buy two more boats. She began renting their vessels and soon had nearly 200 available for fishermen, longshoremen, and even picnickers. The Fosses soon began to acquire powered vessels, steamships, and naptha (a rival to gasoline) launches, and formed the Foss Launch Company. Their shallow-draft launches proved nimble in the harbor and they soon began to service the lumber operations. Thea and Andrew changed the business name to Foss Launch and Tug with the trademark "Always Ready."[50]

Tacoma's first labor unions also developed during this time, as business began to boom. The union formed by the longshoremen was one of the earliest unions, established on March 28, 1886. Other unions formed throughout the late 1880s and early 1890s, providing organization for locomotive brotherhoods, railway maintenance workers, shipwrights, metal trades, printing trades, building trades, and food and service industries.[51] These unions fought for better working conditions, pay, and hours for workers.

Panic of 1893

The Panic of 1893—referred to as "the depression" prior to the Great Depression of the 1930s—marked a significant change in course for Tacoma. The country was beginning to shift from a primarily agrarian economy to an industrial one, a precarious time coupled with a dip in the U.S. gold reserves. A stock market crash on May 5, 1893, led to a

48. Morgan, *Puget's Sound*, 261.

49. Ibid.

50. Ibid, 261-262.

51. Carolyn Stevens, "The Tacoma Labor Movement and the First World War," unpublished master's thesis (University of Washington, 1990), 21-22.

panic across the nation. Bank depositors, worried about the security of their funds, rushed to their banks to withdraw money; however, as banks lent out deposited funds, they were quickly depleted, and banks across the country failed. Within the year, more than 15,000 businesses and 642 banks had failed in the U.S., including most of Tacoma's 21 banks, which resulted in their customers, individuals and businesses alike, losing money.[52] The financial crisis crippled the Northern Pacific Railroad, which went into receivership on August 16, 1893.[53] The Tacoma Hotel and Tacoma Land Company also went into receivership.

1894—1915: Economic Depression and Recovery

Following the Panic of 1893, Tacomans spent the next few years coping with, and then recovering from the economic depression. Immigration to the city slowed, and even reversed, as people sought new opportunities elsewhere. In 1890, Tacoma had a population of more than 46,000, but by 1900 the population had decreased to less than 38,000.[54] Seattle edged ahead of Tacoma population-wise as the Great Northern Railway arrived in 1893, providing Seattle with its transcontinental connection and an opportunity to compete with Tacoma for regional shipping. The discovery of gold in Alaska in 1896 not only pulled the region out of the depression as Seattle became the launching point for the Klondike Gold Rush, but cemented Seattle's new status as the region's dominant city. However, Tacoma regained its footing as a few key businesses, like West Coast Grocery, remained resolute despite the turmoil of the depression. By 1910, Tacoma's population had rebounded from its losses during the depression, climbing to more than 88,000 residents.[55]

Final Railroad Construction

The Northern Pacific was able to rebound after its financial hardships and reorganized as the Northern Pacific Railway in July 1896. Construction continued to expand the Northern Pacific's full transcontinental route and the railroads were once again in need of labor. In January 1900 the Northern Pacific and Great Northern railroads announced they would use 3,000 Japanese immigrants in their construction efforts.[56] The Northern Pacific enlisted Tacoma Contracting and Engineering, managed by Hifumi "Harry" Kumamoto, to recruit 2,000 Japanese laborers.[57]

During the early 1900s, three new railroads arrived in Tacoma: the Great Northern (1909), Union Pacific (1910), and the Milwaukee Railroad (1911). The Great Northern and Union Pacific used the Northern Pacific's track and facilities in a joint-use agreement, while the Milwaukee laid its own rails. [58] In 1911, the Northern Pacific completed its new passenger depot—Union Passenger Depot—a copper-domed beauty located on Pacific Avenue.

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52. J. Kingston Pierce, "The Panic of 1893: The Northwest Economy Unraveled as the 'Gilded Age' Came to a Close," *Columbia: The Magazine of Northwest History* (Winter 1993-94: Vol. 7, No. 4), http://www.washingtonhistory.org/files/library/07-4_Pierce.pdf (accessed October 13, 2016).

53. Ian W. Clogston, "The City of Destiny's Darkest Hour: Tacoma and the Depression of the 1890s," History Undergraduate Theses, Paper 21 (2015), 15.

54. R. & L. Polk Co., *Tacoma City Directory* (R.&L. Polk Co., Tacoma: 1890); R. & L. Polk Co., *Tacoma City Directory* (R. &. L. Polk Co., Tacoma: 1916).

55. R. & L. Polk Co., *Tacoma City Directory* (R. & L. Polk Co., Tacoma: 1916).

56. Magden, *Furusato,* 20.

57. Ibid, 17.

58. Stevens, "The Tacoma Labor Movement," 8.

The Prairie Line into Tacoma had always had an issue with the steepness of the grade down to the waterfront, which featured more than two miles at 2.2 percent grade. The Northern Pacific decided to remedy this issue and began planning a new route into Tacoma that would go around the Point Defiance peninsula. This new route required tunnels to bypass the tip of the peninsula and boring on the tunnels began in 1912. The line was finished in December 1914 and featured double track. The Great Northern and Union Pacific were given the option to use the new Point Defiance line or continue with the Prairie Line route. The Union Pacific rerouted its traffic to the Point Defiance Line, while the Great Northern stuck with the Prairie Line. The Northern Pacific shifted most of its rail traffic, both freight and passenger, to the Point Defiance Line.

Pacific Ave street view of the front of the Northern Pacific Railroad Union Station, Tacoma, Wa., June 9, 1911. Courtesy Washington State Historical Society, 2011.0.211.

Shipping

Tacoma was well established at this point as a key shipping port. Warehouses and wharves lined the waterfront, providing storage and unloading points for items being shipped to and from Tacoma by ship or rail. Civic boosters promoting the success of the city's shipping methods referred to Tacoma as the place "where sails meet rails." The Northern Pacific constructed a linear complex of warehouses along the western shore of the waterfront, stretching a mile long, to store bulk goods like bagged flour and grain. These warehouses included the Balfour Dock building, Eureka Dock building, London Dock building, and the Northwestern Company Warehouse Dock building.[59] The Northern Pacific monopolized Tacoma's waterfront at the south end of Commencement Bay. This control allowed the railroad to set its own wharfage rates and shippers, farmers, and businesses had to pay. However, citizens and business owners began to push for municipal access to the waterfront. As a result, Tacoma opened the state's first publicly owned dock, the Municipal Dock, in January 1911 for a cost of $270,850.[60]

Local Businesses

The beer brewing industry in Tacoma continued to grow during this time and was rumored to be associated with nearby saloons.[61] In 1894, Puget Sound Brewing Company's Anton Huth bought out his partner John Scholl. Huth partnered with Samuel S. Loeb of the Milwaukee Brewing Company in 1897, merging the two companies into

59. Artifacts Consulting, Inc., "Balfour Dock: Historic Structures Report" (Thea Foss Waterway Development Authority, August 2004), 27.

60. *HistoryLink.org Online Encyclopedia of Washington State History*, "Tacoma builds Washington's first municipal dock in January 1911" (by Priscilla Long), http://www.historylink.org/File/5038 (accessed December 22, 2016).

61. Gallachi and Lentz, "Puget Sound Brewing Company," Section 8, Page 3.

Pacific Brewing & Malting Company. The company hired local architect Carl Darmer, also a German immigrant, to design their brewery facilities at 2511-15 South Holgate Street. Another brewery which emerged during this period was the Columbia Brewery (Columbia Brewing Company), located at 2120-32 South C Street. German-born Emil Kliese and William C. Klitz incorporated the business with $50,000 in capital stock in February 1900. The brewery's first buildings dated from 1900, wood-frame structures also designed by Carl Darmer. Production was underway by 1901. Pacific Brewing & Malting became a major shareholder in Columbia Brewery, but the two remained independent operations.

Historic view of the NP's Half Moon Yard, with freight cars, cabooses and locomotives visible. Looking southeast towards tideflats. Courtesy Washington State Historical Society, 1981.94.519.

This period also saw the second wave of growth for the jobbers' district near the Prairie Line. New industries, like furniture making and candy manufacturing, arrived in the district, supplementing the success of the wholesale businesses. The Wiegel Candy Company, first incorporated by brothers Andrew and John Wiegel in 1892, operated out of a storefront in south Tacoma before constructing a building at 1922 Pacific in 1904. The same year, the Tacoma Biscuit & Candy Co. constructed their building at 1735 Jefferson Avenue. Dasher, Davidson and Company had their candy storefront at 1716-18 Pacific Avenue by 1901 with the factory located in the rear of the building at 1715-17 Commerce. After a 1903 fire, the business moved to 1724-26 Pacific Avenue.[62] Furniture makers in the district included F. S. Harmon Furniture Manufacturing Co. and Lindstrom-Berg Cabinet Works.[63]

The City of Tacoma also constructed key municipal service buildings in the district. In 1910, the City constructed the two-story Tacoma Municipal Barn at 23rd Street and South C Street to house blacksmith shop, repair, broom making, paint shop, and other services.[64] The barn also housed the city horses and wagons used in street cleaning. The municipal barn was the anchor building in a municipal services campus that grew to encompass several buildings. In 1911 Tacoma Power constructed the Nisqually Power Plant Substation just south of the municipal barn at 2416 South C Street.

62. Brenda Balaam and Deb Freedman, "Tacoma Candy Manufacturing," *Tacoma Historical Society City of Destiny Newsletter*, Volume 17, Number 4, Winter 2015, page 6.

63. City of Tacoma Economic Development Department," Tacoma's Union Station Historic District, walking tour,

64. Caroline T. Swope, "Tacoma Municipal Barn," Tacoma Register of Historic Places nomination, Section 3, p. 6, http://www.tacomaculture.org/historic/resource/Nomination%20Docs/City%20Stables%20nomination%20COMPLETE.pdf.

Immigration

As with the previous waves of construction, the last period of railroad construction brought additional immigrants to Tacoma. More than half of Tacoma's residents were immigrants by the early 1900s. The largest immigrant groups in the city were from Sweden, Germany, Italy, and Croatia. Croatians had developed their community, complete with a social hall (Slavonian Hall), in Old Town Tacoma. Norwegians had also established their own social organizations by this time, with the Sons of Norway founded in 1904 and the Daughters of Norway founded in 1907. However, other non-white immigrant groups were living in the city, too. The black population grew in Tacoma, reaching 307 in 1900 and 778 by 1910, in addition to over 1,000 Japanese.[65]

A Japanese American wedding party with their many guests posed on December 6, 1925 outside the building at South 17th and Market Streets that housed the Tacoma Jujitsu School and the Columbus Hotel. Courtesy Tacoma Public Library, BOLAND-B13820.

A significant influx of Japanese, in particular, occurred as they were specifically recruited for railroad construction. The Japanese population had more than doubled to 1,018 by 1910.[66] The Japanese community, called the Nihonmachi, settled in downtown Tacoma in an area roughly defined by South 17th Street to the south, Pacific Avenue to the east, 11th Street to the north, and Market Street to the west. The neighborhood included small hotels, laundries, cafes, barber shops, and markets. Key businesses near the Prairie Line rail corridor included the Asako Barber Shop (operated by Asako Mayeda) at 1552 Market Street,[67] in the Hiroshimaya Hotel; several cafes like the Grand Café, Good East Café, and Golden Café; the Hamamoto Grocery; the Hirosihima-Ya Hotel; and the Tacoma location of Seattle's M. Furuya Co., an import-export firm.[68] The city's Japanese-language newspaper, *The Tacoma Japanese Times* or *Takoma Jiho*, was located just south of the Nihonmachi, at 1908 Jefferson Avenue right near the Prairie Line rail corridor and was published from ca. 1911 until 1921. Otsuka Shun'ichi served as the editor. In 1908, the Tacoma Japanese Association or "Nihonjinkai" formed. The association was incredibly organized, a bright spot for the Japanese community, hosting social functions and even building churches, temples, and a Japanese language school for children. The Tacoma Japanese Methodist Church, established in 1907, constructed a building at South 19th and Fawcett, outside the Nihonmachi but just up the hill from the Prairie Line.

The Italian community continued to grow in Tacoma during this time. Giovanni (John) Rosellini immigrated to Tacoma from Tuscany in 1905. He soon established a grocery and liquor store with his brother Vittorio Rosellini, Rosellini Bros., in a storefront at 1523 South C Street. The brothers also operated a saloon across the street, Mar-

65. Gallaci, *The City of Destiny & the South Sound*, 75; Reese, *Who We Are,* 29.

66. Hoffman, "Tacoma's Japanese Language School," 6.

67. http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/19902/rec/503

68. The Japanese business names come from a hand drawn map included Kazuo Ito's *Issei*.

coni Saloon, at 1520 South C Street. Their business was quite successful until Prohibition forced them to close their doors. The Rosellini's relocated to Seattle's Rainier Valley in 1916.[69] Guide F. Cinelli immigrated to Tacoma in 1902 and opened the G. Cinelli Company food importing business at 1549 South C Street. In 1926, the G. Cinelli Company relocated to 2132-34 Pacific Avenue, where in addition to their food import business they manufactured their own macaroni on the third floor.[70] Another macaroni manufacturing business, Eagle Manufacturing Company, was also operating in the neighborhood (2505 Pacific Avenue) by ca. 1913.

Image of Rosellini Bros., a grocery and wholesale liquor store owned by John and Vittorio Rosellini, 1523 South C Street, Tacoma, Pierce County, WA, ca. 1914. Courtesy Washington State Historical Society, 2011.0.336.

The first Greeks arrived in Tacoma during this time, immigrating to the area in the early 1900s and working for the railroads and wood mills. The Greek community began to grow, reaching a population of 1,000 (mostly single men) by 1914.[71] Early immigrants included John and Marianthe (nee Kolliniatis) Manousos, who arrived in 1909.

1916–1928: WWI Involvement and Industrial Boom

The introduction of the Point Defiance Line in 1915 rerouted a significant amount of rail traffic away from the Prairie Line. The Northern Pacific, which had established the Prairie Line, moved the majority of its mainline freight and passenger business to its new line. By June 1916, only two routes used the Prairie Line, a Northern Pacific Seattle-Portland passenger train and a Grays Harbor train.[72] The Great Northern continued to use the Prairie Line, running four passenger trains along it daily; but by 1926 was reduced to two daily trains.[73] In 1927, the Northern Pacific Railway Company and the Great Northern Railway Company attempted to merge, but the Interstate Commerce Commission effectively halted the merger as its approval required giving up control of the Chicago, Burlington & Quincy, which the Northern Pacific and Great Northern gained control of the railroad by purchasing 98-percent of its stock by 1900. It would be more than 40 years before the two railroads would be formally merged, along

69. Giovanni's son, Albert, later went on to serve as governor of Washington state from 1956 to 1965.

70. "Richards Studio 735-3," *Tacoma Public Library Image Archive*, http://cdm17061.contentdm.oclc.org/cdm/singleitem/collection/p17061coll21/id/14776/rec/4 [accessed October 17, 2016]. Information available in description of image of 2132-34 Pacific Avenue storefront.

71. St. Nicholas Greek Orthodox Church, "Parish History," *St. Nicholas Greek Orthodox Church*, http://stnicholastacoma.org/about-us/httpwww.stnicholastacoma.orgparishhistory [accessed November 28, 2016].

72. Brian Ferris, "History of the Northern Pacific Prairie Line," http://www.nprha.org/lists/information%20collections/allitems.aspx (2004), (accessed October 28, 2016).

73. Brian Ferris, "History of the Northern Pacific Prairie Line."

Launching of the Gerberville in May 1918, the first vessel to be launched by the Foundation Company of Tacoma. Courtesy Washington State Archives, State Library Photograph Collection, 1851-1990.

These lucky Woolworth customers raise their bottles in a toast as they prepare to swig down Orange Kist in early September of 1925. Courtesy Tacoma Public Library, BOLAND-B13282.

with the Chicago, Burlington & Quincy and the Spokane, Seattle & Portland.

Tacoma continued to grow during this period, which encompassed World War I and post-war production. The 1927 Tacoma City Directory boasted that Tacoma was a "doorway" city—with its deep water port, rail traffic, and access to the natural features of the Pacific Northwest. Before WWI, the city had a population of nearly 105,000; by 1927, Tacoma had grown by nearly 40,000 residents to a population of more than 147,000. Shipping, shipbuilding, flour milling, and wood processing emerged as the city's key industries.

Impact of Prohibition

In 1916, the state of Washington prohibited the manufacture and sale of liquor. This prohibition, coupled with the passage of the 18th Amendment and Volstead Act (Prohibition), dramatically affected brewery operations and challenged the industry to adapt for survival. Some breweries simply closed, but Pacific Brewing & Malting and Columbia Brewery shifted their production to try to keep their companies afloat. Pacific Brewing, along with other breweries, had moved their brewing operations to San Francisco after the Washington state-wide prohibition, but before the passage of the 18th Amendment, and even brewed a non-alcoholic beer called "Pacific Foam" at their Tacoma facility. However, once national prohibition went into effect, Pacific Brewing & Malting stopped all beverage production at their Tacoma facility, converting the plant to a soap-making operation. Columbia Brewery, on the other hand, shifted its entire operation to the manufacturing of soft drinks, and rebranded as the Columbia Bottling Company. Drinks included Birch Beer, Chocolate Soldier, Blue Jay, and Green River, in addition to non-alcoholic beer, Colo and Columbia Brew. Saloons, like Swiss Hall, rebranded as soft drink halls. Other soft drink parlors near the Prairie Line

included Jesse Greenly's at 1929 Jefferson, A. L. Groshell's at 1512 Pacific, J. B. Palo's at 151 Commerce, and William Tell at 1702 Jefferson Ave.[74]

Street view of Tacoma, looking south on Commerce Street. The Carleton Hotel is visible on the right. Taken on October 15, 1917. Courtesy Washington State Archives, State Library Photograph Collection, 1851-1990.

World War I

War in Europe began in 1914 and although the United States wanted to maintain its neutrality, it became a key supplier for the Allied Powers (Great Britain, France, and Russia). Washington's key industries—lumber and grain—boomed during this period and businesses worked over time to keep up with demand. Shipbuilding, a previously smaller industry in Washington, became the state's second largest industry after lumber.[75] New shipyards were established up and down the Sound, constructing both wood and steel ships. The United States entered the war in April 1917, so these industries were soon supporting U.S. troops, not just European militaries. The U.S. shipping board established the National Adjustment Commission (NAC) to facilitate issues between workers and their employers to prevent strikes and slowdowns during the war effort. Emphasizing efficiency and "maximum worker productivity," the NAC encouraged the right of workers to organize and form unions.[76] Unions gained more traction during this time as a result; in Washington alone, union membership grew from 19,000 to 55,000 during the war.[77]

Ronald Magden and A.D. Martinson referred to Tacoma's growth during WWI as an "economic bonanza."[78] Shipbuilding boomed, along with foreign and domestic trade. Key waterfront businesses included the St. Paul and Tacoma Lumber Company and Todd Shipyards. The sheer busyness of the Tacoma waterfront, coupled with efforts by longshoremen to increase public oversight of the waterfront, resulted in the creation of the Port of Tacoma on November 5, 1918. Just six days later on November 11, 1918, Germany surrendered, ending World War I.

Growth of Tacoma's South Downtown – Businesses and Population

Businesses continued to prosper in downtown Tacoma. Key businesses, like West Coast Grocery (Tacoma Grocery Co.), served as anchors in the area along the Prairie Line. Restaurants abounded near the railroad, serving nearby residents and employees working in neighboring businesses. These restaurants included Fabion Tazolatto's at 1516 ½ Pacific Ave, Johnson's Café at 1517 Pacific Ave, and the Grand Café at 1514 Pacific Ave. In 1928, Fujimatsu Moriguchi and his wife, Sadako, opened a business in downtown Tacoma, called Uwajima-ya. Their store sold Japanese staples and homemade fishcakes from a storefront at 1512 Broadway.[79] Other businesses near the Prairie Line in-

74. R. & L. Polk Co., *Tacoma City Directory* (R. & L. Polk Co., Tacoma, 1927).

75. *HistoryLink.org Online Encyclopedia of Washington State History,* "World War I in Washington" (by David Wilma), http://www.historylink.org/File/5732 (accessed December 22, 2016).

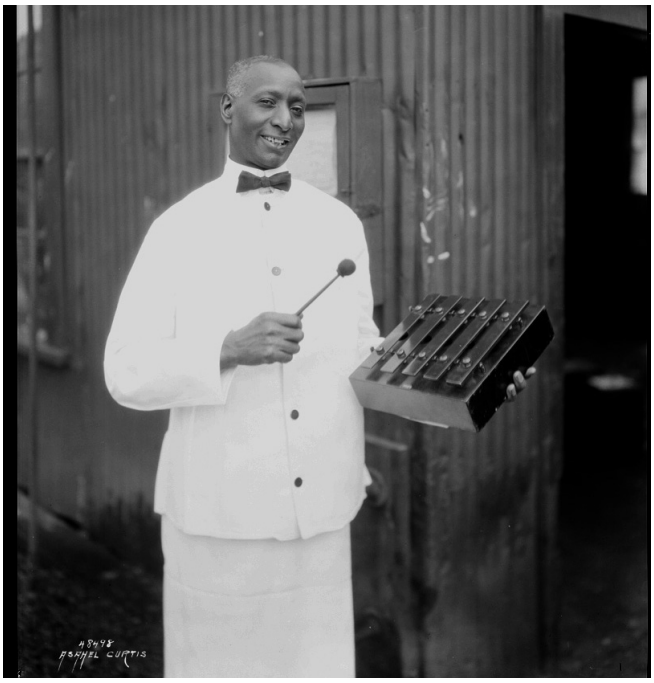
76. Magden and Martinson, *The Working Waterfront*, 39.

77. Stevens, "Tacoma Labor History," 57.

78. Magden and Martinson, *The Working Waterfront*, 43.

79. Uwajimaya, "The Whole Story," *Uwajimaya*, http://www.uwajimaya.com/about/whole-story (accessed October 26, 2016); R. & L.

An African American waiter carries a tray in a Northern Pacific Railway dining car, 1923. Photograph taken by Asahel Curtis. Courtesy Washington State Historical Society, 1943.42.44756.



A waiter for the Great Northern Railway demonstrates ringing the dinner chimes for the photographer, Ashahel Curtis, in 1927. Courtesy Washington State Historical Society, 1943.42.48498.

cluded the Seattle-Tacoma Power Co. (1902 Commerce Street), Griffin Transfer Company (1905 South C Street), and Pacific Fuel Company (1950 South C Street).

The neighborhood up the hill from the Prairie Line, Hilltop, continued to be home for a diverse population. In 1920, the black community in Tacoma and Pierce County published a directory of residents. Many lived in Hilltop or in single-room occupancy hotels near the railroad. Two churches, Allen A.M.E. Church and Bethlehem Baptist, moved into Hilltop as places of gathering and worship. Other immigrant groups in the city also established hours of worship and fraternal organizations. Italians formed the Sons of Italy Lodge in 1923, sharing space in the Scandinavian Valhalla Hall. In 1915, Japanese immigrants living in Tacoma had formed a Buddhist church, whose congregants first met in a small room in the Hiroshimaya Hotel. The Tacoma Buddhist Temple (or Tacoma Hongwanji Buddhist Church) then remodeled a room in the Columbus Hotel (1554 Market) in 1918, where they remained until constructing their own building at 1717 South Fawcett in 1931.[80] The Greek community established St. Nicholas Greek Orthodox Church on Yakima Avenue in 1925 as well as an auxiliary society, the Tacoma chapter of the American-Hellenic Educational Progressive Association (AHEPA), in 1928.[81]

During this time, the candy industry began to flourish in Tacoma, largely due to the easy access to shipping and the region's mild climate. Many of these candy manufacturers established their businesses near the Prairie Line to take

Polk Co., Tacoma City Directory (Tacoma: R. & L. Polk Co., 1929).

80. Susan Strout, "The Tacoma Buddhist Temple – 1717 South Fawcett, Tacoma, WA: A Brief Historical Perspective" (University of Washington Tacoma, Doing Community History, Winter Quarter, 1992), 5.

81. Mark Kilner, "The Greek Community in Tacoma, WA: Research Essay," *Tacoma Community History Project* (2014), 8, 11.

advantage of the shipping route as well as visitors arriving at Union Station. Confectioners near the Prairie Line included Bon-Des-Lys Candy Makers, previously Bond Chocolate (2407 Pacific Avenue); American Beverage Candy & Cigar Company (1513 Pacific Avenue); DeLuxe Candy Manufacturing (2405-07 Pacific Avenue); Harry Brown Confections (1932 Pacific Avenue); Tacoma Biscuit and Candy Company (1731-37 Jefferson Avenue).[82]

1929–1939: Great Depression and New Deal Programs

The United States economy had grown in leaps and bounds during the preceding decade, due in part to the increasing industrialization of the nation and war-time production efforts. However, on October 28, 1929—now infamously known as Black Friday—the stock market crashed. The crash and the continuing decline of the market, resulted in high rates of unemployment and unrest across the nation. In 1932, voters voiced their dissatisfaction with President Herbert Hoover's administration, by electing Democrat Franklin Delano Roosevelt (FDR) as the new president of the United States. As Franklin Roosevelt took office, the nation's banking system was in distress as depositors were attempting to withdraw their savings. Roosevelt presented a slate of programs—the New Deal—to attempt to bolster the nation's economy and provide jobs to the unemployed. Key programs established under the New Deal included the Civil Works Administration, Works Progress Administration (WPA), and the Civilian Conservation Corps (CCC).

As industry and business declined throughout the nation, so too did the railroad business. Many lines and stations closed during this period. The Northern Pacific, Great Northern, and Union Pacific all cut services; and in 1933 were each down to one passenger train each way between Seattle and Portland. The Great Northern continued to use the Prairie Line for its passenger trains through the 1930s. According to Brian Ferris in his "History of the Northern Pacific Prairie Line," the Great Northern trains:

> *[R]an across the "Drawbridge Line" in Tacoma which crossed the City Waterway just north of Union Station in Tacoma and necessitated backing out of Tacoma Union Station after the southbound station stop, and backing into Tacoma Station on the northbound run.*[83]

The steepness of the grade required a helper engine to push the train up the hill on the southbound route.

The Jobbers' District and the Depression

Bob Tshida, a charter member of the Tacoma Historical Society born and raised in Tacoma, spent free time during his childhood with his friends wandering the district around the Prairie Line. According to a People's History essay shared on HistoryLink.org, Bob and his friends would carry gunnysacks and frequent downtown businesses, searching for tasty treats. The boys would sweet talk employees into samples or unsalable goods, like broken ice cream bars from Medosweet Dairy, ice chunks from Tacoma Ice & Storage, bits of cured meat at Swift's, crushed cookies from the National Biscuit Company for cookies, and even sips of beer from the Heidelberg Brewery.[84] The Nihonmachi, predominately north of the Prairie Line, was hit hard by the depression. Six Japanese businesses in the Nihonmachi closed in 1933 and several more moved out of the neighborhood.[85]

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82. Balaam and Freedman, "Tacoma Candy Manufacturing Chronology," 5-10.

83. Ferris, "History of the Northern Pacific Prairie Line."

84. *HistoryLink.org Online Encyclopedia of Washington State History,* "Bob Tschida Remembers Tacoma's Gunnysack Kids" (by Bob Tschida), http://www.historylink.org/File/5545 (accessed December 22, 2016).

85. Magden, *Furusato*, 96-97.

Although the nation's economy was in a slump, the brewing industry was poised for a return. In 1933, Prohibition was repealed, legally allowing the manufacture, sale, and distribution of alcohol. Elmer E. Heimrich soon purchased Columbia Brewing Company, naming it Columbia Breweries, Inc.[86] Heimrich sold his interest in the brewery in 1935 and opened his own brewery, Elmer E. Heimrich's Brewery Inc., nearby at 2601 Holgate Street under the Gold Seal Beer brand.[87] Other breweries soon formed in Tacoma, including the Northwest Brewing Company and Pioneer Brewing Company.

Columbia Brewing Co. label advertising Alt Heidelberg Pale Beer, ca. 1933. Courtesy Tacoma Public Library, TPL-7082.

1940–1945: World War II

The New Deal programs put into place under the administration of President Franklin Roosevelt helped many Americans find jobs, but the nation's economy did not fully rebound and begin to grow again until the defense buildup associated with World War II. Cash and workers flooded the Puget Sound region as local businesses received contracts to build new ships, planes, and other war-related goods. The United States was net yet in the war, but again served as a supplier for the Allied Forces in Europe. On December 7, 1941, Japan bombed the U.S. Naval Base at Pearl Harbor. With this direct attack against the country, the United States declared war and aligned with the Allies, fighting against Japan, Germany, and Italy. World War II had a significant impact on the Pacific Northwest, not only due to war-time production levels and the draft of young men to enter into military service, but the passage of Executive Order 9066 on February 20, 1942. This order allowed the military to evacuate any persons from designated military areas who were deemed a national security threat; while it did not directly name Japanese Americans, it was used to forcibly relocate individuals with Japanese ancestry to retention centers. The order affected the nearly 113,000 people of Japanese ancestry living on the West Coast.[88]

Japanese Removal and Internment

The Nihonmachi was briefly bolstered by war production efforts in Tacoma, as there were increased numbers of shipyard workers near the district. Restaurants, hotels, and laundries, which provided services to predominately white workers, succeeded. However, this rebound was short-lived. Executive Order 9066 had a devastating effect on the Japanese living along the Pacific Coast, including those living in Tacoma. Although this order did not specifically name any security threats, Japanese—both Japanese-born immigrants (Issei) and second-generation American-born (Nisei)—were targeted for relocation. Utilizing Executive Order 9066, General John L. Dewitt, head of the army's Western Defense Command, ordered all Japanese Americans to move inland. This evacuation was voluntary at first,

86. Michael F. Rizzo, *Washington Beer: A Heady History of Evergreen State Brewing* (Charleston, SC: American Palate, 2016), 58.

87. Rizzo, 64.

88. National Historic Landmarks Program, ed. Barbara Wyatt, "Japanese Americans in World War II" (Washington, D.C.: National Park Service, 2012), p. 3, https://www.nps.gov/nhl/learn/themes/JapaneseAmericansWWII.pdf.

but soon became mandatory. Karl Bendetson, head of the civilian branch of the Western Defense Command (Wartime Civil Control Administration), led the implementation of the evacuation.[89]

Many Japanese Americans throughout the Puget Sound region were removed to an assembly center created at the Puyallup Fairgrounds in Puyallup, called the Puyallup Assembly Center or Camp Harmony in phases during spring and summer 1942.[90] Tacoma Japanese relocated out-of-state to Pinedale Assembly Center in California. Many Japanese merchants, at least 153, walked away from their Tacoma businesses. Tacoma's Japanese left the city from Union Station over the course of two days, May 17th and 18th, a process overseen by 100 armed soldiers.[91]

1942 image of Japanese Americans boarding a train at Union Station, bound for the Pinedale Assembly Center, Richards Studio. Courtesy Tacoma Public Library, TPL-5274.

After nearly three years, the War Department announced that the ban on Japanese returning to and residing on the West Coast would end on January 1, 1945. There was disagreement about whether the Japanese should be allowed to return. As they slowly did come back, housing was an issue as many of their homes had become the residences of the growing black population.[92] Some merchants tried to make a go of it in the Nihonmachi, while more and more Japanese began to reside in other areas of the city.

Tacoma's Wartime Industry

Tacoma's industries worked at full force during World War II. The number of ships built in the Puget Sound area during this time was unprecedented. Todd Shipyards' Tacoma operation employed 33,000 workers—men and women—who constructed five freighters, two transports, 37 escort carriers, five gasoline tankers, and three destroyer tenders.[93] Jobs increased in the region to support rapidly growing defense industries, particularly ship and aircraft construction. The war-time economy needed workers and industries began to recruit employees from others parts of

89. Densho Encyclopedia contributors, "Civilian exclusion orders," *Densho Encyclopedia*, http://encyclopedia.densho.org/Civilian%20exclusion%20orders/ (accessed October 21, 2016).

90. Densho Encyclopedia contributors, "Civilian exclusion orders," *Densho Encyclopedia*, http://encyclopedia.densho.org/Civilian%20exclusion%20orders/ (accessed October 21, 2016).

91. Ibid, 142.

92. Gallaci, *The City of Destiny & the South Sound,* 77.

93. *HistoryLink.org Online Encyclopedia of Washington State History,* "World War II Home Front on Puget Sound" (by James R. Warren), http://www.historylink.org/File/1664 (accessed October 25, 2016).

On October 22, 1945, this group of unidentified African American men and one woman were photographed seated around a table after what appears to be a dinner at the USO #2, 713-15 Commerce St. Photograph taken by F.L. Powell. Courtesy Tacoma Public Library, HBS-006.

the country, like rural Texas, Oklahoma, Louisiana, and Arkansas.[94] Many of these new arrivals to the region were African American. Per historian Quintard Taylor, 45,000 black workers and their families moved to the Pacific Northwest during WWII.[95]

Traffic increased on the Prairie Line during the war as troop trains traveled to Fort Lewis. Although a significant amount of rail traffic had been routed off the Prairie Line through downtown Tacoma, utilizing the Cascade Branch and the Point Defiance Line, Fort Lewis utilized the Prairie Line (Kalama Branch) of the Northern Pacific. Fort Lewis expanded significantly during WWII with the addition of acreage (North Fort Lewis) and more troops. The post increased in population from 7,000 soldiers in July 1940, already an uptick from the previous year, to 37,000 soldiers by April 1941.[96] This surge of servicemen to the area brought increased business to cities like Tacoma.[97] Passenger service on the Prairie Line largely ended during this period, though, with the Great Northern rerouting its passenger trains to the Point Defiance Line in August 1943.[98]

1946-1965: The Rise of the Automobile and Early Urban Renewal

After World War II ended, soldiers returned home, looking for work and housing. Many of them started families, resulting in a baby boom nationwide. This massive population growth was no different in Tacoma. In 1940, before U.S. involvement in World War II, Tacoma had a population of 109, 408; in 1950, the population spiked up to 143,673.[99] With the population increase came the need for additional housing and the federal government responded with the 1949 Housing Act to provide every American with "a decent home." This act stimulated private-sector residential construction, but also provided for low-income housing or "public housing." At the same time, the

94. Quintard Taylor, "Swing the Door Wide: World War II Wrought a Profound Transformation in Seattle's Black Community," *Columbia Magazine* (Summer 1995: Vol. 9, No. 2), http://www.washingtonhistory.org/files/library/swing-door-wide.pdf.

95. Ibid.

96. *HistoryLink.org Online Encyclopedia of Washington State History,* "Fort Lewis, Part 2, 1927-2010" (by Duane Cold Denfield, Ph.D.), http://historylink.org/File/8493 (accessed October 25, 2016).

97. *HistoryLink.org Online Encyclopedia of Washington State History*, "World War II Home Front on Puget Sound."

98. Ferris, "History of the Northern Pacific Prairie Line."

99. Washington State Office of Financial Management, Forecasting Division, "Decennial Census Counts of Population for the State, Counties, Cities and Towns," 1890-2010, http://ofm.wa.gov/pop/census.asp (accessed October 25, 2016).

1937 view of Griffin Fuel Co. trucks and drivers (1910-30 Commerce St.), looking north along Commerce. The Snoqualmie Falls Power House is at center. Photograph taken by Richards Studio. Courtesy Tacoma Public Library, TPL-615.

Aerial of downtown Tacoma looking west from the Eleventh Street Bridge. The Dock Street Steam Plant can be seen at lower left. Railroad tracks and a green belt divide the commercial downtown area from the waterfront. Photograph taken by Richards Studio. Courtesy Tacoma Public Library, TPL-D77321-6.

federal government was encouraging renewal of cities. Blighted areas were razed to increase property values and make commercial and residential space available for redevelopment close to the downtown core. Key areas targeted for urban renewal in Tacoma included the north end of Pacific Avenue, a portion of Fawcett Avenue, and the Center Street district. Many of the blocks associated with the Japanese Nihonmachi along Broadway were demolished to create a pedestrian plaza.[100]

Economic growth faltered briefly in the early 1950s as the United States entered and withdrew from the Korean War (1950-1953). The Defense Production Act of 1950 reinstated materials rationing and restricted non-war related construction. These restrictions were lifted after the nation's exit from the Korean War. By the mid-1950s, the economy had rebounded.

Brewing remained in the industrial area of the jobbers' district. In 1949, Heidelberg Brewing purchased Columbia Breweries, Inc. For several years Heidelberg continued to sell beer under the Columbia brand, but in 1954, changed the brewery named to Heidelberg Brewing Company.[101]

The Automobile and the Freeway System

While cars were a part of American life prior to WWII, the age of the automobile truly arrived after the war's end. The economic prosperity of the postwar era translated to a sharp rise in automobile sales and the number of cars on the road. In 1956, President Dwight D. Eisenhower signed into law the Federal-Aid Highway Act of 1956 to fund

100. *HistoryLink.org Online Encyclopedia of Washington State History*, "Tacoma – Thumbnail History" (by David Wilma and Walt Crowley), January 17, 2003 (accessed September 19, 2016), http://www.historylink.org/File/5055; Dale Wirsing, "Pioneer Planning Hurt Downtown Tacoma for Modern Day Business," *The Tacoma News Tribune*, June 17, 1962, Tacoma Public Library, Urban Renewal clippings folder.

101. Rizzo, 72.

the construction of highways across the nation, establishing the interstate highway system. This legislation created 41,000 miles of multi-lane freeways by 1969.[102] The success of the interstate highway system, combined with expanding air travel, led to a steady, gradual decline in passenger travel throughout the 1950s and 1960s. Freight train transportation also declined during this period, as trucking began to take over short distance hauling. This fact was particularly evident along the Prairie Line as loading docks fronting the rail tracks increasingly saw more truck than train traffic.

This view shows the Tacoma plant (2120-32 South C Street) and railroad siding that allowed freight trains easy access for shipping Columbia Brewery products. Packaged beer was conveyed from the bottle shop to the shipping depot through an elevated bridge which crossed the railroad yards. Photograph taken by Richards Studio. Courtesy Tacoma Public Library, TPL-A45224-2.

Suburban Shopping

In anticipation of the interstate, the Tacoma City Council approved zoning changes in 1959. These changes allowed the Bon Marche to build the "Tacoma Freeway Mart," later called the Tacoma Mall. In 1960, the first segment of Interstate 5 (I-5) was completed in Tacoma, opening in December. The Bon Marche opened in 1964 and the Tacoma Mall opened in 1965. The opening of I-5, which bypassed downtown Tacoma, and the Tacoma Mall marked a development shift away from the downtown business core to suburban stores with parking lots. The success of the Tacoma Mall and its accessibility due to the interstate drew business away from Tacoma's downtown, including the warehouse/jobbers' district.

1966 – 1989: Urban Renewal and Decline

Tacoma's warehouse district continued to decline through the late 1960s and 1970s. The once bustling district took on a deserted and vacant feel. The streetcar tracks along Pacific Avenue had been torn out as the city shifted its public transit to buses. The federal urban renewal program ended in 1974.

Early Preservation Efforts

In response to the demolitions promoted by the urban renewal program, grassroots historic preservation efforts began in the city. The City of Tacoma adopted a historic preservation ordinance and formed the Tacoma Landmarks Preservation Commission in the 1970s. In 1979, the Historic American Building Survey (HABS) program surveyed the warehouse district and Union Depot. In 1980, the Union Depot Warehouse District was listed on the National Register of Historic Places. In 1981, the National Park Service published a rehabilitation study on the district, drawing from the 1979 survey work.

102. Leland Roth, *American Architecture: A History* (Boulder, CO: Westview Press, 2003), 460.

Changes

Undated image looking west up South 19th Street, Tacoma as a locomotive travels along the Prairie Line track. The Swiss Tavern is visible in background. Courtesy Tacoma Public Library, TPL-39316.

In 1970, President Nixon signed the Rail Passenger Service Act into law, creating a national passenger rail service (formed as Amtrak). In the same year, the Burlington Northern Railroad was created through the merger of the Chicago, Burlington & Quincy; the Great Northern; the Northern Pacific; the Spokane, Portland and Seattle; and the Pacific Coast Railroad. With the Rail Passenger Service Act in effect, the Burlington Northern predominately handled freight and did not require use of passenger stations. At first Amtrak utilized Union Depot as its passenger station in Tacoma, but in 1984 constructed a new station in the Dome District (so-called thanks to the iconic Tacoma Dome). The last passenger train left Union Depot on June 14, 1984, and the building was abandoned. However, in 1987, the U.S. General Services Administration (GSA) received authorization to lease the former passenger station for use as a federal courthouse. Restoration work began in 1989 and took three years, signaling the beginning of the district's revitalization.

Over the years, traffic on the Prairie Line had dwindled. Through-freight traffic, like that between Seattle and Portland, left the track in 1973. In 1986, the Prairie Line between Yelm and Tenino was abandoned.[103]

As the prominence of the railroad in Tacoma declined, the Puyallup Tribe of Indians increased their efforts to reclaim their ancestral lands and fishing rights. Puyallup tribal members asserted their treaty fishing rights in force, staging fish-ins during the 1960s and 1970s. Over the next decade and a half, several court cases furthered the Puyallup's cause. In 1974, Federal District Judge George Boldt upheld the fishing rights of American Indians in Washington, including the Puyallup, in *United States v. Washington*. This landmark decision, known as the Boldt Decision, gave Western Washington tribes half the yearly fish harvest. In the 1970s, the Secretary of the Interior, acting through an area director of the Bureau of Indian Affairs and under the auspices of the Indian Reorganization Act of 1934, began acquiring tracts of land in Tacoma to be held in trust for the Puyallup Tribe.[104] The City of Tacoma filed suit in 1977, City of Tacoma v. Andrus, to prevent the Secretary of the Interior from continuing these actions. In his 1978 opinion, U.S. District Judge Gesell ruled in favor of the defendants, concluding that, "The heroic efforts of

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103. Chris Dunster and Larry Mattson, "Point Defiance Bypass Project: Technical Advisory Team," *Washington State Department of Transportation* (2010), https://www.wsdot.wa.gov/NR/rdonlyres/0835A28C-F15E-44A3-9BD5-ADEB86469F2E/0/07152010TechTeamSlides.pdf (accessed October 26, 2016).
City of Tacoma v. Andrus (1978).

104. City of Tacoma v. Andrus (1978).

Interior shot of Union Station, circa 1979. Courtesy Tacoma Public Library, CYS-T068.

the [Puyallup] Tribe, through its members, to improve itself were well known to the Secretary, and his willingness to take in trust lands within the historic boundaries of the Puyallup reservation was neither arbitrary nor irrational."[105] This ruling recognized the historic boundaries of the Puyallup Reservation. Negotiations continued through the 1980s. In 1985, the Puyallup Tribe was awarded 12 acres of former Puyallup River riverbed from the Port of Tacoma.[106]

1990—Present: Tacoma's Downtown Revitalization

As work was underway on the rehabilitation of Union Depot, the University of Washington established a branch campus in Tacoma (the University of Washington—Tacoma) in 1990. The UW began pursuing locating the campus in the vacant and underused buildings of the former warehouse district. In the same year, construction was completed on I-705, which brought freeway traffic off I-5 into downtown Tacoma, which had been bypassed by I-5 construction in the 1960s. Downtown Tacoma was ready for its renaissance.

Settlement and Reconciliation

This period also begins with the Puyallup Land Claims Settlement. After fighting for decades for recognition of their ancestral lands and fishing rights, the Puyallup Tribe entered negotiations with U.S. Congressional and Senate representatives, the State of Washington, Tacoma, and the Port of Tacoma. The Puyallup Tribe land claims included most of downtown Tacoma, Fife, a portion of I-5, several hundred acres of tidelands, much of the Port of Tacoma, and the University of Puget Sound property.[107] These negotiations resulted in the second largest settlement of an American Indian land claim. In exchange for dropping their claims to valuable Tacoma property (estimated to be worth $750 million), the Puyallup Tribe received a meager $162 million in land and economic opportunities.[108] Included in the $162 million, the Puyallup Tribe received 900 acres of land,

105. City of Tacoma v. Andrus (1978).

106. Bill Dietrich, "Letter From Tribe Has Residents Boiling," *The Seattle Times*, August 29, 1985, D1.

107. Sylvia Nogaki, "Puyallups Ready to Make Final Try on Land Settlement," *The Seattle Times*, August 17, 1985, D10.

108. George Hardeen, "Tribe to Sign Land Settlement Pact: Indian Claims: Puyallup Members Will Share $162 Million for Relinquishing Interest in Acreage in Tacoma Area," *Los Angeles Times*, March 24, 1990, http://articles.latimes.com/1990-03-24/news/mn-680_1_puyal-

construction of a deep-water marine terminal, a permanent trust fund, funds to rebuild a salmon fishery, and a job training program.[109]

In addition to the land settlement with the Puyallup, Tacoma began the process of reconciling the city's actions towards its Chinese residents in the 1880s. Dr. and Mrs. David Murdoch initiated this process in August 1991, in a letter to Mayor Karen L.R. Vialle. At the time, the Tacoma City Council was seeking water redevelopment ideas. The Murdochs responded:

> *While progressive development of our waterfront is most essential, there was a sad historical event that, as a city, we have never acknowledged has having been offensive to the members of our Asian Community, and we (as a City) have never publicly apologized for that dark moment when Tacoma's Chinese community was forced from their waterfront homes…Subsequently, there is a "moral wound" that has never been healed. Like a family with a hurting member, there must be a time (and place) of reconciliation and healing.*[110]

The Murdochs suggested a park on the Old Town waterfront "acknowledging the incident, noting Tacoma's regret, and desire to move ahead in unity and respect."[111] On November 30, 1993, the Tacoma City Council acknowledged the disgraceful nature of the Chinese expulsion, passing the Chinese Reconciliation Resolution on November 30, 1993. Construction on the Tacoma Chinese Reconciliation Park broke ground in 2005; the first three phases were completed in 2010, 2012, and 2016.

Revitalization

With Union Depot as a shining example of adaptive reuse and the rehabilitation underway on the first buildings on the UWT campus, the Washington State Historical Society began construction on the Washington State History Museum on a site south of Union Depot. The museum, designed in the Postmodern style by architects Charles Moore and Arthur Andersson, imitated the arched facades of the Union Depot and, once construction was complete in 1996, was a modern building that fit in well with the historic district.

In September 1997, UWT opened at their Pacific Avenue location and has continued to rehabilitate buildings in the warehouse district, helping to rejuvenate and beautify the once derelict neighborhood. Other cultural and educational establishments followed the Washington State History Museum and UWT. The Museum of Glass, fronting the Foss Waterway, and the Chihuly Bridge of Glass, which connected the museum to Pacific Avenue, opened in July 2002. The Tacoma Art Museum opened its Antoine Predoc-designed facility at the intersection of South 17th Street, Pacific Avenue, and Hood Street in 2003, bookending the Union Depot with museums. Streetcars returned to Pacific Avenue in 2003, with the completion of the Tacoma Link light rail line.

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lup-indian-tribe (accessed October 28, 2016).

109. Timothy Egan, "Indian Tribe Agrees to Drop Claim to Tacoma Land for $162 Million," *The New York Times*, August 29, 1988, http://www.nytimes.com/1988/08/29/us/indian-tribe-agrees-to-drop-claim-to-tacoma-land-for-162-million.html (accessed October 28, 2016).

110. Dr. and Mrs. Murdoch, letter to Mayor Karen L.R. Vialle, August 22, 1991, http://cms.cityoftacoma.org/Planning/Chinese%20Reconciliation%20Park/Documents/CRPF%20Initiated%20by%20Murdoch%208-22-91.pdf

111. Ibid.

End of an Era

In 1995, another major railroad merger occurred, joining the Burlington Northern Railroad with the Atchison, Topeka and Santa Fe Railroad to form the Burlington Northern Santa Fe (BNSF) Railway.[112] In 2003, BNSF took the northern 2.1 miles of the Prairie Line (through downtown Tacoma) out of service through an agreement with Sound Transit. Faced with exorbitant costs in constructing a crossing for the Tacoma Sounder light rail (Link), Sound transit agreed to refurbish the American Lake line for BNSF if the railway would abandon this portion of track.[113] The last train rumbled over the Prairie Line tracks in Tacoma on the afternoon of March 30, 2003.

Ground breaking ceremony of the Washington State History Museum, Dec. 6 or 7, 1993. Washington State Governor Mike Lowry and two (unidentified) young girls are shown lifting the first shovel of dirt for the construction of the museum. Courtesy Washington State Historical Society, 1993.0.1.1.

2004–Present: A New Era

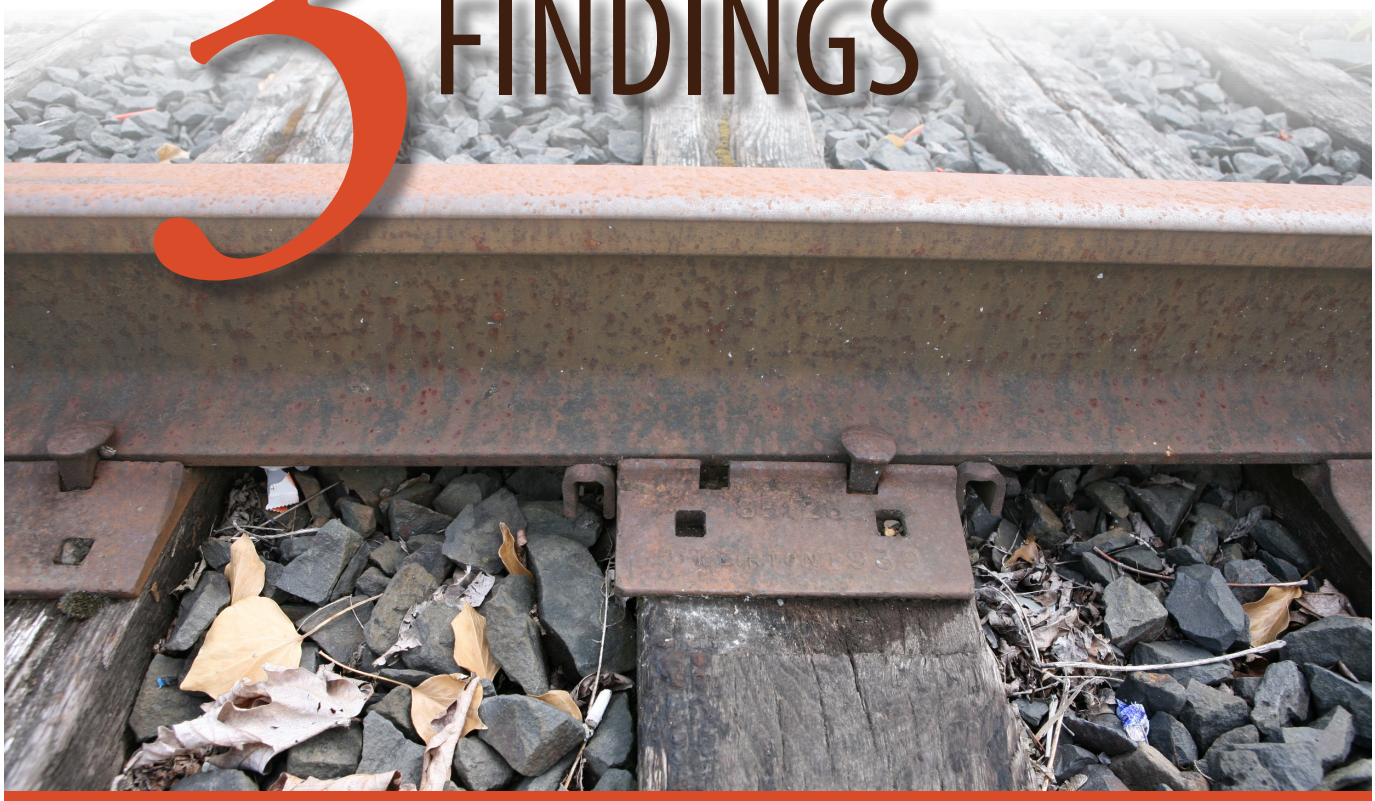
The district surrounding the Prairie Line continues to blossom, as UWT grows and maintains its commitment to stewardship and rehabilitation of its property along the Prairie Line. The Children's Museum opened at its current location, just north of the Prairie Line's intersection with Pacific Avenue, in 2012. New businesses have moved into vacant buildings, like the 7 Seas Brewery which opened in a former Heidelberg brewery building at South 21st Street and Jefferson Avenue in 2016.

No longer in active use, the Prairie Line rail corridor quickly became overgrown. However, a vision soon take shape to transform the former rail corridor into an urban trail—creating a space for historic interpretation, public art, and park features. The UWT completed construction on their portion of the trail in 2014 and construction began on the first phase of the City of Tacoma-owned portion in fall 2016.

112. BNSF Railway, "History and Legacy | The History of BNSF: A Legacy for the 21st Century," *BNSF*, http://www.bnsf.com/about-bnsf/our-railroad/company-history/pdf/History_and_Legacy.pdf (accessed October 28, 2016), 3.

113. Brian Ferris, "History of the Northern Pacific Prairie Line."

3 FINDINGS



View of extant rail, baseplates, ballast, and ties on the Prairie Line. Courtesy Artifacts Consulting, Inc.

Survey Results

Overall the Prairie Line rail corridor conveys a remarkable unity of design and feeling. While the name refers to the line's route across the "burnt prairie" east of the Nisqually River delta, the Prairie Line is most commonly associated with the portion of the railroad that cuts through downtown Tacoma. The line carried passenger and freight trains between Tenino and downtown Tacoma for the next 140 years, until April 2003.

Our findings followed expectations for the extent of alterations and the quality of feeling and association users experience as they walk along the study area. The following survey findings convey eligibility recommendations for the study area based on field work and archival research.

The survey area runs through the property boundary for Pacific Brewing and Malting Company (NRHP-, WHR, and TRHP-listed in 1978), and along the west side of the Tacoma Ice Company's Cold Storage Plant (NRHP-, WHR-, and TRHP-listed in 2010) property.

Status definitions used on the map legends are as follows; note that all categories are recommended based on field work, archival research, and our professional experience:

- Historic, contributing: historic indicates properties greater than 30 years of age as of 2016, built before 1986. Contributing indicates the property resides within and supports the architectural and historical significance of the recommended historic district.
- Historic, non-contributing: built before 1986 and within the potential historic district, but non-contributing due to the extent of alterations.
- Character building, listed: an industrial or warehouse building that is related functionally to the Prairie Line but is not owned by the City of Tacoma, and is listed individually or as part of a district at the local, state or national level(s). These buildings support the public experience of the corridor through communication of their integrity of setting, materials, design, feeling, and association.
- Character, building, not listed: an industrial or warehouse building that is related functionally to the Prairie Line but is not owned by the City of Tacoma, and is not a listed historic building. These buildings support the public experience of the corridor through communication of their integrity of setting, materials, design, feeling, and association.
- Character, building, former: an industrial or warehouse building that was related functionally to the Prairie Line but no longer exists. This category is used exclusively to for maps illustrating past development patterns.
- Non-historic (less than 30 years as of 2016): Properties built in or after 1986.
- Non-historic, non-contributing: built in or after 1986, resides within—but does not support—architectural or historical significance of the recommended historic district.

OVERALL ELIGIBILITY

The section of the Prairie Line that runs through downtown Tacoma is eligible for inclusion on the Tacoma Register of Historic Places (TRHP), Washington Heritage Register (WHR), and National Register of Historic Places (NRHP) as a district. A portion of the rail corridor runs through the TRHP-, WHR-, and NRHP-listed Union Depot/Warehouse Historic District and the TRHP-listed Union Depot/Warehouse Conservation District. Additional segments of the Prairie Line not within the study area may be eligible for NRHP listing; however, they were

not evaluated as part of this project. While the Prairie Line is eligible in its own right, it may be more practical to include it as a contributing property in an update to one of the existing historic districts through which it passes.

PERIOD OF SIGNIFICANCE

The National Park Service defines period of significance as, "The length of time when a property was associated with important events, activities, or persons, or attained the characteristics which qualify it for National Register listing. Period of significance usually begins with the date when significant activities or events began giving the property its historic significance; this is often a date of construction."[1] Furthermore, the eligible property must possess historic integrity for the period of signifiance. NPS uses 50 years as the cut-off date for recognizing properties as "historic." Fifty years is also used as the closing date for periods of significance where activities begun historically continued to have importance and no more specific date can be definied to end the historic period. A property must be exceptionally important to justify extending the period of significance beyond the limit of 50 years of age.

For the Prairie Line, Artifacts recommends a period of significance extending from completion of the line in 1873 to 1965. This includes the periods of significance of the Union Depot/Warehouse Historic District (1887-1893 and 1900-1915) and expands it to include the construction of the Prairie Line and its continued use even after the introduction of the Point Defiance line. The period of significance includes the following important dates and development periods:

- 1873 completion of the Prairie Line
- 1887 to 1893, starting with the completion of the transcontinental line of the Northern Pacific Railroad over Stampede Pass in the Cascade Mountains and ending with the economic depression of 1893
- 1900 to 1915, starting with post-depression economic recovery through the second growth period of railroad and associated warehouse construction
- 1916 to 1928, starting with the introduction of the Point Defiance Line in 1915, which rerouted a significant amount of rail traffic away from the Prairie Line, through the industrial bom associated with WWI
- 1929 to 1939, encompassing the Great Depression
- 1940 to 1945, beginning with the defense build-up prior to and through World War II
- 1946 to 1965, starting wtih the post-WWII period through the Korean War and completion of I-5 and the opening of the Tacoma Mall, ushering in the dominance of the automobile

NATIONAL REGISTER OF HISTORIC PLACES

The Tacoma section of the Prairie Line rail corridor is eligible for listing to the NRHP under criterion A, for its association with events that have made a significant contribution to the broad patterns of history, and criterion C, for its representation of a significant and distinguishable entity whose components may lack individual distinction, but possess a significant continuity, united historically in function and physical development for the dedicated purpose of running trains to transport freight and passengers.

The boundaries for the potential district are defined as the historic right of way of the railroad company that built and operated the branch lines.

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1. National Park Service, "Part A: How to Complete the National Register Registration Form," *Guidelines for Completing National Register of Historic Places Forms*, (Washington, D.C.: National Park Service, 1977), 42.

Under criterion A: The Prairie Line in Tacoma is significant for its association with transportation to and from Tacoma, and its role in the settlement and development of the city.

- The district demonstrates association with the transportation area of significance as a transcontinental freight shipping and passenger railway.
- Arrival of the railroad at Commencement Bay profoundly affected the expansion of Tacoma, spurring population growth and economic development
- Placement of the railroad was a defining factor in how the city was originally established and the corridor guided the platting of blocks and lots, which followed the curve of the rail line.

Under criterion C: The district demonstrates association with the transportation area of significance for the main line design through Tacoma and is significant for its representation of railroad construction and as an identifiable corridor.

- In order to reach the deep water harbor and shipping connections of Commencement Bay, the railway had to run the main line down through the narrow ravine and then arc it north across the leading edge of the bluff down to Commencement Bay. The incline had to be manageable for the steam engines (that were in use when the line was built) pulling loaded freight cars back up the grade and railway planners selected a route that provided the gentlest grade along the straightest path to salt water.
- Utilized an at-grade roadway from South 25th Street north, where the line crosses multiple city streets, to allow grade-level automobile crossings.
- Industrial buildings and warehouses along the track developed in significant concentration along the corridor. These buildings are a character-defining feature of the Union Depot/Warehouse historic district (Tacoma, WHR-, NR-listed) and the Union Station Conservation District. The warehouses were customized to the specific storage requirements of the materials they held and provided loading docks, and often spur line connections, for loading rail cars.

Many individuals important to the history of Tacoma and the state of Washington have connections to the Prairie Line, particularly those involved with the Northern Pacific Railroad. However, other properties, such as the Northern Pacific Railroad Headquarters, are likely more associated with their productive lives and their connection to the railroad is related to the patterns of construction and development. Although an archaeological analysis is beyond the scope of this report, there may be significant cultural deposits within the project area eligible under Criterion D.

TACOMA REGISTER OF HISTORIC PLACES

The Tacoma section of the Prairie Line rail corridor is eligible for listing to the Tacoma Register of Historic Places (TRHP) under the following criteria; the same boundaries as set above in the NRHP eligibility section apply:

- A, for its association with events that have made a significant contribution to the broad patterns of history
- C, for its representation of a significant and distinguishable entity whose components may lack individual distinction but possess a significant continuity united historically in function and physical development
- E, since it not only travels through an existing historic district (the Union Depot/Warehouse Historic District) but is also adjacent to the historic district
- F, since its diagonal path through Tacoma represents an established and familiar visual feature with

WASHINGTON STATE HERITAGE REGISTER

Refer to the discussion of National Register of Historic Places eligibility above. The Washington State Heritage Register (WHR) utilizes the same criteria. As such, the Tacoma section of the Prairie Line rail corridor is eligible for listing to the WHR under the following criteria. The same boundaries as set above in the NRHP eligibility apply:

- A, for its association with events that have made a significant contribution to the broad patterns of history
- C, for its representation of a significant and distinguishable entity whose components may lack individual distinction but possess a significant continuity united historically in function and physical development for the dedicated purpose of running trains to transport freight and passengers.

INTEGRITY

The National Register of Historic Places identifies seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Although the rail corridor has been altered over time, the Prairie Line through downtown Tacoma retains a high level of integrity, particularly with its location, feeling, and association.

As an active transportation corridor, the Prairie Line received regular maintenance to ensure safe and efficient movement of trains along the tracks. This maintenance included the occasional replacement of rail components, such as rails, railroad ties, fishplates, fasteners, and spikes. The steel rails feature stamps from the United States Steel (U.S.S.) Corporation that indicate the date they were created; the Prairie Line includes rails dating from 1947 to 1973 and frog plates from 1939. Though the original rail components are no longer in place, many of these elements were replaced during the period of significance for the corridor and have gained significance in their own right. The materials, workmanship, and design of the rail corridor, although not original, are predominately historic.

The Prairie Line remains in its original location with its diagonal pathway that cuts through Tacoma's south downtown. The setting around the Prairie Line has changed over the years, but much of these changes have occurred during the period of significance. The corridor remains largely flanked by former industrial and commercial buildings, with the Hilltop residential neighborhood up the hill to the west and the Thea Foss Waterway and port to the east. The remaining tracks, the openness of the corridor, and the associated buildings help the corridor retain its historic feeling as a railroad transportation route and association with the movement of goods and people in and out of downtown Tacoma.

RECOMMENDATIONS

Although Artifacts only surveyed the city-owned portions of the Prairie Line (as outlined in the "Survey Area" section), the history and significance of the Prairie Line is very much associated with the neighboring buildings. A nomination could be prepared for the Prairie Line rail corridor through the city, for any of the three historic registers (local, state, or national), but it may be more practical to simply update the Union Depot/Warehouse Historic District and specifically include the rail corridor as a contributing property. Whoever prepares that update will need to consider the buildings lining the Prairie Line to best determine the period of significance for the district. Another option may be to extend the boundaries of the local conservation district to ensure the character of the Prairie Line and the surrounding buildings is protected.

Contributing Spaces and Features

The following provides an inventory of contributing spaces and features within the district. Collectively these represent a significant and distinguishable entity whose components possess a significant continuity, united historically in function and physical development for the dedicated purpose of running trains to transport freight and passengers.

View looking south of block between South 25th and South 23rd streets (upper) and view looking north of block between South 23rd and South 21st streets (lower). Additional block images will follow in the Spaces Catalog.

BLOCKS

The study area contains the following blocks, defined by the east–west running streets that cut across the railway corridor. Overall, the railway through the following blocks retains integrity of location and association:

Block south of South 25th Street

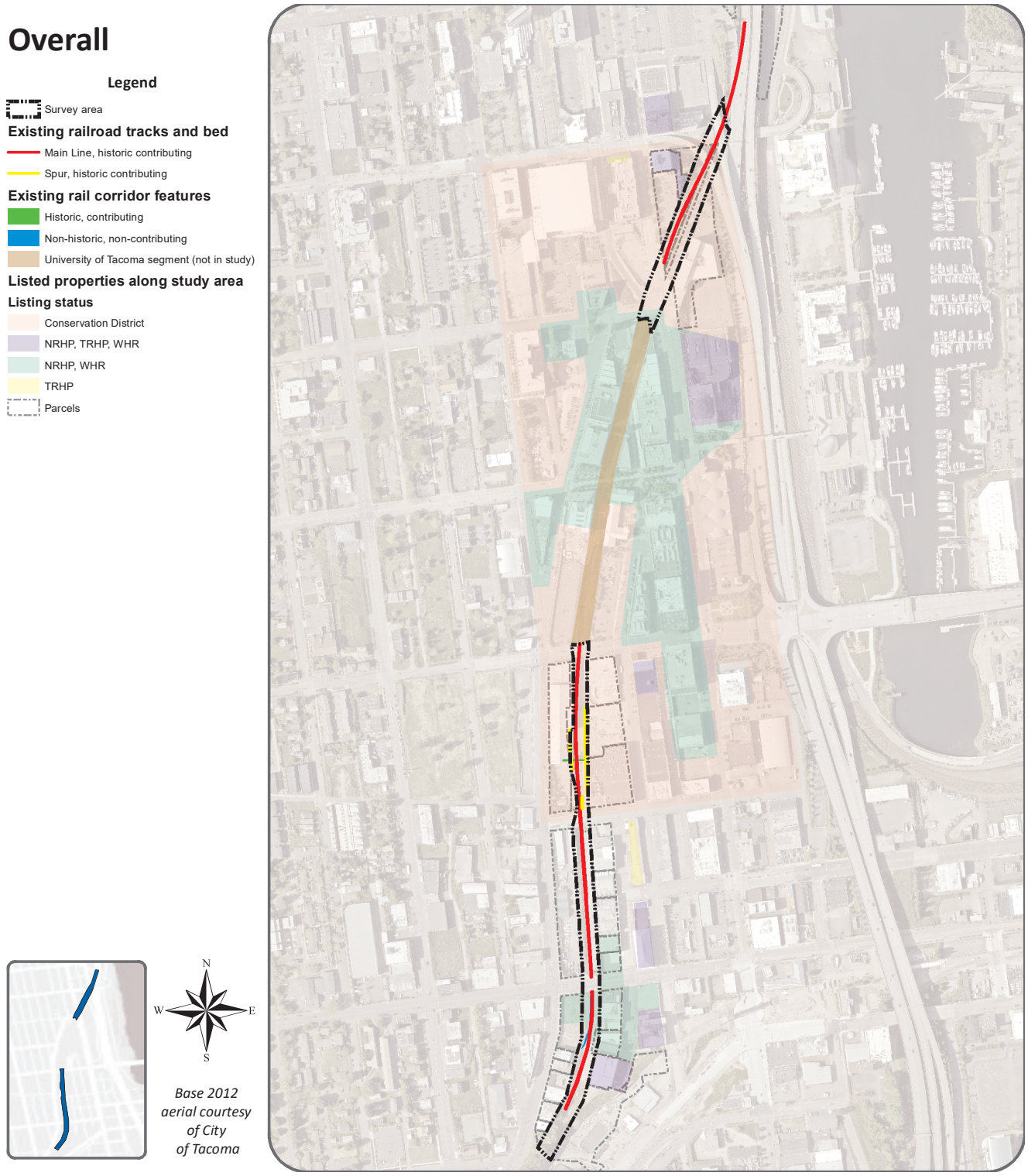
This block contains intact rails, creosoted wood ties, ballast, sub base, plates at ties, connecting plates, and clips supporting integrity of materials, design and workmanship. The setting, feeling, and context remain mostly intact along the east side with the remaining brewery and cold storage buildings. Parking alters the feeling along the east side. Loss of buildings alter the context along the west side. The spur retains the high bank; however, the rails and all associated features have been removed. A new retaining wall separates the spur from the main line.

Between South 25th Street and South 23rd Street

This block contains intact rails, ballast, and associated connections. The east rail is partially buried in areas. Added drainage and a fence extend along the west side of the railway. Parking along the rails diminishes the feeling. The setting and feeling remains along the east side with intact warehouses. The west side, however, has lost integrity through the loss of buildings.

Between South 23rd Street and South 21st Street

This block contains intact rails, ballast, and associated connections. The setting and feeling remains intact, with warehouse buildings along sections of both sides of the railway. Parking along the rails diminishes the intact? feeling. There is asphalt between some of the rails and gravel built up over the rails in other areas. The spur line remains ascending up to the 7 Seas Brewery Building, though two sections are missing at the connection with the main line and near the warehouse.



Map 2 Contributing Spaces and Features

Overview of contributing spaces and features status within the rail corridor. Detail maps of each block follow this catalog.

Between South 17th Street/Pacific Avenue and South 15th Street

This block contains intact rails, ballast, and associated connections. The overall grade height of this segment remains intact and provides an important contextual element. The setting has changed along this segment due to construction of State Route 705 and the Tacoma Art Museum. The feeling and association remain intact through visual connection with the upland warehouses and views down to Commencement Bay and the Foss Waterway.

North of South 15th Street

This segment contains intact rails, ballast, and associated connections, though they are partially covered. The overall grade height of this segment remains intact and provides an important contextual element. The setting and feeling have changed significantly due to construction of State Route 705. The association remains intact through visual connection with views down to Commencement Bay and the Foss Waterway.

SPACES CATALOG

The following spaces contribute to the overall historic character of the corridor. Engineered and built as part of the railway's original construction, these spaces exemplify the engineered design, functional relationship with surrounding buildings and right-of-way, materials, feeling, and functional attributes of the railway's original capacities.

The purpose of the following catalog of character-defining spaces is to facilitate compliance with the two core goals of the Secretary of the Interior's Standards for the Treatment of Historic Properties:

- Preserve the property's historic materials
- Preserve the property's distinguishing visual and physical character.

The approach employed by Artifacts Consulting, Inc. in developing this catalog follows guidelines established in the National Park Service Preservation Brief 17 Architectural Character: Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving Their Character.

Spaces are listed alphabetically. The data on each space provides information on general description, and small thumbnail images for identification.

- The vast collection of character-defining spaces fall into two main groupings:
- Those individually attributed to the property's character
- Those contributing collectively to the property's character

Examples of the first category include main line right-of-way and street crossing spaces. Examples of the second category include sidings and junctions.

Space	Description	Images
Conveyor, Elevated	Built between 1912 and 1950, the elevated conveyor functioned as part of the Columbia Breweries, Inc. plant. The elevated conveyor allowed bottled beer to move west across the rail lines to the bottle and carton warehouse along Jefferson Avenue. Conveyor consists of wood planking within flat metal truss system. Supporting steel posts west of the track carry the west end.	
Crossing, South 15th Street	The rail line historically (through 1888) crossed South 15th Street. The angle of the crossing stems from the rail line's gentlest and fastest path along the bluff's contours down to salt water. The 1888 main line connection via Stampede Tunnel came in across the tide flats. The curve of the connecting mainline directed rail traffic up along the Prairie Line and into the Northern Pacific railyard just south of South 17th Street and east of Pacific Avenue. Though 1900, South 15th Street ended at the rail line and provided vehicular access down to the industrial area between Pacific Avenue and the city waterway (Foss Waterway). The Tacoma Foundry occupied the southwest corner of the intersection, with the foundry oriented along the rail line. Development (by 1896) added buildable land along the west bank of the city waterway, creating Dock Street and space for industrial growth accessible by South 15th Street. By 1896, warehouse and commercial development replaced the Tacoma Foundry and pushed industrial uses further east as the city waterway was developed. By 1930, South 15th Street continued east from the crossing across a bridge over the Northern Pacific main line to another bridge that spanned the city waterway. Interstate 705 construction dramatically changed the character of the intersection with the interstate passing overhead and multiple off-ramps connecting down to South 15th and A streets and constructing a bridge over the Northern Pacific rail line to connect with Dock Street.	

Space	Description	Images
Crossing, South 17th and Pacific Avenue	The rail line crossed Pacific Avenue at grade. The angle of the crossing stems from the rail line's gentlest and fastest path along the bluff's contours down to salt water. The setting around the crossing has changed notably as the area developed. Through 1888 the setting was largely industrial, with the Northern Pacific rail yard along the east side of Pacific Avenue and the small depot along the Prairie Line at the southwest corner of the intersection. By 1896, warehouse and commercial development filled in the blocks off the northeast, northwest, and southeast corners of the intersection, while a second set of tracks was added across the intersection to accommodate increased travel to the warehouses south of South 17th Street. By 1912, the setting along the east side of the intersection began changing with the shift of the rail yard further east and construction of Union Station just southeast of the intersection, along with an inclined driveway that descended from the Pacific Avenue intersection down to the north side of Union Station. The addition of South Hood Street off the northeast side of the intersection, coupled with construction of the Tacoma Art Museum and Tollefson Plaza, completed the integration of the intersection into the city's urban character.	
Crossing, South 21st Street	The rail line crosses South 21st Street at an angle driven by the rail line's gentlest and fastest path along the bluff's contours down to salt water. By 1896, three sets of tracks crossed the intersection. These sets included the main line and the Brewery Spur. Development around this intersection ranged from single family dwellings (northwest corner) to the massive Hill Cereal Company's Hay, Grain, Flour and Feed Warehouse off the southeast corner.	
Crossing, South 23rd Street	The rail line crosses South 23rd Street at an angle driven by the rail line's gentlest and fastest path along the bluff's contours down to salt water. By 1896, three sets of tracks crossed the intersection, and the St. Paul and Tacoma Lumber Company occupied the northeast corner of the intersection, with lodging and commercial buildings off the northwest and southwest corners of the intersection.	

Space	Description	Images
Crossing, South 25th Street	The rail line crosses South 25th Street at an angle driven by the rail line's gentlest and fastest path along the bluff's contours down to salt water. By 1896, three sets of tracks crossed the intersection. This intersection marked the entry to the brewery district.	

Space	Description	Images
Right-of-Way, Main Line	Completed in 1873, this main line traversed the bluff along the gentlest and fastest route down to salt water. This right of way defined the route of Jefferson Avenue and shaped building forms at each intersecting block. The building set-back to either side corresponded to railroad operating widths for working car and locomotive clearances.	

Space	Description	Images
Right-of-Way, Sidings	The loading spurs provided direct links to the main line for distribution and receiving purposes. These were low-speed track sections. The building set-back to either side corresponded to railroad operating widths for working car and locomotive clearances. Building proximity to the spurs correlated to loading bay access for ease of loading and off-loading rail cars.	

FEATURE CATALOG

The vast collection of character-defining features fall into three main groupings:

- Those individually attributed to the railway's character
- Those contributing collectively to the railway's character
- Those constituting important material or technological advances or forming the core structure supporting other elements but not themselves visually measurable

Examples of the first category include rails, bed, and switches. Examples of the second category include ties. Examples of the third category include fasteners and clips.

Feature	Description	Images
Ballast	Crushed stone. Supports and holds ties in place. Provides drainage and flexes with weight of passing trains. Helps to minimize vegetation growth.	
Baseplate	Steel plate mounted to tie. Used with flanged T rail. Shoulders aid in rail alignment, keeping correct gauge. Increase bearing area. Spikes driven through holes connect to ties. Portion of plate beneath rail tapered to set inward rail cant. Plates generally slightly wider on outer (field) side to avoid cutting into tie over time. Four square holes on either side. Most just have two spikes—on holding rail and another on opposite outer corner. Manufacturers' markings: 851255 Weirton 1939 7 BP 56	
Block Signal	Block signals prevent trains from occupying the same section of track. In order to accomplish this, railway lines are divided into blocks. The section within the study areas was a double tracked system, allowing trains to go in one direction on each track.	

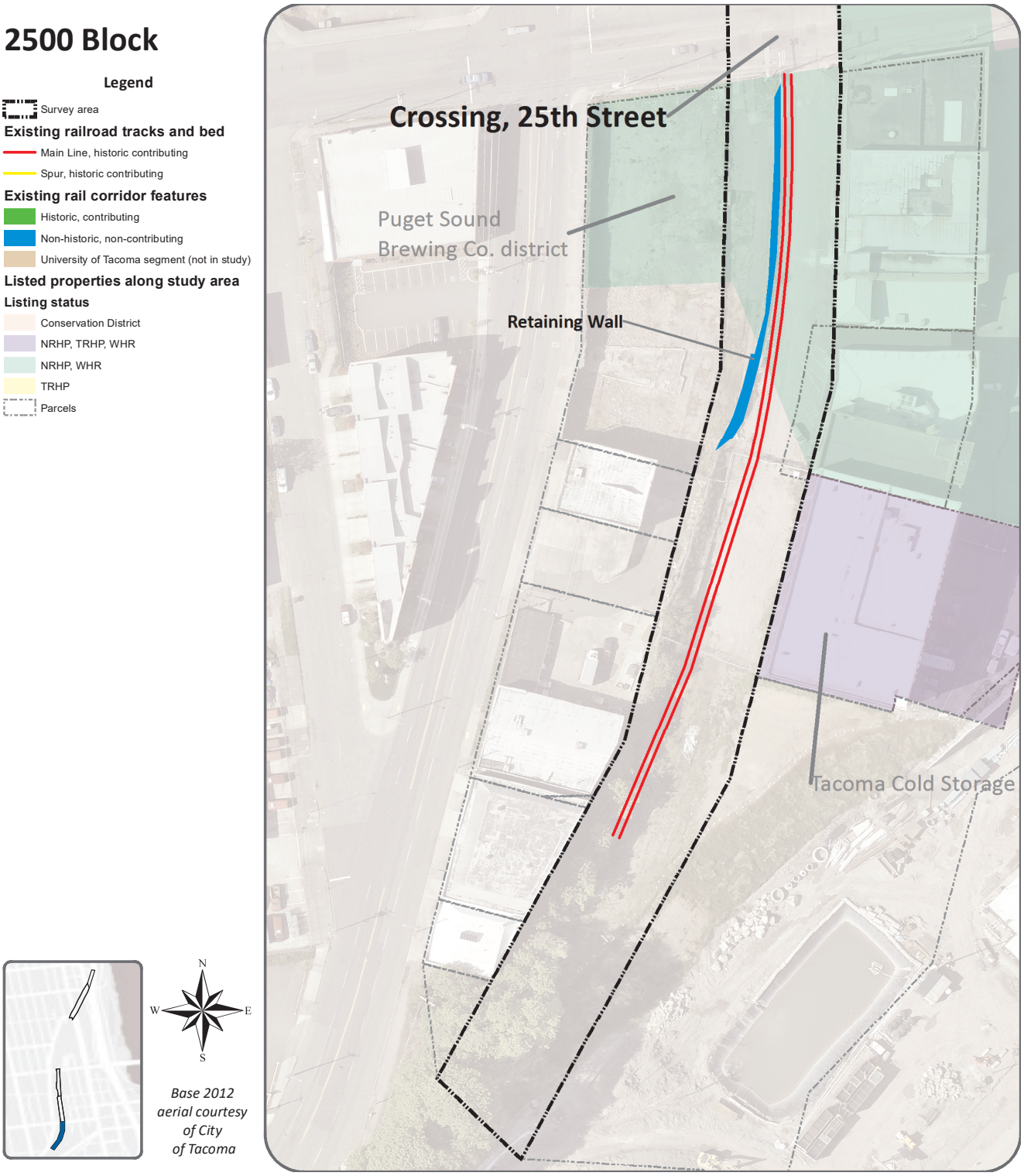
Feature	Description	Images
Bolts	Utilized at joints and switch locations. Connecting multiple metal pieces. Tapered, square washers allowed the nuts to stand proud of the joint plates so they could be tightened, while still drawing the plates tight against the rail web. Bolts feature round heads.	
Clips	Steel clips (rail anchors) mounted to the ties. These wrapped around the foot of the rail. Their connection reduced vibrations and related noise.	
Fill at Crossings	Fill provided an even bearing surface for vehicles crossing the tracks. These helped to reduce impacts to the rails so as not to push them out of gauge. Types employed: Rubber pads set between and adjacent the ties at the South 15th Street crossing, these allowed continued rail operation Long wood ties set parallel to either side of the tracks and anchored with star head screws at the South 23rd Street crossing, these allowed continued rail operation Asphalt paving added at the South 21st Street and South 25th Street crossings Concrete paving at the Pacific Avenue and South 17th Street crossings, resulting in removal of the rails	

Feature	Description	Images
Joint	Mechanical link between two rails to maintain continuity of track. These consisted of a metal bar (fish plate) fitting between the head and foot of the rail, bolted through the web of either rail. Joints on this line use three bolts through either rail. Passing of wheels over joint makes clicking sounds associated with railroad operation. See also Tie Wires. Alterations include the use of synthetic pieces between the rail and steel bar, presumably to dampen vibrations and associated noise.	
Loading Docks	Loading docks facilitated the movement of materials between rail cars and warehouses by providing a loading surface at the same as the rail car floor. They were a prominent feature along the corridor through the 1890s. By the 1910s the size and frequency began declining. These loading docks relate to the rail corridor but they are attached to buildings not within the defined survey area. Metal frame loading dock, with a concrete top slab. The dock form is triangular, following the angle of the track. Just south of the South 21st Street crossing, along the east side of the tracks. Wood frame loading dock with bumper connections. Just south of the South 21st Street crossing, along the east side of the tracks.	
Rails, Siding	Hot rolled steel. Set on approximately 5-foot centers with inner metal guide on both. Added asphalt covers the attachment methods.	

Feature	Description	Images
Rails, Stock	Hot rolled steel. These form the main running stock of the main line. Top part bearing against the wheels called the head. Middle vertical part the web. Bottom portion having a flat bottom bearing on the ties called the foot. Manufacturers' markings: • HISI (R) 20 CH 2 4 7 4 3 • 1525 RE CC USS Illinois 1953 • 1150 RE CC CF&I 1975 • 11525 RE CC Inland USA 1951 IIII • 11525 RE CC Illinois USA 1947 IIIII • 1150 RE CC 1957 II • CH 669637A 4 • 11525 RE CC US Illinois 1959 IIIIIIIIIII • 15 RE VT MH 1986 IIIIIIIIII	
Retaining Walls	Retaining walls utilized to stabilize grade transitions for spur lines climbing up from the mainline grade to serve warehouses west of (up the hill from) the main line. Railroad ties used as a retaining wall off the south end of the 7 Seas Brewery Building, between South 21st Street and South 23rd Street. Stone retaining wall (built between 1897 and 1911) formerly along the west side of the corridor south of South 25th Street. Vertical rail supporting horizontal pressure-treated (incised) 2 x 12 planks added along the west side of the corridor south of South 25th Street between the 1970s and 1990s. Overall height, 4 feet, rising to 8 feet at north end. Basalt rock added along east side of wall. Tube steel extensions added.	

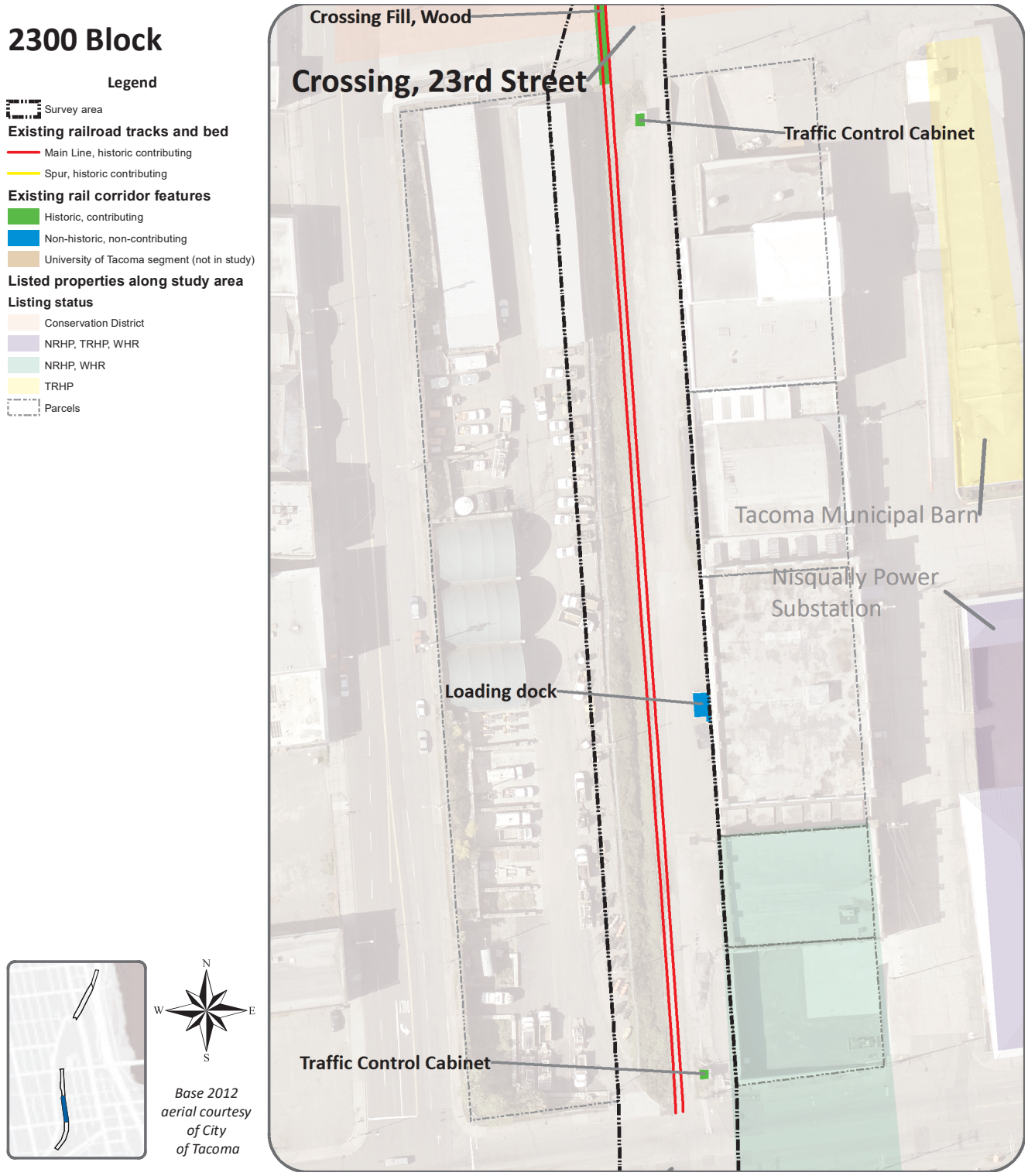
Feature	Description	Images
Spikes	Steel with an offset head and tapered end, driven with edge against grain of wood tie to provide increased resistance to loosening. Offset head used to hold foot of rails to base plates and the entire assembly to the tie.	
Subgrade	The structural base below the ballast. Providing the overall grade, drainage and structural support for the tracks. It was essential that the subgrade remain uniform and not settle despite water and repeated compression under the heavy loads of fully loaded freight trains and locomotives.	
Switch Bucks	Utilized to mark crossings. Placed facing oncoming traffic they employ the standard "X" symbol for crossing along with flashing lights triggered by a passing train. The existing switch bucks are contemporary; however, their placement and operation marks an ongoing historic function essential to a railroad/vehicular crossing in an urban environment.	

Feature	Description	Images
Tie Wires	Small metal wires utilized at joints to link an electrical circuit. These were a safety measure. In the event the joint separated enough to break the connecting wire, the railroad would know the joint was no longer intact.	
Ties	Also known as sleepers. Employed beneath the rails to transfer loads from passing trains to the ballast and subgrade and to keep the rails in parallel alignment at the correct gauge. Ties run perpendicular to rails. Wood ties utilized.	
Traffic control cabinets	Located adjacent the tracks at the South 25th, South 23rd, and South 21st street crossings. These cabinets provided weatherproof controls for intersection signal switches and phases, as well as battery storage facilities. Electrical current from the batteries powered the switch bucks. The railroad utilized its own power source, particularly at crossings, to minimize the risk of outages and accidents. Manufactured by Safetran Systems Corporation, Minneapolis Minnesota Division. Serial number 6684. Established in 1920, Safetran has grown to become one of the principal U.S.-based suppliers of railroad signaling equipment.	



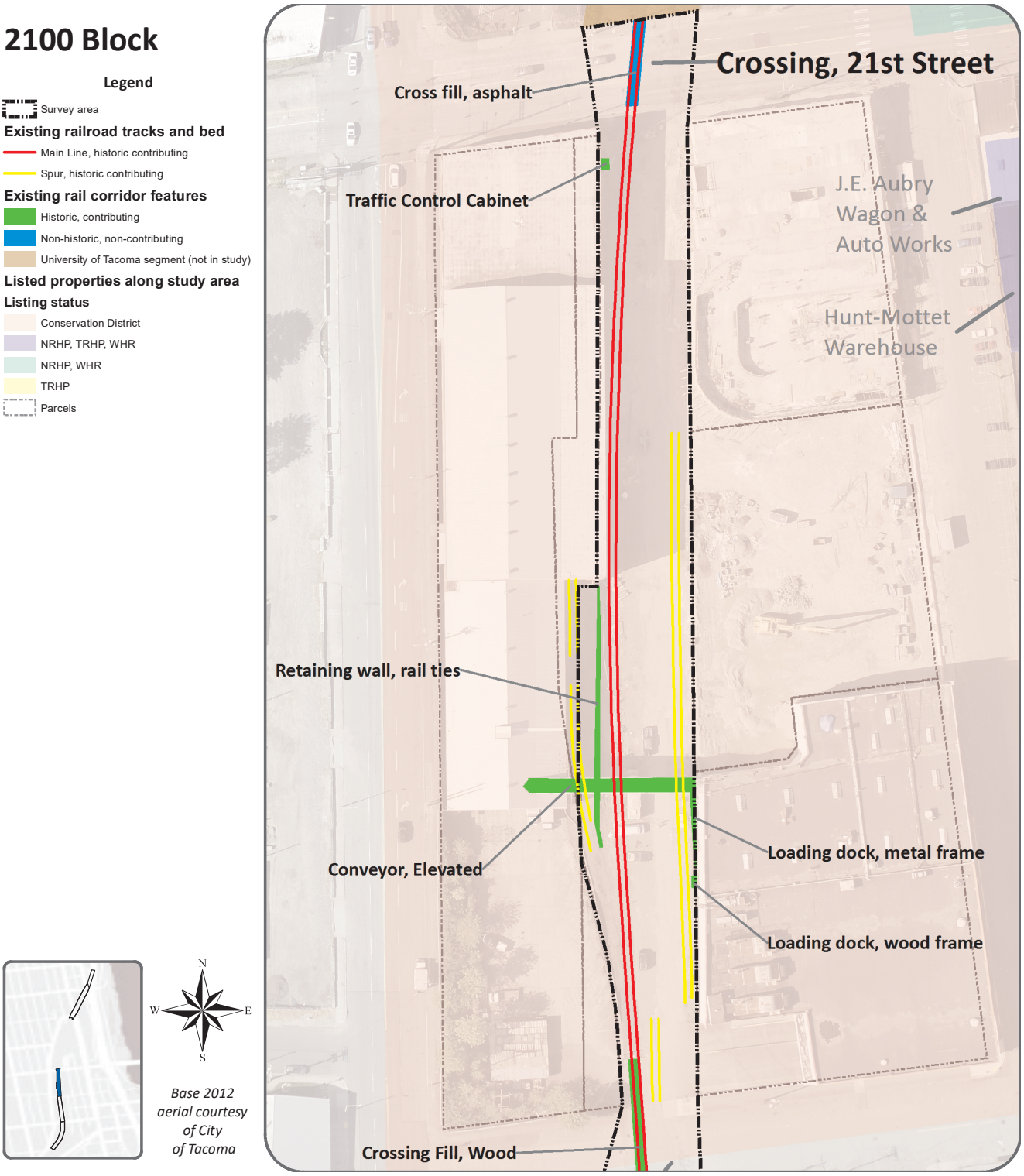
Map 3 2500 Block Contributing Spaces and Features

Detail map of contributing spaces and features status within the rail corridor.



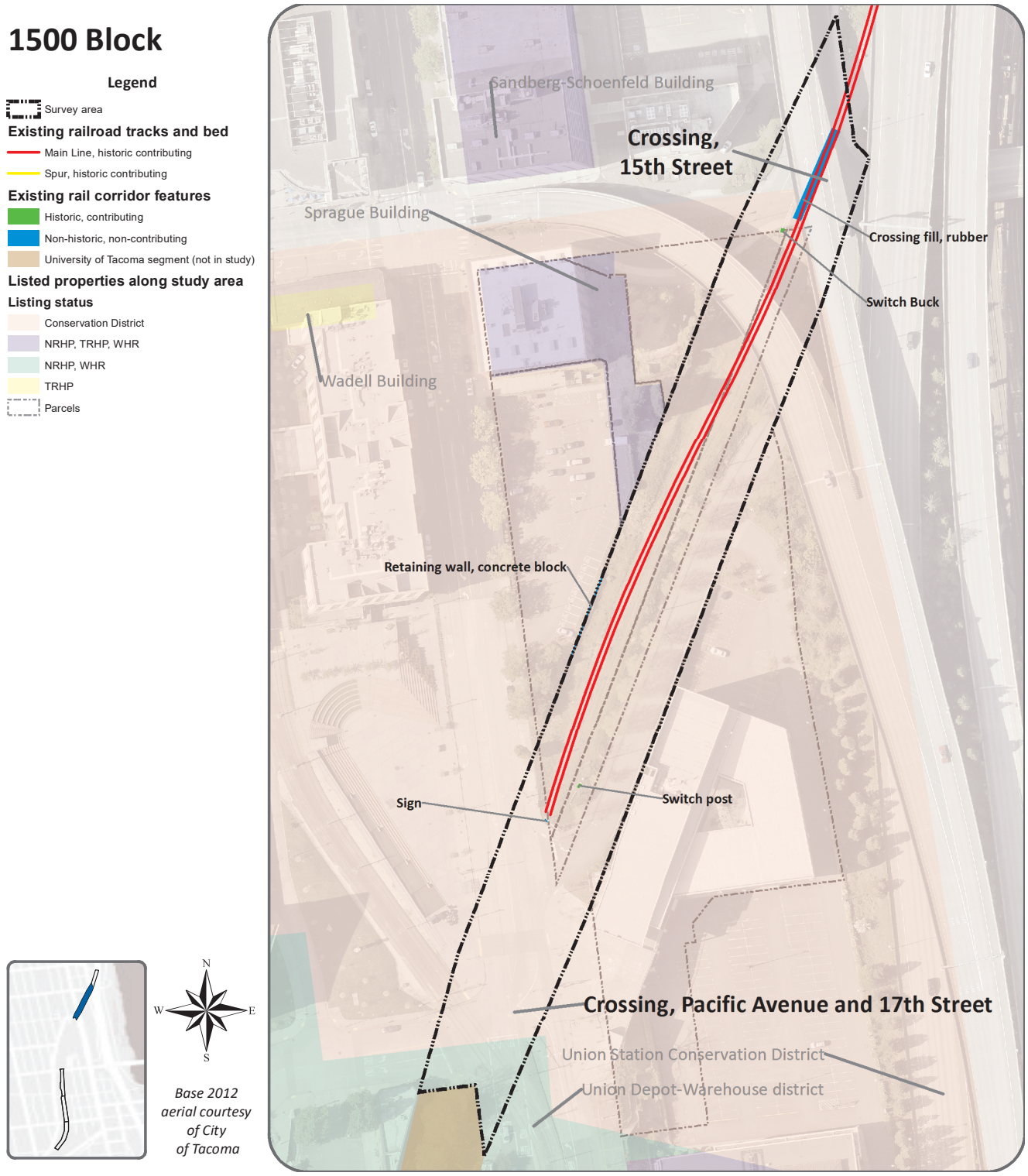
Map 4 2300 Block Contributing Spaces and Features

Detail map of contributing spaces and features status within the rail corridor.



Map 5 2100 Block Contributing Spaces and Features

Detail map of contributing spaces and features status within the rail corridor.



Map 6 1500 Block Contributing Spaces and Features

Detail map of contributing spaces and features status within the rail corridor.

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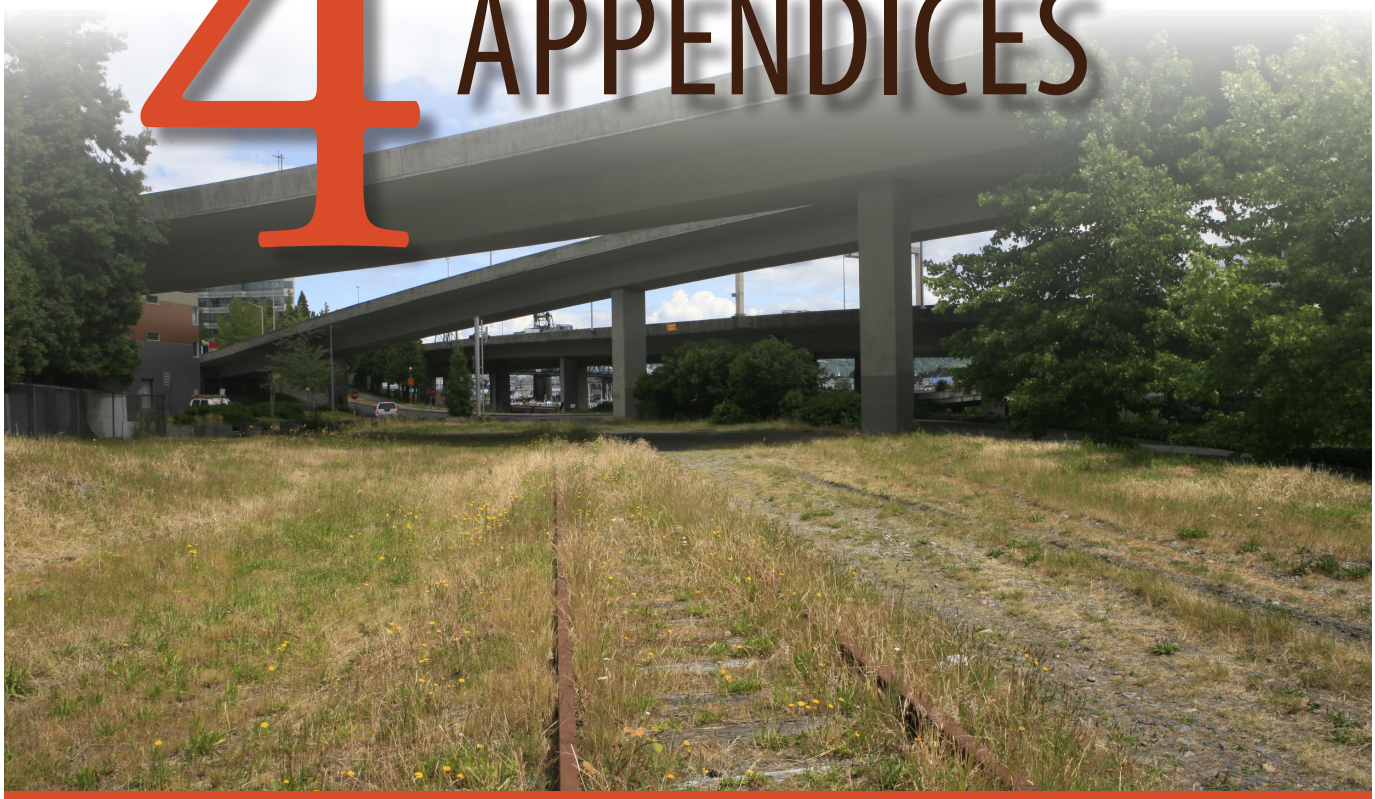
4 APPENDICES



June 2016 view looking north along Prairie Line just north of the intersection with Pacific Avenue. Courtesy Artifacts Consulting, Inc.

This section includes the following appendices:

- Bibliography
- Planning Context
- Reference Maps

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Planning Context

The Prairie Line corridor extends through two counties. Although the focus of this study is the segment of city-owned corridor within the City of Tacoma, we identified what other planning had been done along the full corridor (from Tenino through Tacoma) in order to better understand how proposed work on the city-owned segment fits within the broader planning context. The following provides a brief listing of the other plans and how they relate to the Prairie Line.

City of Tacoma

- Brewery District Development Concept Study (2010)
- Downtown Element, A section within the City's comprehensive plan
- One Tacoma: Tacoma Comprehensive Plan (2015)
- Prairie Line Trail Conceptual Design Plan
- Public Art Framework for Tacoma's Prairie Line Trail
- South Downtown SubArea Plan (2013)
- Thea Foss Design and Development Plan: A Comprehensive Plan Element (2006)
- University of Washington PLT-UWT Station: Design Development Presentation (December 2012)

Pierce County:

- Pierce County Comprehensive Plan: Honor the Past, Look Ahead (2016)
- Pierce County Parks, Recreation, and Open Space (PROS) Plan (Updated 2009)

Thurston County

- Thurston County Regional Trails Plan (2007)

Brewery District Development Concept Study (2010)

Located south of 21st Street, the City of Tacoma? envisions the Brewery District as a redeveloped center for arts, entertainment, and housing. The area is a physical connector between the Dome District, the UWT/Museum District and the Foss Waterway; the Prairie Line Trail becomes a primary pedestrian route within this connecting district. The policies invoked in this plan are also expressed in the Downtown Element of One Tacoma, the City's comprehensive plan, and the South Downtown Subarea Plan. The plan provides the following goals:

- Balance redevelopment with preservation.
- Create a sustainable mixed-use district, focusing on the arts and creative sectors and incorporating a blend of residential, light industrial, and commercial uses.
- Provide for active walking streets and pedestrian-oriented design.[1]

Chapter 3.0: Development Objectives and Vision includes the following:

- Objective 5: Invest in pedestrian and bicycle system improvements that will continue to realize connections between the Brewery District and surrounding residential and commercial areas, particularly the University of Washington Campus.
- 05.2: Complete the Prairie Line: The history of the rail spur and its adjacent buildings make rich design material for a meaningful, linear public space, marking the transformation of the neighborhood to an activated public place. The Prairie Line should maintain a consistent design identity along its three blocks within the Brewery District and make the key connection for both cyclists and pedestrians across 21st Street. At this juncture, Prairie Line design should coordinate with the proposed UWT Design Concept Plans.
- O5.3 Prairie Line Connecting Attributes: The Prairie Line should be integrated into the Brewery District through a pedestrian connection at 24th Street and an upgraded crossing linking across 21st Street. Stakeholders consistently cite 21st Street as a major barrier. Pedestrian sightlines for vehicles traveling west are difficult due to the steep grade, and walkers feel exposed due to fast moving, heavy traffic volumes during peak hours

Subsections within these objectives pertaining to the Prairie Line trail are as follows:

Urban Design

The trail should be designed as a multi-purpose walk and bike path—efforts should be taken to ensure that commuting cyclists do not overpower pedestrians with speed.

Urban hardscape and activity areas should be available for use in front of street-level use within adjacent buildings.

Truck loading and other services should be maintained as needed and where feasible for existing businesses through use of bollards; the City should experiment with the use of electric, retractable bollards as a pragmatic design element.

Incorporate History and Local Art Elements

1. 1.1: Planning Context, Brewery District Development Concept Study: Final Draft, VIA Architecture, Seattle, WA, BCRA, Tacoma, WA, Beckwith Consulting, La Connnor, WA, April 2010, P. 4.

Design should incorporate small-grain details, including natural or salvaged materials from the local environment as well as the rails themselves.

During interim phases, the City should program temporary contemporary art in, on, and near the Line to highlight the transitional nature of the neighborhood and invite people to experience the dynamic history of the place.

Ongoing arts projects may incorporate sustainability.

Water Experience and Green Infrastructure

Prairie Line design should provide for a green infrastructure alternative to the industrial/urban character of the surrounding neighborhood, including low-impact development for storm water.

Celebrate natural spring water with rain gardens, permeable surfaces, bridges, and place-based opportunity for interaction with the water. These aspects should be planned for incorporation as funding allows.[2]

Downtown Element (Comprehensive Plan, 2015)

The Downtown Element is included in the City's comprehensive plan as a stand-alone chapter—emphasizing downtown Tacoma's critical place in the overall health and vibrancy of the community. The Prairie is explicitly referenced in the following plan segments.

Chapter 3.0: Urban Design and the Performance of the City provides the following elements related to Union Station:

3.1: Union Station

3.1A, Prairie Line Multi-Use Trail: The former BSNF rail corridor, the "Prairie Line," connects the University of Washington Tacoma, Brewery District, and the Water Ditch Trail at South Tacoma Way with the Tacoma Art Museum and the emerging waterfront neighborhood (via 15th street). The City should continue to negotiate with the BSNF to: a) achieve at minimum the 20' corridor right-of-way and b) provide an expanded and enhanced pedestrian crossing at 15th Street to Dock Street.

Within chapter 3. 1 Union Station are the following policy and action recommendations relating to the Prairie Line:

- The City should pursue the creation of a fully integrated Prairie Line through the development of an integrated design for the entire 80' right-of-way, connecting to South Tacoma Way along Hood Street.
- The Prairie Line should be designed as an active, multi-purpose pathway with coordinated pedestrian lighting, paving and landscaping along its length, with some measure of weather protection and seating in key segments.
- Adjust associated DMU and WR zoning regulations to encourage buildings that contain multiple entries, balconies and active "eyes" facing the Prairie Line. Consider making these buildings eligible for a facade improvement program.

2. Development Objectives, Chapter 3: Development Objectives and Vision, Brewery District Development Concept Study: Final Draft, VIA Architecture, Seattle, WA, BCRA, Tacoma, WA, Beckwith Consulting, La Connor, WA, April 2010, Pgs. 52-53.

- New buildings adjacent to the Prairie Line should be set-back from the existing right of way. Uses such as cafes, porches, and loading docks may be located within the set-back. Buildings fronting the Prairie Line should contain one or all of the following: A porch-like outlook, balconies; public/private open space, seating areas, retail or cafes, workshops, or loading docks.
- The Prairie Line should be considered a "sunlight access priority area" where there are restrictions on shadowing by development. Buildings adjacent should mitigate bulk and volume through appropriate siting, and the use of significant transparency to complement the trail.[3]

Chapter 3.0: Urban Design and the Performance of the City provides the following elements related to the Brewery District:

- 3.3: The Brewery District: The Brewery District will be linked via the non-motorized pathway, the Prairie Line on Hood Street, and the existing water ditch trail to South Tacoma Way. Strong pedestrian links to the Dome and Waterfront should be developed. The extension of the commuter rail through the center of the district will be designed to provide a southern "gateway" to Pacific Ave.
- 3.3A, Prairie Line to Water Ditch Trail: The Prairie Line is a new major non-motorized connection between Downtown and neighborhoods to the south via South Tacoma Way. See policies and actions listed in Section 3.1A.[4]

One Tacoma: Tacoma Comprehensive Plan (2015)

This updated comprehensive plan takes much of its direction from Tacoma 2025, a strategic planning document, completed in 2014, that identifies key focus areas and core values. One focus area, the natural and built environment, relates particularly to Prairie Line Trail development. It has an emphasis on "active living" via access to parks, trails, bike lanes, and other opportunities that allow people to connect to nature. This focus area centers on the following priorities:

- Increase transportation options. Tacomans need to be mobile, with transportation choices that include transit, bicycling and walking.
- Sustain and improve Tacoma's natural environment. Tacoma residents treasure their outstanding parks and stunning natural setting; these must be maintained.
- Grow and enhance the vitality of Tacoma's neighborhoods. Transit-oriented and infill development, as well as reuse of historic buildings and districts, provides housing, economic, and environmental benefits.
- Improve and maintain Tacoma's streets. Tacoma's residents are concerned about the condition of their streets and maintenance is a top priority.[5]

3. 3.1A Prairie Line Multi-Use Trail, Union Station Opportunities, 3.0-Urban Design and the Performance of the City, Downtown Plan, One Tacoma, City of Tacoma, WA, 2015, P. 49.

4. Ibid., P. DT-59

5. Natural and Built Environment, Chapter 1 - Introduction and Vision, One Tacoma, City of Tacoma, WA, 2015, p. 1-18.

Other focus areas include health and safety. Priorities for this include:

- Increase active living, which is Tacoma's greatest opportunity to improve the health of its residents.[6]

The plan is divided into various chapters that relate to the focus area visions.

Chapter 2, "Urban Form Goals" supports the Prairie Line with the following objectives and supporting policies:

GOAL UF–11: Preserve and protect open space corridors to ensure a healthy and sustainable environment and to provide opportunities for Tacomans to experience nature close to home. [7]

Policy UF–11.3: Ensure that connections between Open Space Corridors, streets, and trail systems are located and designed to support the functions of each element, and create positive interrelationships between the elements, while also protecting habitat functions, fish, and wildlife.[8]

GOAL UF–12: Create an integrated Signature Trail system that connects city neighborhoods to regional trail systems.

Policy UF–12.1: Create a network of distinctive and attractive Signature Trails that link centers, parks, schools, rivers, natural areas, and other key community destinations.

Policy UF–12.2: Create an integrated Signature Trail system that connects city neighborhoods to regional trail systems.

Policy UF–12.3: Design Signature Trails to provide multiple benefits that contribute to Tacoma's pedestrian, bicycle, environmental health, and parks and open space systems.

Policy UF–12.4: Use design options such as distinctive path design, landscaping, tree plantings and scenic views, low impact development BMPs, and other appropriate design options, to create Signature Trails that extend the experience of open spaces and nature into neighborhoods.[9]

Chapter 3, "Design and Development" provides support for the Prairie Line in the following goals and supporting policies. While not expressly concerning trails or the Prairie Line, the intangible benefits of the arts as a part of trail development can be supported by Goal DD-14 in this chapter.

GOAL DD-14: Infuse the city's built environment with creative expression and design that encourages further creativity and results in vibrant public spaces where people want to be. [10]

Policy DD–14.1: Increase the opportunities for the public to provide placemaking in neighborhoods and business districts to help reflect, define, and celebrate distinct areas.

Policy DD–14.2: Consider public art early in the planning phase to ensure the biggest impact and leverage existing construction budgets to benefit from artful design.

Policy DD–14.3: Provide access to the creative process and cultural resources for all neighborhoods, cultural communities, and segments of the city and its populations.

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6. Health and Safety, Chapter 1 - Introduction and Vision, One Tacoma, City of Tacoma, WA, 2015, p. 1-20.
7. Urban Form Goals, Chapter 2 – Urban Form, One Tacoma, City of Tacoma, WA, 2015, p.2-2.
8. Open Space Corridors, Chapter 2 – Urban Form, One Tacoma, City of Tacoma, WA, 2015, p. 2-54
9. Signature Trails, Chapter 2 – Urban Form, One Tacoma, City of Tacoma, WA, 2015, p. 2-55.
10. Design and Development Goals, Chapter 3-Design and Development Goals, One Tacoma, City of Tacoma, WA, 2015, P. 3-2.

Policy DD–14.4: Support and leverage the use of vacant and/or underutilized buildings, facades, and leftover spaces in public rights-of-way for creative expression and activities that transform blighted spaces and re-engage community.

Policy DD–14.5: Encourage diversity of public art throughout the city that includes a variety of materials, styles, approaches and artists.

Policy DD–14.6: Provide incentives for public art as a component of public and private development projects.

Policy DD–14.8: Leverage the creative talent of artists and designers to shape the identity of place, enliven a sense of belonging, and drive a compelling vision for the built environment.

Policy DD–14.9: Create spaces that are consistently interesting and have active presences to the street to promote more pedestrian activity and create public perception of safety and animation.

Policy DD–14.10: Design civic spaces to include public art and to highlight the culture of neighborhoods and diverse communities and enable and encourage opportunities for engagement by the community.

Policy DD–14.13: Develop and implement arts experiences that shape the identity of place.[11]

Chapter 8, "Parks and Recreation" supports the Prairie Line with the following goals and supporting policies. The City and Metro Parks Tacoma work in concert to provide parks and recreational facilities and opportunities. Metro Parks Tacoma goals are outlined later in this chapter.

GOAL P-1: Strive to provide safe, convenient, and equitable access to high-quality parks, natural areas, trails, and recreational opportunities and contribute to the health and well-being of all Tacomans.[12]

Policy P–1.1: Provide and maintain an adequate supply and variety of parkland and recreational facilities to serve the city's current and future population based on identified level-of-service standards and community needs.

Policy P–1.4: Provide a variety of recreational facilities and services that contribute to the health and well-being of Tacomans of all ages and abilities.

Policy P–2.6: Coordinate the planning and improvement of trails with corridor improvements.[13]

GOAL P-7: Establish and maintain a complete park and recreation system to serve the diverse needs of Tacoma residents.

Policy P–7.14: Establish, improve, and maintain a citywide system of public trails that are a component of a larger network of bicycle and pedestrian facilities. This citywide trail system should connect Tacoma's neighborhoods, employment centers, schools, parks, natural areas, recreational facilities, commercial areas, regional trail system, and other key places that Tacomans access in their daily lives.

Policy P–7.15: Utilize Tacoma's natural topography to connect Tacomans to natural areas and the waterfront.

11. Creative Placemaking, Public Art and Cultural Activities, Chapter 3-Design and Development Goals, One Tacoma, City of Tacoma, WA, 2015, Pgs. 3-27-29.

12. Parks and Recreation Goals, Chapter 8 – Parks and Recreation, One Tacoma, City of Tacoma, WA, 2015 P. 8-2.

13. Equity and Access, Goals and Policies, Chapter 8 – Parks and Recreation, One Tacoma, City of Tacoma, WA, 2015, P. 8-6.

Policy P–7.16: Design specific trails according to the purposes served and the location.

a. Trails developed primarily for low-impact access to, or through, habitat areas should be developed to minimize their impact to the environment with location choices, narrower width, and the use of pervious surfaces.

b. Trails developed as non-motorized transportation corridors should be wide enough for the projected use and developed with a durable hard surface.[14]

Policy P–7.22: Recognize the strong community connection to Tacoma's shorelines and waters as cultural, historic, recreational, educational, economic, natural, and aesthetic assets of tremendous value.[15]

Policy P–7.23: Enhance Tacoma's identity as a waterfront community, including designating and enhancing shoreline areas for public access, recreation, educational and interpretive displays, public art, community events, habitat restoration, and other activities.[16]

Prairie Line Trail Conceptual Design Plan

This conceptual design study for the entire length of the Prairie Line Trail was commissioned by the City of Tacoma Planning and Development Services. Its purpose is to suggest a conceptual design approach for the Trail. Goals identified by the plan include:

- Catalyze economic and neighborhood development by creating a signature public space that connects downtown districts, maintains access for adjacent properties, attracts private economic development, and harmoniously integrates with and enhances its surroundings.
- Connect the Foss Waterway, downtown destinations and regional bicycle and pedestrian networks via a safe, comfortable, and accessible multi-use pathway.
- Develop a series of attractive, safe, and meaningful open spaces that provide opportunities for the community to interact, learn, and play.
- Respect the history of the Prairie Line, particularly the curve and grade of the tracks, and the story of its land, people, and economy through preservation and interpretation.
- Integrate public art and design features that create connections to Tacoma's place, culture, environment, and history.
- Integrate natural features and systems, including innovative stormwater strategies, and inspire interactions with the natural environment.[17]

14. Trails, Complete Park System, Chapter 8 – Parks and Recreation, One Tacoma, City of Tacoma, WA, 2015 P. 8-20.

15. Ibid., P. 22.

16. Ibid., P. 23.

17. Project Goals, Prairie Line Trail Conceptual Design, City of Tacoma Planning and Development Services, City of Tacoma Public Works, Alta Planning and Design, Place Studio, Tacoma, WA, P. 7.

Public Art Framework for Tacoma's Prairie Line Trail

This study looks at public art design themes that could be incorporated into overall development of the Prairie Line Trial. It begins by laying out four overlapping strategies:

- Immediate, short-term installations should stake out the path of the corridor, before the trail is built. This will provoke public awareness of the trail and encourage artistic exploration of the trail's meaning and character in a way that might inform longer-term design strategies. A demonstration project, "Temporal Terminus," was implemented as part of this plan to illustrate this concept in November 2011.
- Artwork should be incorporated into the infrastructure of the newly constructed trail or the immediate cityscape, with a focus on new spaces designed for stormwater management. There is an immediate opportunity to work with the Pacific Avenue Streetscape project, which terminates at the point where the trail crosses Pacific Avenue.
- Artwork should be developed for specific, unique locations along the trail—locations that exist now or that will come into being when the corridor is rebuilt. These locations might be planned and designed by the City or the University or their design consultants, or perhaps even by the museum or private developers, depending on the ownership.
- Unique and special projects should be considered during the trail's design phase, and design plans adjusted accordingly, even if the artworks are implemented later. These should be organized directly by the City's or the University's public art programs, in consultation with the design teams.[18]

The plan continues with vision and goals statements.

> "A Vision for Art Along the Trail: Public art along the Prairie Line Trail" will support the creation of a vibrant public place in Tacoma, drawing on the energy of Tacoma's art community to bring the corridor's unique character to life.
>
> Goals for art along the trail include creating art and design features that:
>
> > Respond to and enhance people's experience of the key contexts for the trail—history, environment and connection.
> >
> > Respond uniquely to the specific nature (uses, visual context) of particular sites along the trail.
> >
> > Exist in a range of timeframes, from short-term to long-term, durable, iconic projects.
> >
> > Give the trail a continual, cohesive identity as it threads through various districts of the city.
> >
> > Draw on the unique creative talents of artists who are based in Tacoma and the Puget Sound region.

Guiding principles for the Public Art Plan:

- Context: The overall Prairie Line Trail public art initiative will reflect the overall urban context, particularly the contexts of history, environmental management (stormwater, tree canopy, native habitat), and urban connections.

18. Strategies and Opportunities, Public Art Framework for Tacoma's Prairie Line Trail, City of Tacoma Arts Commission, Tacoma, WA, Todd Bressi, Urban Design, Place Planning and Public Art, Narberth, PA, Robert Gay and Lucy Begg, Thoughtbarn, Austin, TX, P. 4.

- Integrity: Artists and designers working on one segment of the trail will work with ideas that have enough integrity and resilience to inform art and design along the rest of the trail.
- Collaboration: Artists and designers along all segments of the trail will collaborate to develop design "strands" or "palettes" (materials, colors, forms) that can visually unite the trail while allowing artistic and design responses that address the unique character, uses, budgets, management, and maintenance requirements of each trail segment.
- Time: The art initiatives in particular will have the flexibility to evolve over time, as the trail is designed and as it comes into use, so the art can reflect the evolution of how the trail is used and how it relates to the adjacent cityscape.[19]

The plan concludes with four strategies and tactics, called "layers."

- Layer One: Activating the Trail Corridor
- Layer Two: Designing and Building the Trail
- Layer Three: Special Places along the Trail Corridor
- Layer Four: Potential Art Projects to be Commissioned for the Trail Corridor[20]

South Downtown SubArea Plan (2013)

Sponsored by the Puget Sound Regional Council (PSRC) as a part of their Growing Transit Community Partnership (GTC), this plan integrates previous federal, state, regional, county and city planning efforts to advance economic development through coordinated land use, transportation, and economic decision-making. The plan is the basis for a non-project Environmental Impact Statement (EIS) that is intended to clear roadblocks to individual development activities in the area. The planning area roughly encompasses the 600 block of the southern portion of downtown Tacoma, including five distinct districts: Dome District, Brewery District, UWT/Museum District and the southern portions of the Hillside neighborhood and the Thea Foss Waterway.[21]

The plan contains five strategies in a policy framework. While the Prairie Line might be impacted by all the strategies, it is most directly linked to Strategies 2, 3 and 5.

Strategy 2, "Leverage South Downtown's Assets" provides the following policy and action items:

Policy 2.2: Catalyze economic and neighborhood development by creating a signature public space that connects downtown districts, maintains access for adjacent property owners, enhances private redevelopment opportunities, and harmoniously integrates with and enhances its surroundings.

Action 2.2.2: Consider potential synergies with adjacent redevelopment in the design of the north end of the Prairie Line between Pacific Avenue and I-705[22]

Action 2.2.3: Explore the potential for incentivizing specific desired uses in new development fronting on the Prairie Line

19. Ibid., P. 9.
20. Ibid., Pgs. 11-16.
21. 01-Introduction, City of Tacoma South Downtown Sub-Area Plan, Via Architecture, Seattle, WA, November 2013, Pgs. 3-10.
22. Strategy 2: Leverage South Downtown's Assets, Chapter 3: Policy Framework, City of Tacoma South Downtown Plan.

Action 2.2.4: Secure funding to implement the extension of Prairie Line improvements north and south from the UWT campus

Action 2.2.5: Proactively collaborate with UWT on development and programming of the Prairie Line Trail

Strategy 3, "Enhance and Connect the Public Realm" provides the following policy and action items:

Policy 3.1: Provide ample open space for projected future growth.

Action 3.1.10: Explore the Prairie Line corridor south of South 25th Street as future extension of the Prairie Line Trail, and also as a location for a low-speed, multiple-use, shared street open space.

Policy 3.2: Build a legible system of public walkways, trail corridors, and active street linkages that connect South Downtown's neighborhoods, waterfronts, and key destinations.

Action 3.2.1: Implement the planned/proposed trails in Tacoma's Open Space System map, including the Prairie Line, South C Street to the Water Ditch Trail, South A St under the freeway and across the railroad track to the Foss Waterway, the east side of the Foss, East B Street "Gulch," East D Street, and East 25th Street.

Action 3.2.4: If the intervening property is renovated or redeveloped, encourage the integration of a publicly accessible, midblock crossing to connect the Prairie Line Trail and South Holgate Street at South 24th Street.

Action 3.2.8: Create well-marked, multi-use trail loops utilizing both sides of the Foss Waterway, the Prairie Line, East D Street, Puyallup Avenue, the overpass at 15th Street, and the 11th Street Bridge.

Action 3.2.11: Investigate potential future extensions of the Prairie Line Trail along the historic rail corridor, north from South 15th Street with a connection to the Murray Morgan Bridge, or south into the Nalley Valley.[23]

Strategy 5, "Advance the Vision for the Foss Waterway" includes the following policy item:

Policy 5.3.7: Consider a potential future extension of the Prairie Line Trail north from South 15th Street along the historic rail corridor with a connection on to the Murray Morgan Bridge.[24]

According to Chapter 8, "Open Space," the Prairie Line is one of the most important open space projects in south downtown, and ranks second of all projects considered in the Puget Sound Regional Council's prioritization of proposed bicycle/pedestrian projects throughout the region."[25] It is also ranked as the highest priority project within the

23. Strategy 3: Enhance and Connect the Public Realm, Chapter 3: Policy Framework, City of Tacoma South Downtown Subarea Plan, Via Architecture, Seattle, WA, November 2013, Pgs. 62-63.

24. Strategy 5: Advance the Vision for the Foss Waterway, Chapter 3: Policy Framework, City of Tacoma South Downtown Subarea Plan, Via Architecture, Seattle, WA, November 2013, P. 68.

25. Prairie Line Trail, Chapter 8: Open Space, City of Tacoma South Downtown Subarea Plan, Via Architecture, Seattle, WA, November 2013, Pgs. 129-30.

"University of Washington Projects of Area-Wide Significance category" for its potential for connectivity between districts and catalytic effects on private redevelopment.[26]

Thea Foss Design and Development Plan: A Comprehensive Plan Element (2006)

This plan calls for significantly upgraded public access to the waterfront. While not explicitly referencing the Prairie Line Trail, the trail will intersect at points with the proposed shoreline walkway And it is an implied part of the overall goal linking key areas of downtown Tacoma with the waterfront.

University of Washington PLT-UWT Station: Design Development Presentation (December 2012)

This study provides design ideas for the portion of the Prairie Line Trail that runs through the University of Washington-Tacoma campus. Many of these concepts were incorporated into the eventual trail development. The study begins by outlining goals:

- Develop Hood Corridor as an essential Open Space for UWT campus
- Respect and enhance the gentle Curve of Tracks into the aesthetic of the open space development
- Celebrate and leverage opportunities provided by Community Connections
- Respond to the Industrial Past of surrounding area
- Honor the Historic Significance of the railroad terminus
- Incorporate sustainable strategies for Storm Water management
- Provide accessible Campus Connections
- Provide a Safe and Secure campus pathway and civic heart of campus
- Minimize the width dedicated to Easements[27]

The plan goes on to discuss concept and context, artifacts, overall approach, and design emphasis, culminating in a master plan. The study includes a discussion of appropriate materials, as well as a development plan/schedule. Ideas from this study are being incorporated into Phases II and III of the Prairie Line Trail development.

PIERCE COUNTY

Pierce County Comprehensive Plan: Honor the Past, Look Ahead (2016)

The recently adopted plan includes a section on Trails within Chapter 11—"Parks and Recreational Element. Goal 8 establishes the county's overall role in respect to parks and recreation:

> GOAL PR-8: Serve as a regional coordinator, leading the effort to forge partnerships and foster opportunities

26. University of Washington Projects of Area-Wide Significance, Chapter 10: Capital Facilities, City of Tacoma South Downtown Subarea Plan, Via Architecture, Seattle, WA, November 2013, P. 173.

27. Goals, University of Washington/PLT-UWT Station, Design Development Presentation, University of Washington-Tacoma, Tacoma, WA, December 3, 2012, Slide 5.

for countywide collaboration for parks, open space, trails, water access, programs, and services.

Goals 10 through 18: Speak directly to trail development in the county, without mentioning the Prairie Line or any other specific trails.

GOAL PR-10: Provide a connected system of trails that link communities to parks, open spaces, public facilities, and areas of interest and provide nonmotorized transportation and recreation opportunities.

GOAL PR-11: Develop regional trail routes, crossings and trail facilities that are accessible to all.

GOAL PR-12: Incorporate design techniques that offer a variety of experiences while minimizing impacts to the natural environment and neighboring uses.

GOAL PR-13: Provide access for equestrian use in the rural area on routes that serve public stables or other equestrian pathways and do not limit other transportation uses in the corridor.

GOAL PR-14: Develop planting standards that prohibit vegetation from negatively impacting the long term maintenance of the trail network.

GOAL PR-15: Provide facilities and trail support services to accommodate the needs of trail users.

GOAL PR-16: Provide trail maintenance that is responsive, cost effective and resourceful for the long term success of the regional trails system.

GOAL PR-17: Provide and enhance connectivity to important County and regional destinations, between multiple jurisdictions, and to neighboring counties.

GOAL PR-18: Coordinate with cities and local communities, federal agencies, tribes, park districts, user groups, and neighboring counties to develop a successful regional trail system.

PR-18.1: Coordinate and cooperate with surrounding jurisdictions and providers to create a seamless regional trail system.[28]

Pierce County Parks, Recreation, and Open Space (PROS) Plan (Updated 2009)

This document, which is also referenced in the Pierce County Comprehensive Plan, includes an updated Regional Trails Plan and is included in the PROS plan to improve coordination and to create a unified planning document.

The Regional Trail Vision: The Pierce County Regional Trails System will be an accessible and seamless trails network used by people of all ages and abilities for recreation and transportation. Pierce County trails will provide users with the opportunity to experience recreation, solitude or companionship, and provide a practical transportation option. It will offer connections to major developed areas and attractions within the County, provide opportunities for appreciation of nature, and connect the County to the greater region[29]

The Prairie Line is classified as a sub-regional trail in the plan, defined as: Sub-regional trails provide transportation and recreational benefits by linking two or more regional trails. Sub-regional trails provide connections between cit-

28. Chapter 11 – Parks and Recreation Element, Pierce County Comprehensive Plan, Pierce County Department of Planning and Land Services, Tacoma, WA, 2016, pgs 11-6 to 8.

29. Introduction, Pierce County Parks, Recreation and Open Space (PROS) Plan, MIG, Portland, OR, 2009, p.1.

ies, towns and key destinations. Sub-regional trails also create recreation loops to county and regional parks, natural areas and other environmental features.[30] The idea is to connect sub-regional trails with regional trails to create a broad, integrated regional trails network. [31]

Goals and selected policies supporting the regional trail vision include:

Goal 2A, Healthy Communities: Create healthy communities throughout the county by promoting active lifestyles, reducing reliance on personal motor vehicle travel, and offering free opportunities for recreation and physical activity.

Goal 2B, Accessibility: Develop regional trail routes, crossings and trail facilities that are accessible to all

Goal 2D, Regional Connectivity: Provide and enhance connectivity to important county and regional destinations, between multiple jurisdictions, and to neighboring counties.

Goal 2E, Awareness and Education: Strengthen the awareness of the regional trails network through a widespread promotional campaign, and promote trail safety and user education

2E.1: Provide current and easily accessible information about the regional trails system using multiple means of communications.

2E.2: Provide information on the county's website and include items such as trail route and access information.

2E.3: Provide interpretive and historical signage along the regional trails and include interpretive and historical signage in all regional trail planning and construction reviews.

2E.4: Hold public events that bring awareness and attention to the regional trails system.

2E.5: Monitor trail use over time by conducting trail counts and seeking input from trail users.

2E.6: Support and expand safety education programs for adults and children, as well as different user groups and motorists to increase knowledge of safe trail use, and encourage positive individual behavior change.

2E.7: Work with area school districts to create trail use and safety education programs for students.

2E.8: Work with area trail partner groups to promote trail use and provide safety education for the general public.

Goal 2F, Trail Design: Incorporate innovative design techniques that minimize impacts to the natural environment and neighboring uses and that offer a variety of experiences and diverse facilities.

2F.1: Design trails that provide recreation opportunities, as well as transportation routes for pedestrians, bicyclists, equestrians, and boaters.

2F.2: Design trails that provide a variety of trail lengths and destinations and offer loops that are interconnected.

2F.3: Plan, size, and design trails in accordance with the county's Low Impact Development (LID) tech-

30. Trail Classification System, Chapter 7.3 – Regional Trail System, Pierce County Parks, Recreation and Open Space (PROS) Plan, MIG, Portland, OR, 2009, p. 146.

31. Map 10: Trail Classification, Chapter 7.3 – Regional Trail System, Pierce County Parks, Recreation and Open Space (PROS) Plan, MIG, Portland, OR, 2009, P. 151.

niques, American Association of State Highway and Transportation Officials (AASHTO) design guidelines, ADA and ABA guidelines, Crime Prevention Through Environmental Design (CPTED), Washington State Department of Transportation (WSDOT) requirements and Federal Highway Administration (FHWA) standards.

2F.4: Provide trails signage in accordance with the Manual on Uniform Traffic Control Devices, as published by the FHWA.

Goal 2G, Facilities and Services: Offer sufficient facilities and trail support services to accommodate the needs of various trail users.

2G.1: Provide clear signage, pavement markings, interpretive signs, and historical markers for way-finding, education, points of interest rules and regulations, and traffic safety targeted to equestrians, bicyclists, pedestrians, boaters, and motorists.

2G.3: Design centralized staging areas and trailheads for trail access. Trailheads should include parking, trail orientation and information, kiosks, and any necessary specialized unloading features (ADA accessibility, equestrian facilities, etc.).

2G.4: Maximize the number and diversity of viewing and educational opportunities.

Goal 2H, Maintenance: Provide routine trail maintenance that is responsive, effective and resourceful, to ensure the long term success of the regional trails system.

Goal 2I, Coordination: Coordinate with cities and local communities, federal agencies, tribes, park districts, user groups and organizations, and neighboring counties to ensure the successful development of a regional trails system.

2I.1: Coordinate and cooperate with surrounding jurisdictions and providers to create a seamless regional trails system.

2I.2: Encourage special purpose districts, cities, towns, ports, tribes, and community plan areas to provide trail connections through their jurisdictions and provide access to the regional trails system.

2I.3: Encourage developers and private land owners to provide trail connections through their developments and provide access to the regional trails system.

2I.4: Promote public/private partnerships in development, implementation, operation and maintenance of trail projects.

2I.5: Enhance coordination for improved response time to trail maintenance issues.

2I.6: Coordinate with utility providers for scheduling maintenance along trail corridors to ensure user notification of disruptions, and anticipate opportunities for trail improvements.

2I.7: Coordinate with local trail interest groups and advocates in development, implementation, operation and maintenance of trail projects.[32]

32. Trail Goals and Policies, Chapter 7.1 – Regional Trails Plan, Pierce County Parks, Recreation and Open Space (PROS) Plan, MIG, Portland, OR, 2009, Pgs. 104-109.

Thurston County Regional Trails Plan (2007)

The Prairie Line Trail terminus lies in Thurston County. The City of Yelm acquired a 4.8-mile stretch of the Prairie Line, extending from State Route 510 in downtown Yelm to the Town of Roy,[33] according to the Thurston Regional Trail Plan.

According to the plan, "This trail is significant for its potential to connect the Thurston Regional Trail Network with Pierce County. The City may someday restore rail operations to this corridor and at that time the Yelm Prairie Line would become a trail with rail." At the time of the plan's development, 0.3 miles of the trail had been paved, and the City of Yelm was seeking additional funding to complete paving of all portions of the trail within the city limits. [34], [35]

33. Thurston Region Trail Network, Chapter 3 – Conditions and Recommendations, Thurston Regional Trails Plan, Thurston Regional Planning Council, Olympia, WA, 2007, P. .3-2.

34. Ibid., P. 3-19.

35. Yelm Prairie Line Trail, Parks and Recreation, City of Yelm, WA Website, http://www.ci.yelm.wa.us/parks_and_recreation, accessed 7.5.2016.

Reference Maps

The following maps were generated as part of the survey work to inform findings. They are included for general reference.

Map A.1 Overview of Former Buildings along PLT, ca. 1873-1896

Map A.2 Overview of Former Buildings in 2500 Block

Map A.3 Overview of Former Buildings in 2300 Block

Map A.4 Overview of Former Buildings in 2100 Block

Map A.5 Overview of Former Buildings in 1500 Block

Map A.6 Overview of Former Buildings along PLT, 1897-1912

Map A.7 Overview of Former Buildings in 2500 Block, 1897-1912

Map A.8 Overview of Former Buildings in 2300 Block, 1897-1912

Map A.9 Overview of Former Buildings in 2100 Block, 1897-1912

Map A.10 Overview of Former Buildings in 1500 Block, 1897-1912

Map A.11 Overview of Former Buildings along PLT, 1913-1950

Map A.12 Overview of Former Buildings in 2500 Block, 1913-1950

Map A.13 Overview of Former Buildings in 2300 Block, 1913-1950

Map A.14 Overview of Former Buildings in 2100 Block, 1913-1950

Map A.15 Overview of Former Buildings in 1500 Block, 1913-1950

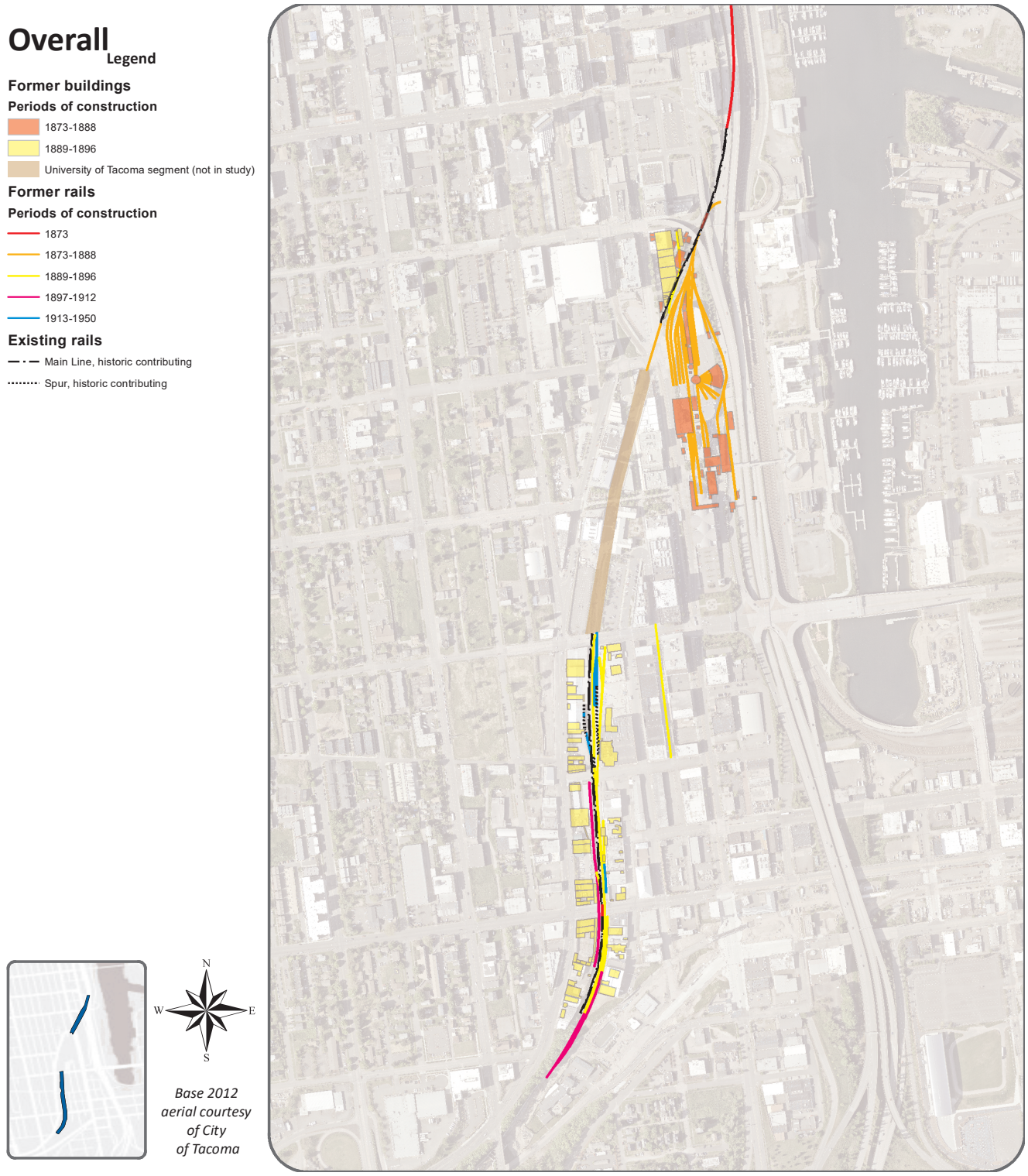
Map A.16 Overview of PLT by period of construction

Map A.17 2500 Block of PLT by period of construction

Map A.18 2300 Block of PLT by period of construction

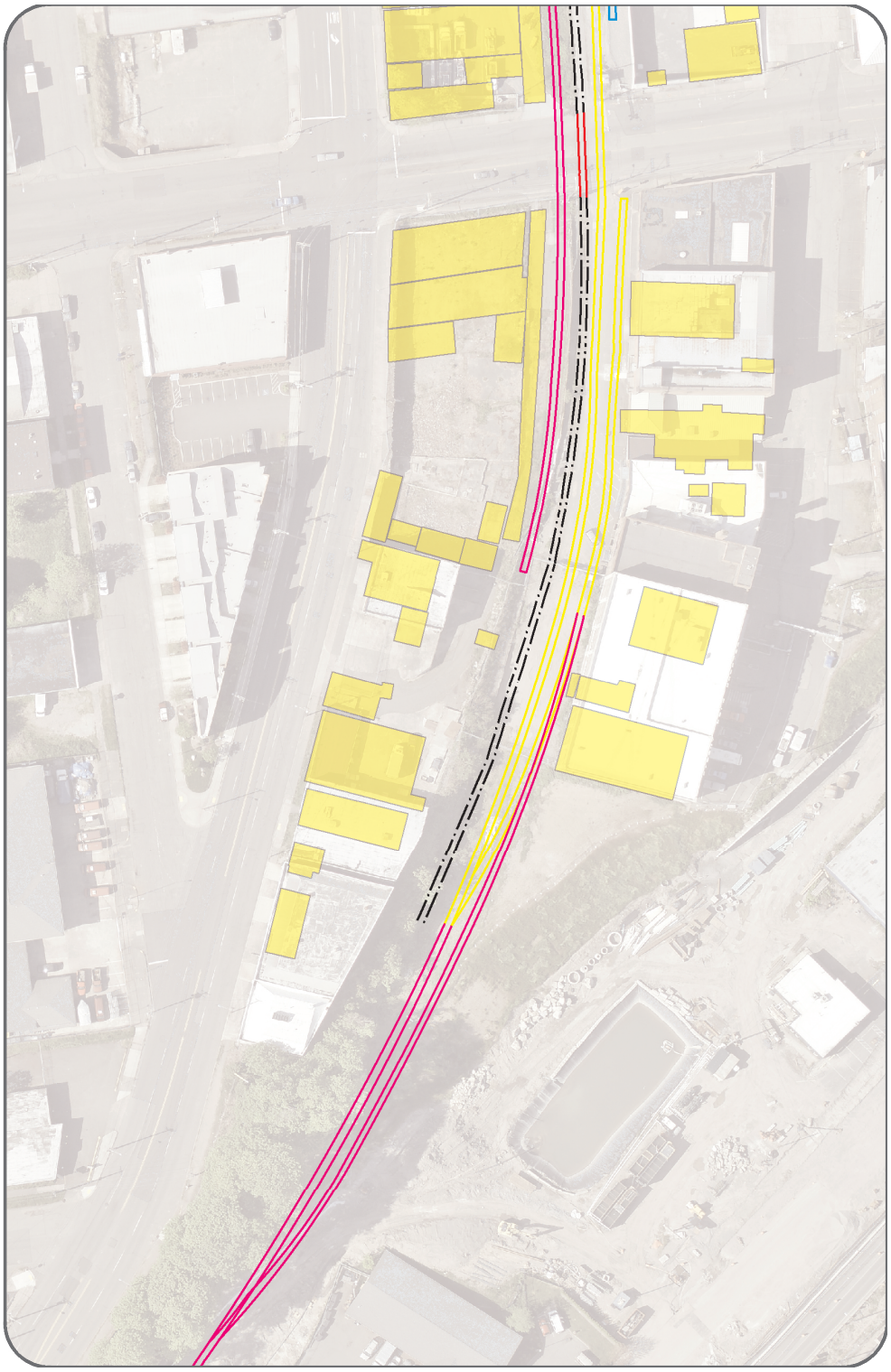
Map A.19 2100 Block of PLT by period of construction

Map A.20 1500 Block of PLT by period of construction



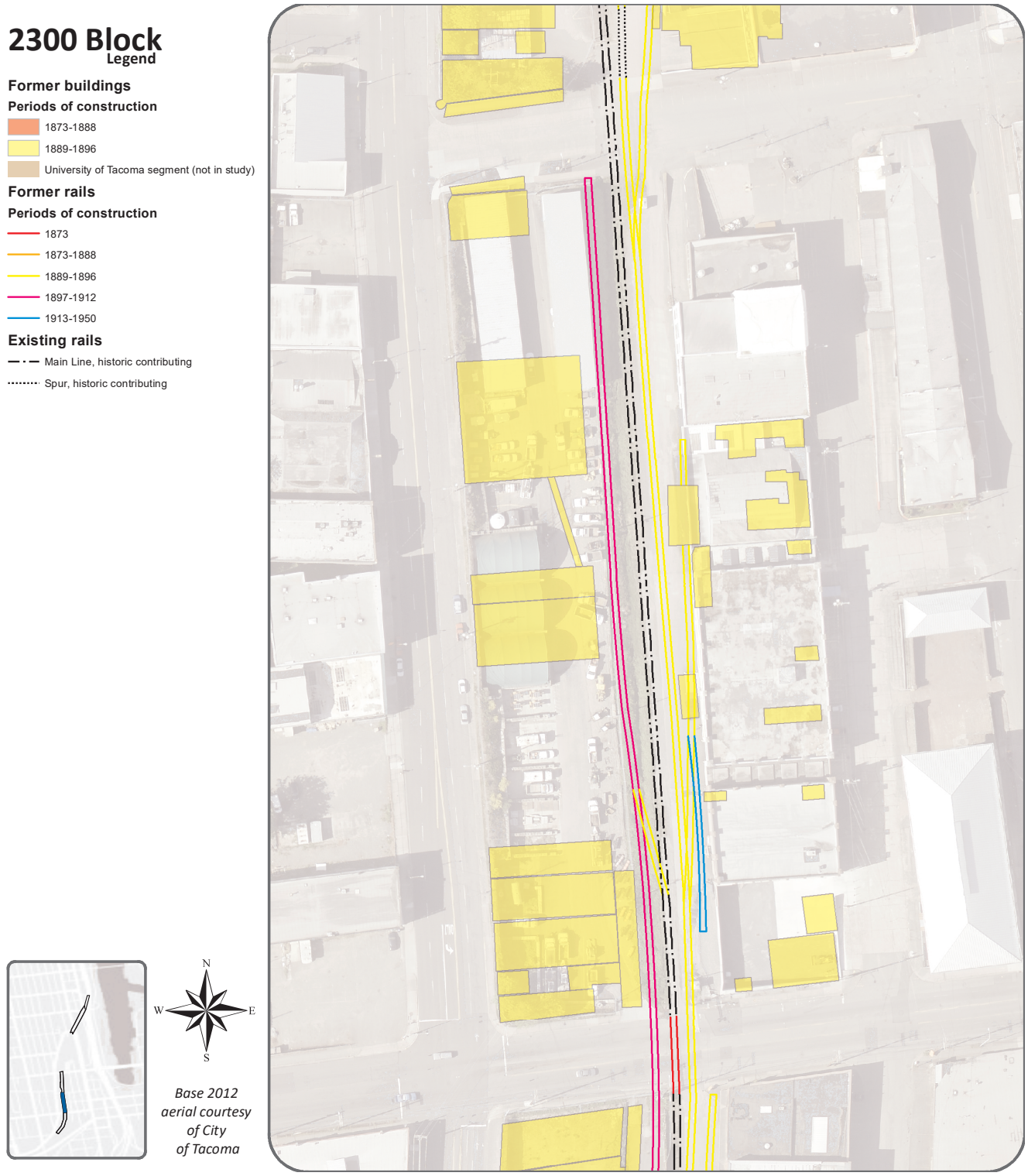
Map A.1 Overview of Former Buildings along PLT, ca. 1873-1896

Overview map of former buildings along the rail corridor, built between ca. 1873 and 1896.



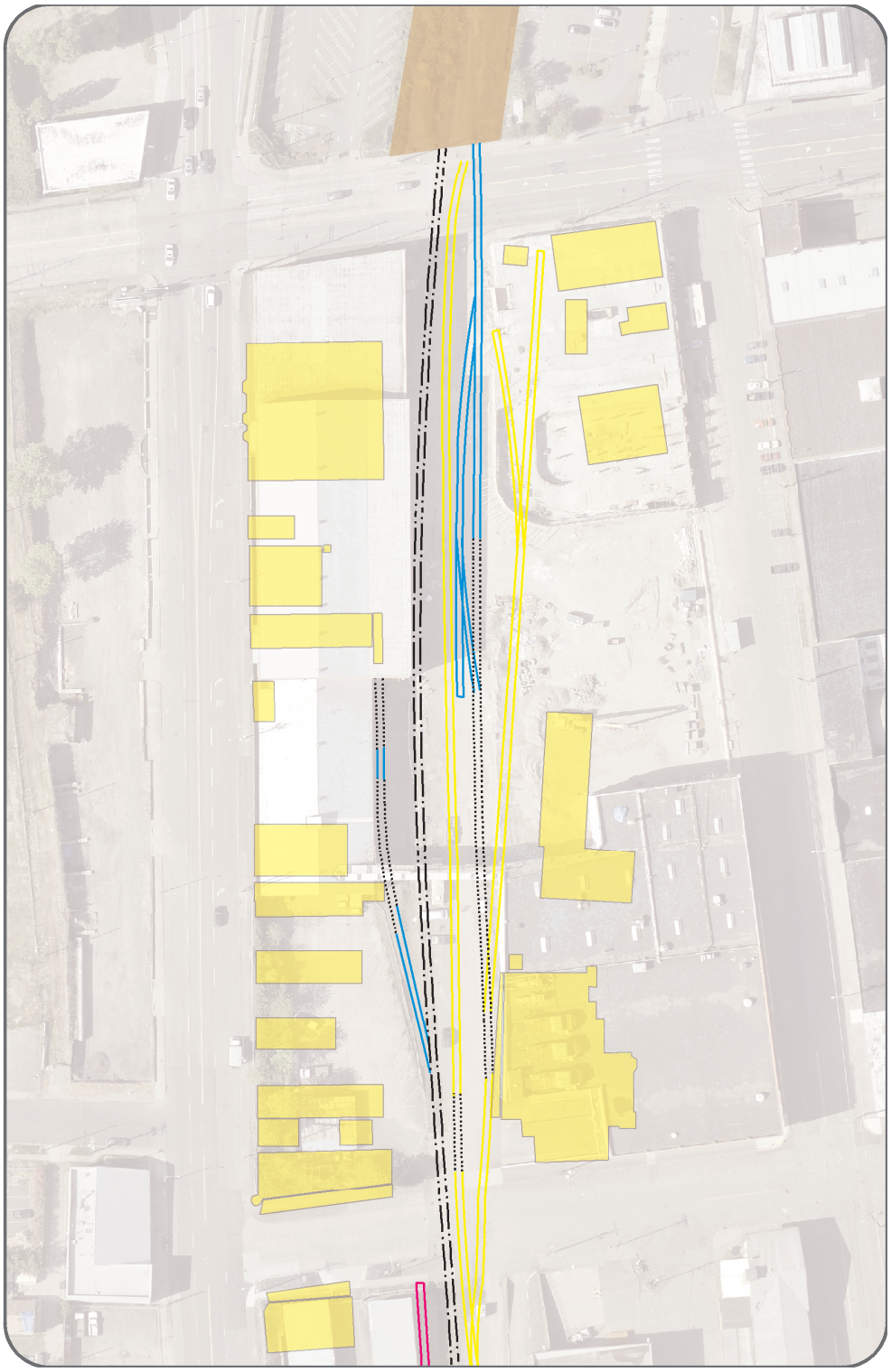
Map A.2 Overview of Former Buildings in 2500 Block

Detail map of former buildings along the rail corridor, built between ca. 1873 and 1896.



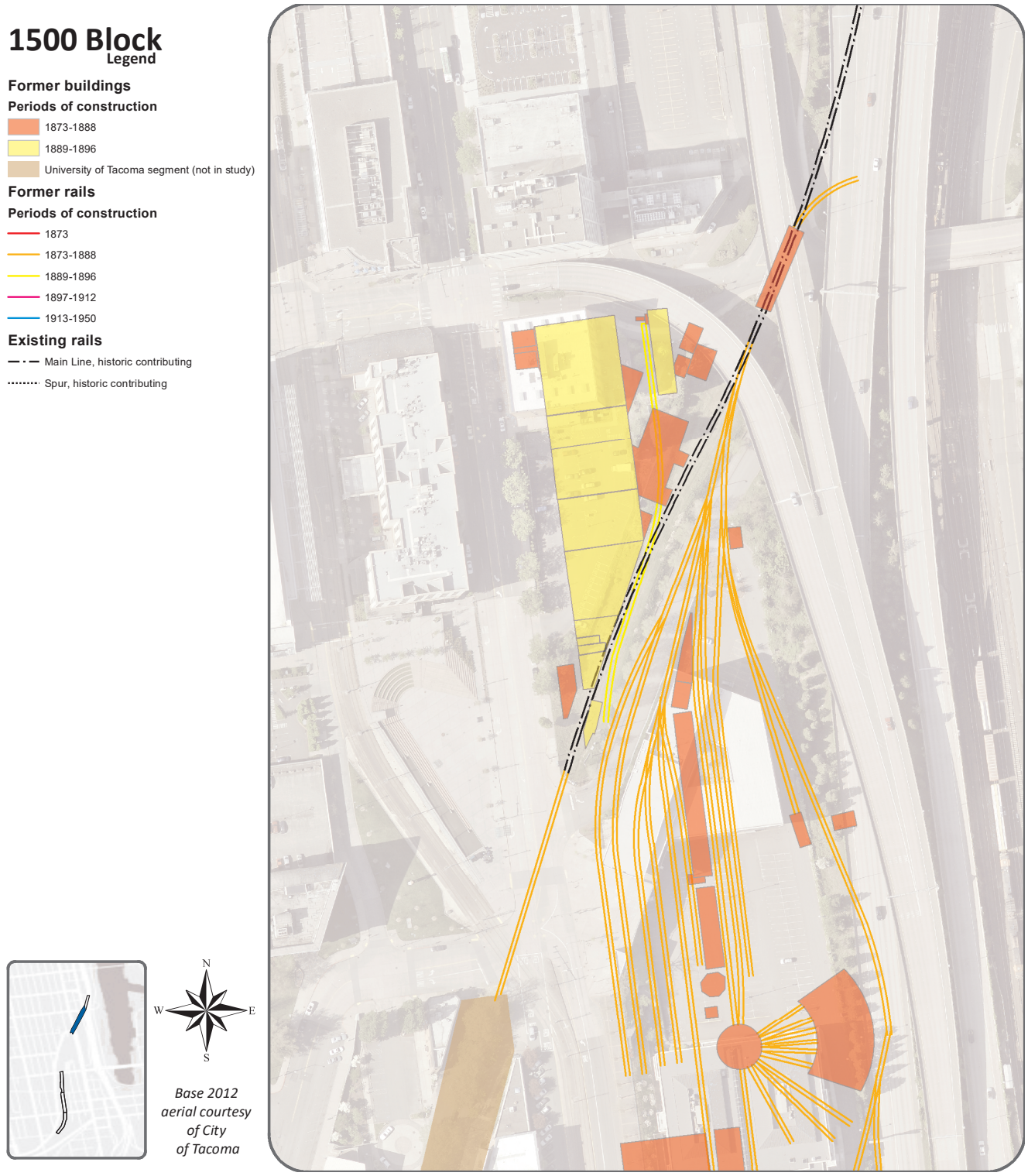
Map A.3 Overview of Former Buildings in 2300 Block

Detail map of former buildings along the rail corridor, built between ca. 1873 and 1896.



Map A.4 Overview of Former Buildings in 2100 Block

Detail map of former buildings along the rail corridor, built between ca. 1873 and 1896.

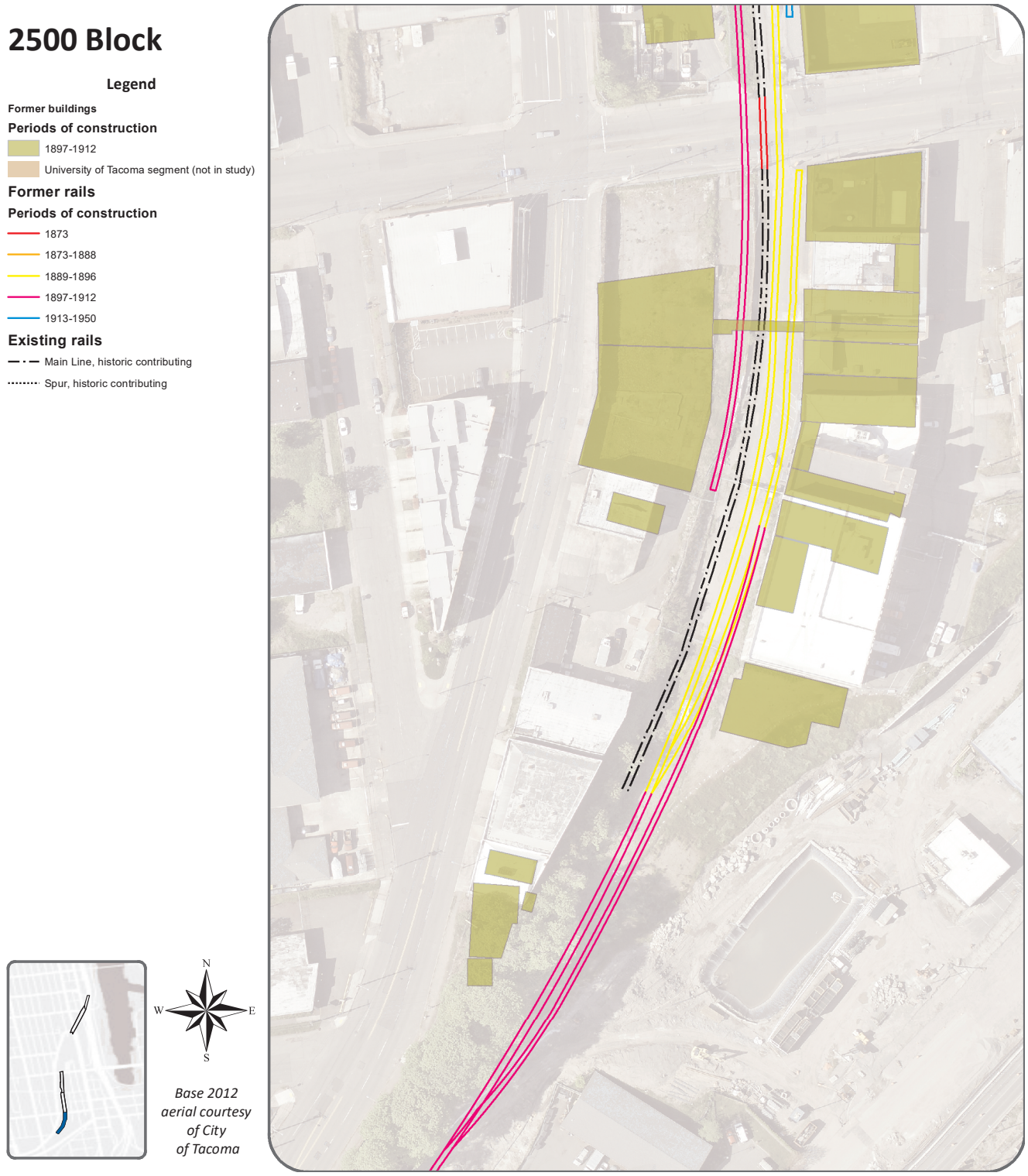


Map A.5 Overview of Former Buildings in 1500 Block

Detail map of former buildings along the rail corridor, built between ca. 1873 and 1896.

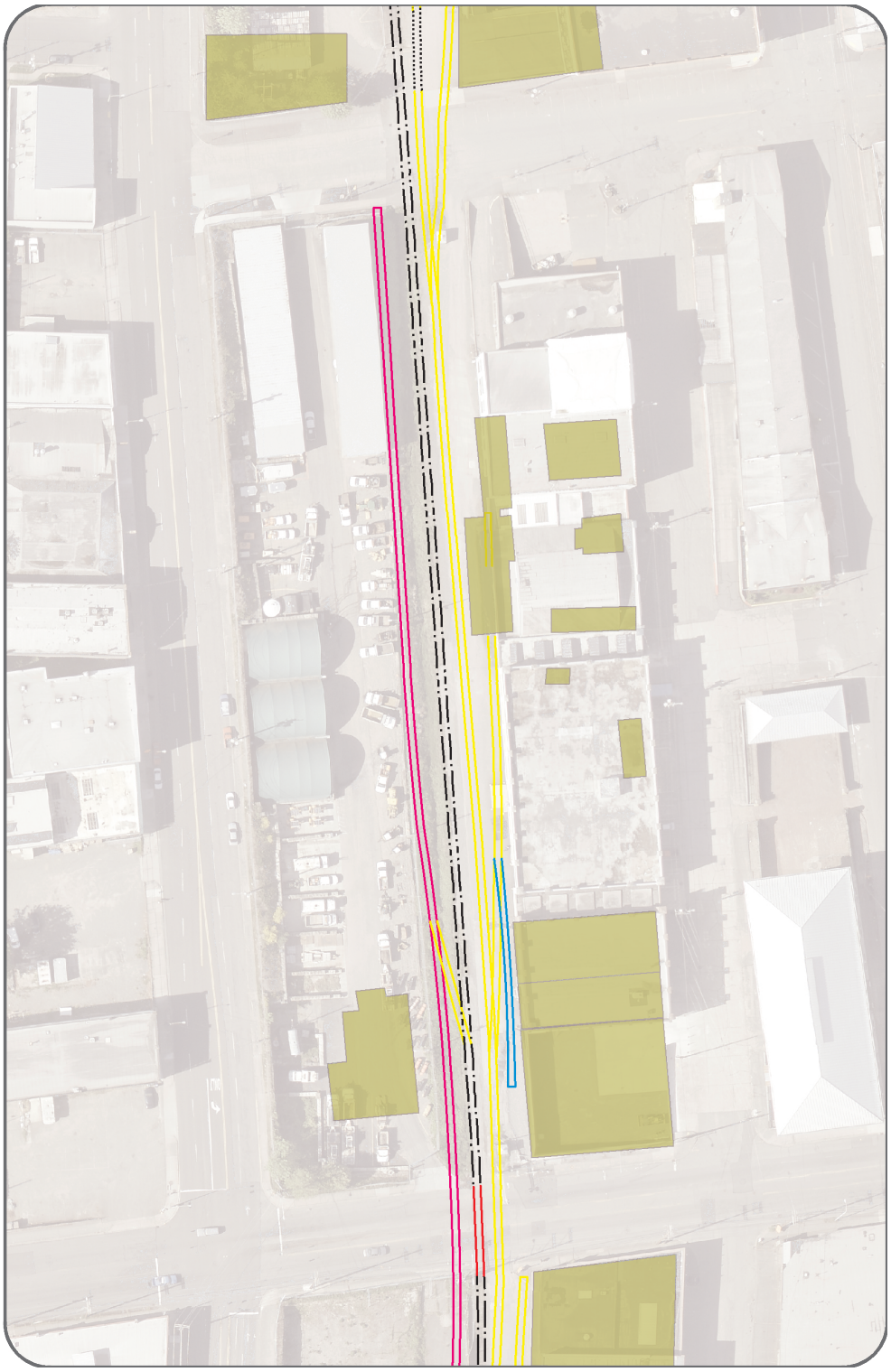
Map A.6 Overview of Former Buildings along PLT, 1897-1912

Overview map of former buildings along the rail corridor, built between 1897and 1912.



Map A.7 Overview of Former Buildings in 2500 Block, 1897-1912

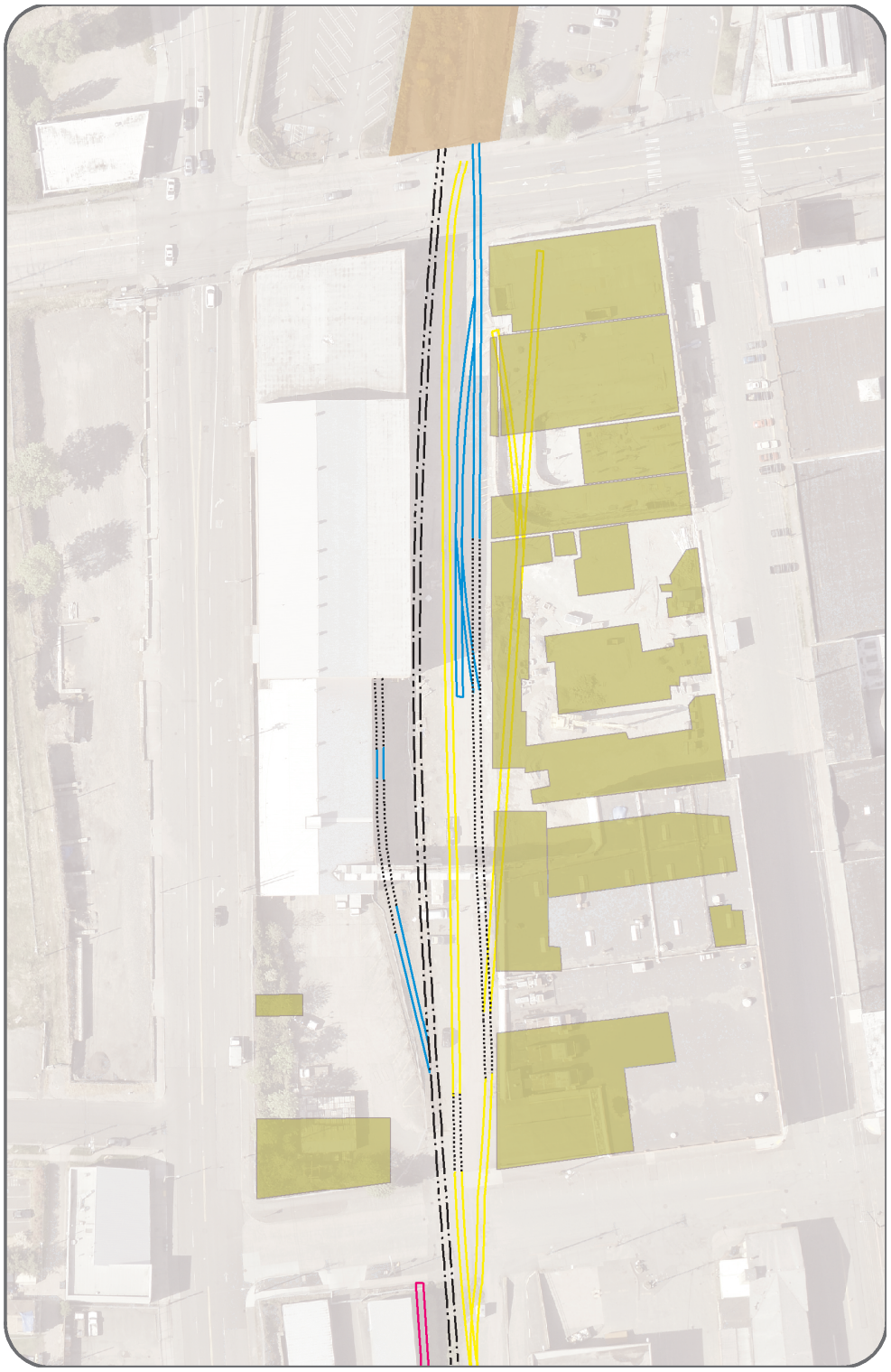
Detail map of former buildings along the rail corridor, built between 1897and 1912.



Map A.8 Overview of Former Buildings in 2300 Block, 1897-1912

Detail map of former buildings along the rail corridor, built between 1897and 1912.

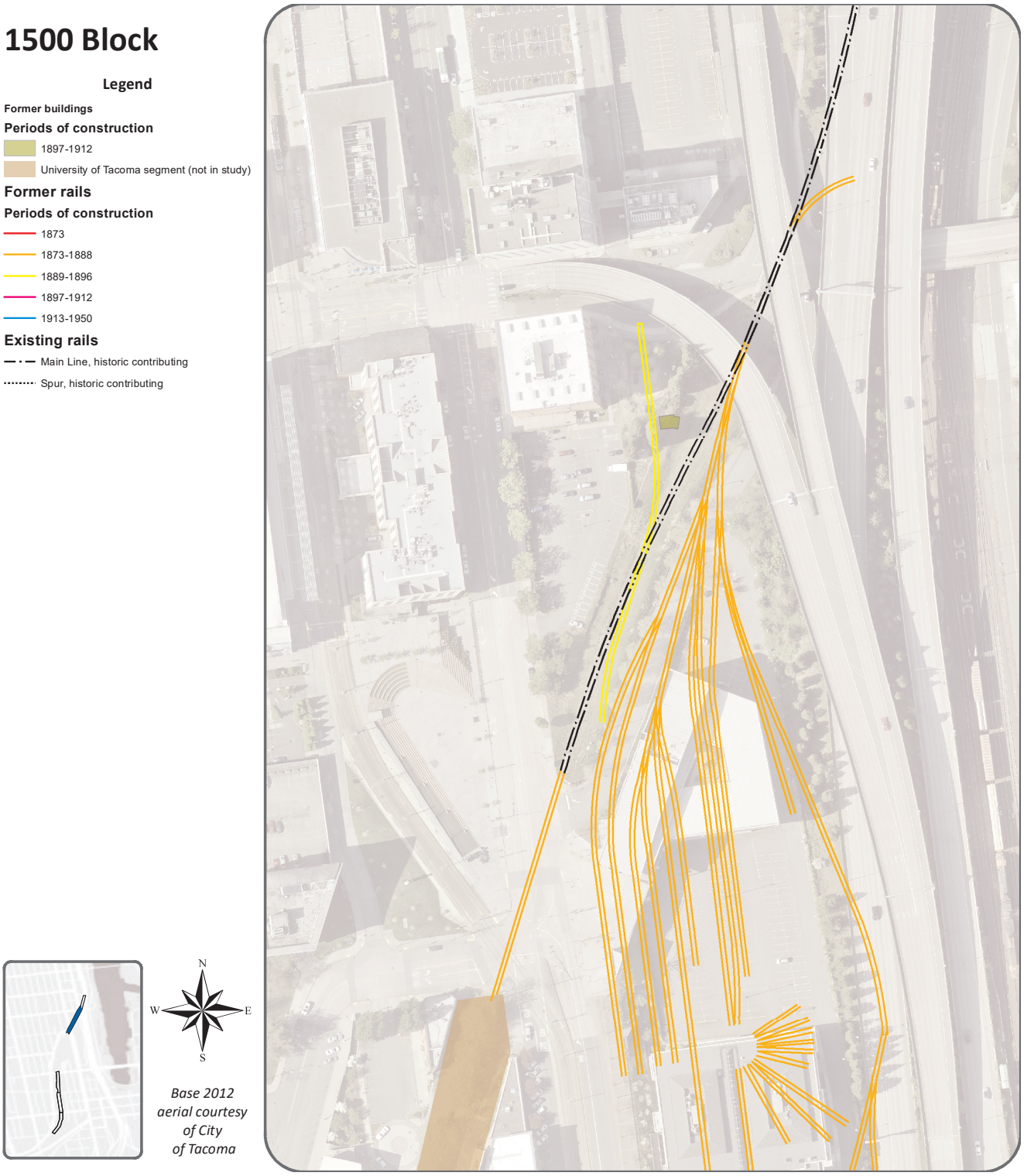
2100 Block



Map A.9 Overview of Former Buildings in 2100 Block, 1897-1912

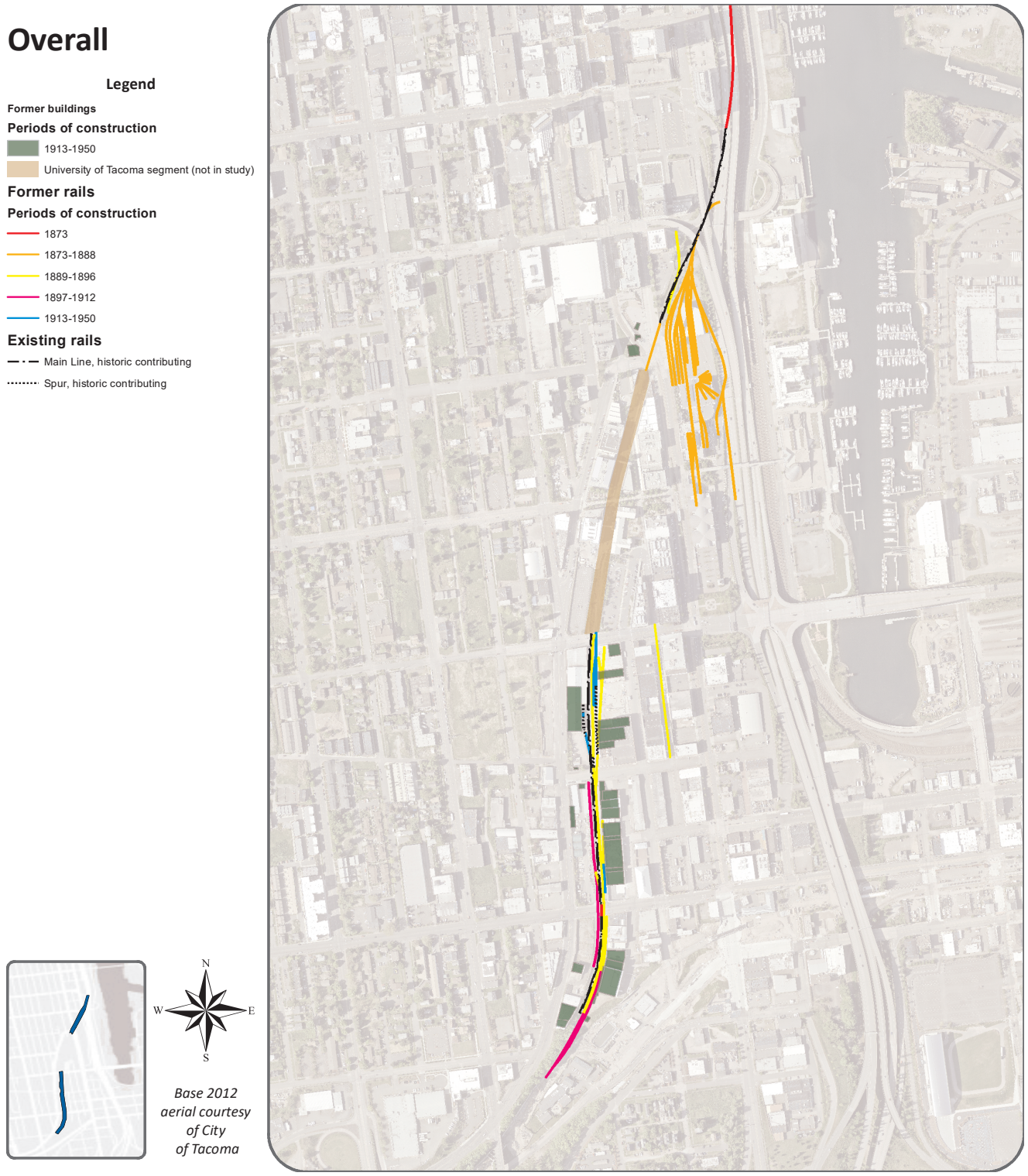
Detail map of former buildings along the rail corridor, built between 1897and 1912.

1500 Block



Map A.10 Overview of Former Buildings in 1500 Block, 1897-1912

Detail map of former buildings along the rail corridor, built between 1897and 1912.



Map A.11 Overview of Former Buildings along PLT, 1913-1950

Overview map of former buildings along the rail corridor, built between 1913 and 1950.

2500 Block

Legend

Former buildings

Periods of construction

- 1913-1950
- University of Tacoma segment (not in study)

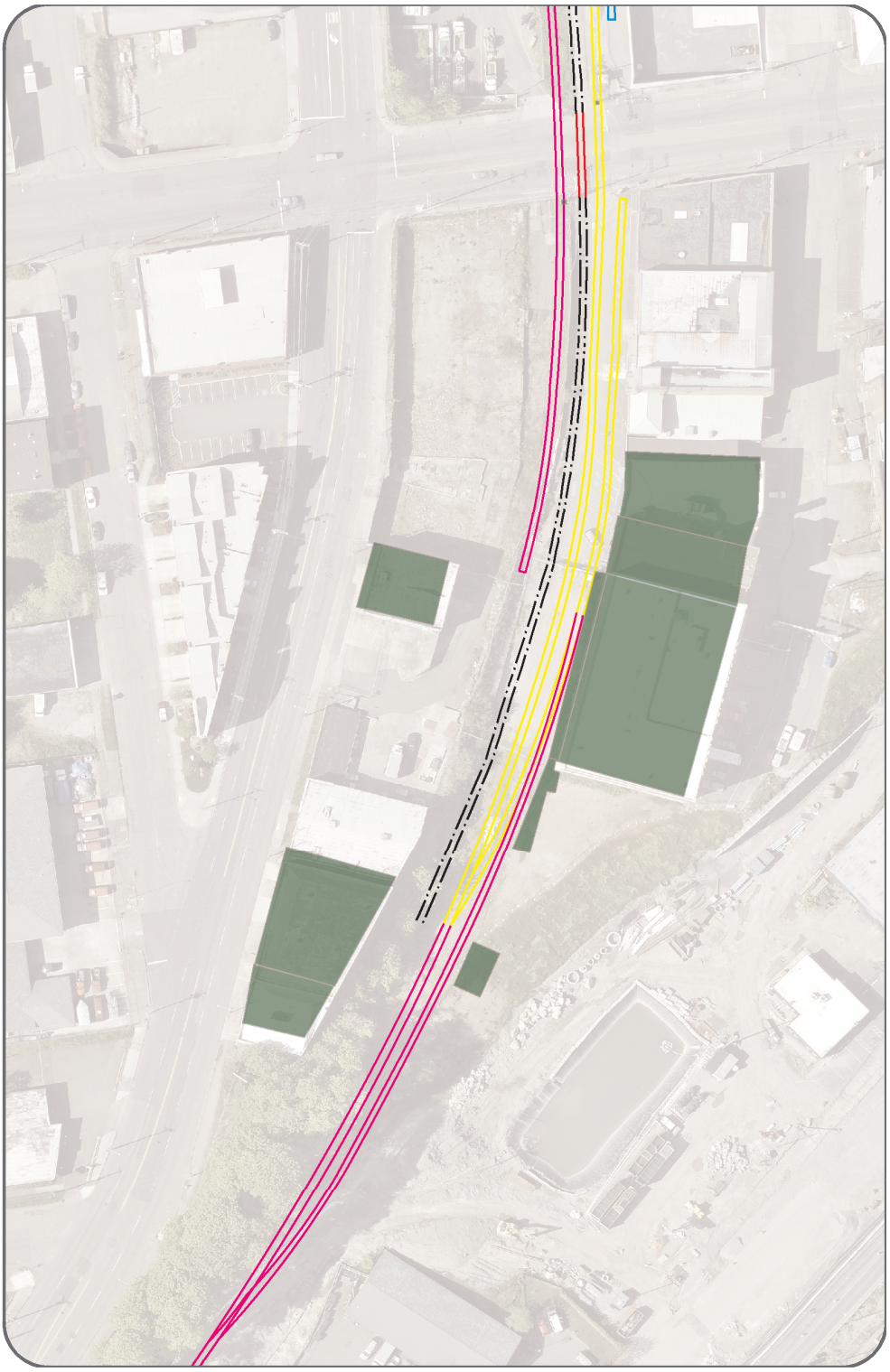
Former rails

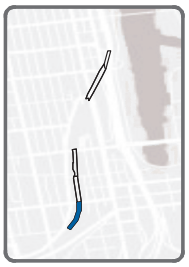
Periods of construction

- 1873
- 1873-1888
- 1889-1896
- 1897-1912
- 1913-1950

Existing rails

- Main Line, historic contributing
- Spur, historic contributing





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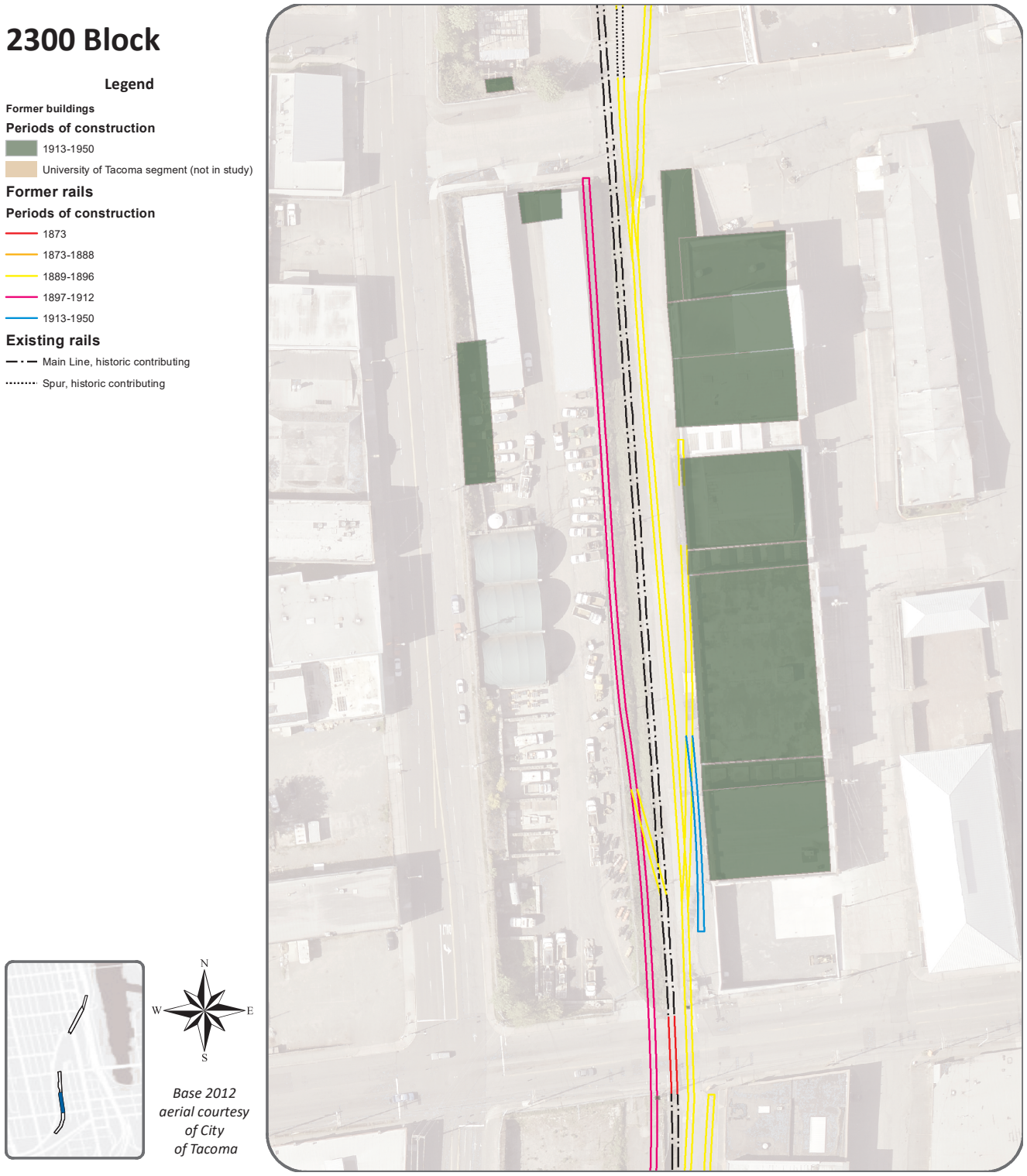
Base 2012 aerial courtesy of City of Tacoma

Map A.12 Overview of Former Buildings in 2500 Block, 1913-1950

Detail map of former buildings along the rail corridor, built between 1913 and 1950.



Map A.13 Overview of Former Buildings in 2300 Block, 1913-1950

Detail map of former buildings along the rail corridor, built between 1913 and 1950.

2100 Block

Legend

Former buildings

Periods of construction

- 1913-1950
- University of Tacoma segment (not in study)

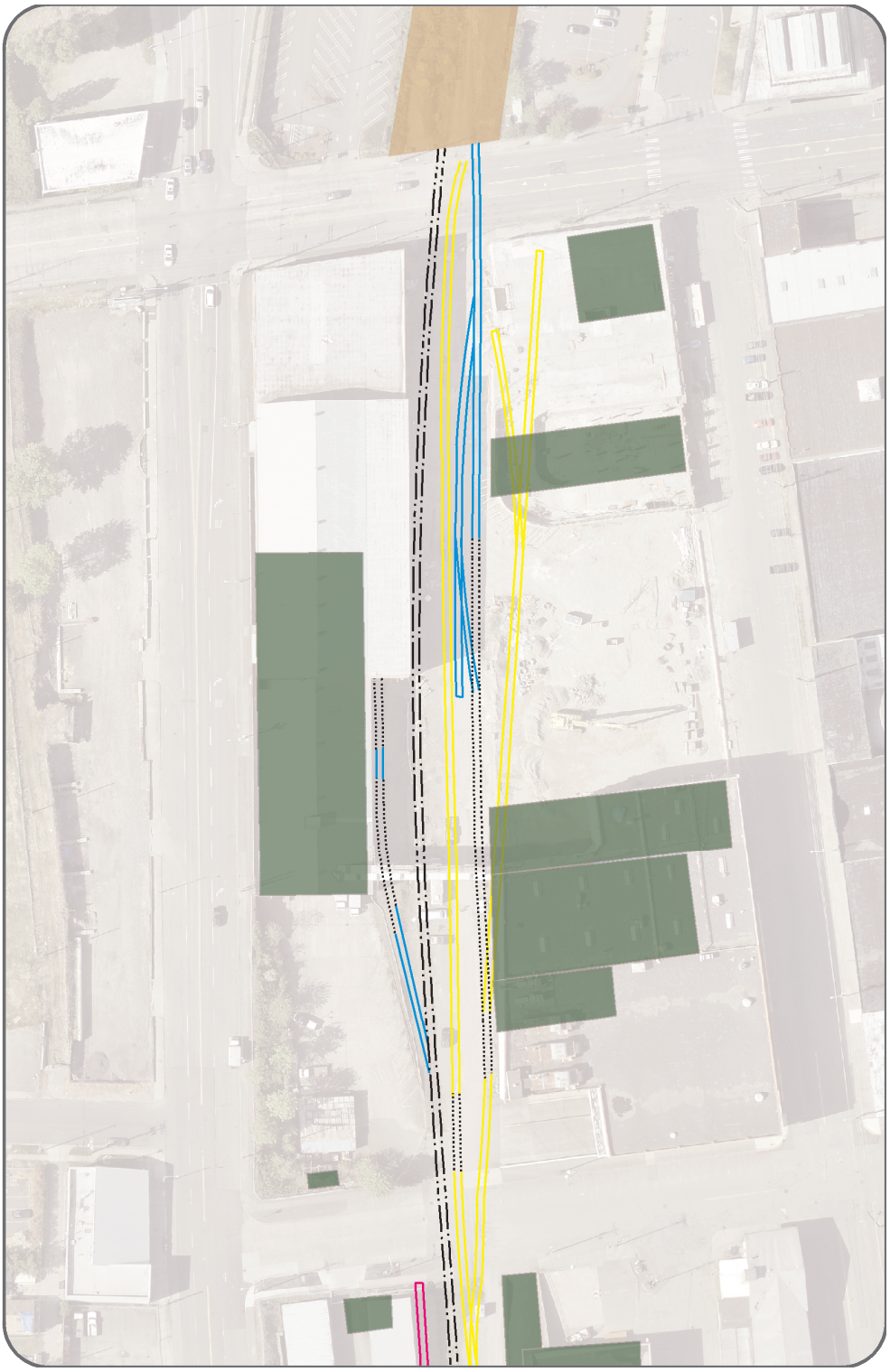
Former rails

Periods of construction

- 1873
- 1873-1888
- 1889-1896
- 1897-1912
- 1913-1950

Existing rails

- Main Line, historic contributing
- Spur, historic contributing



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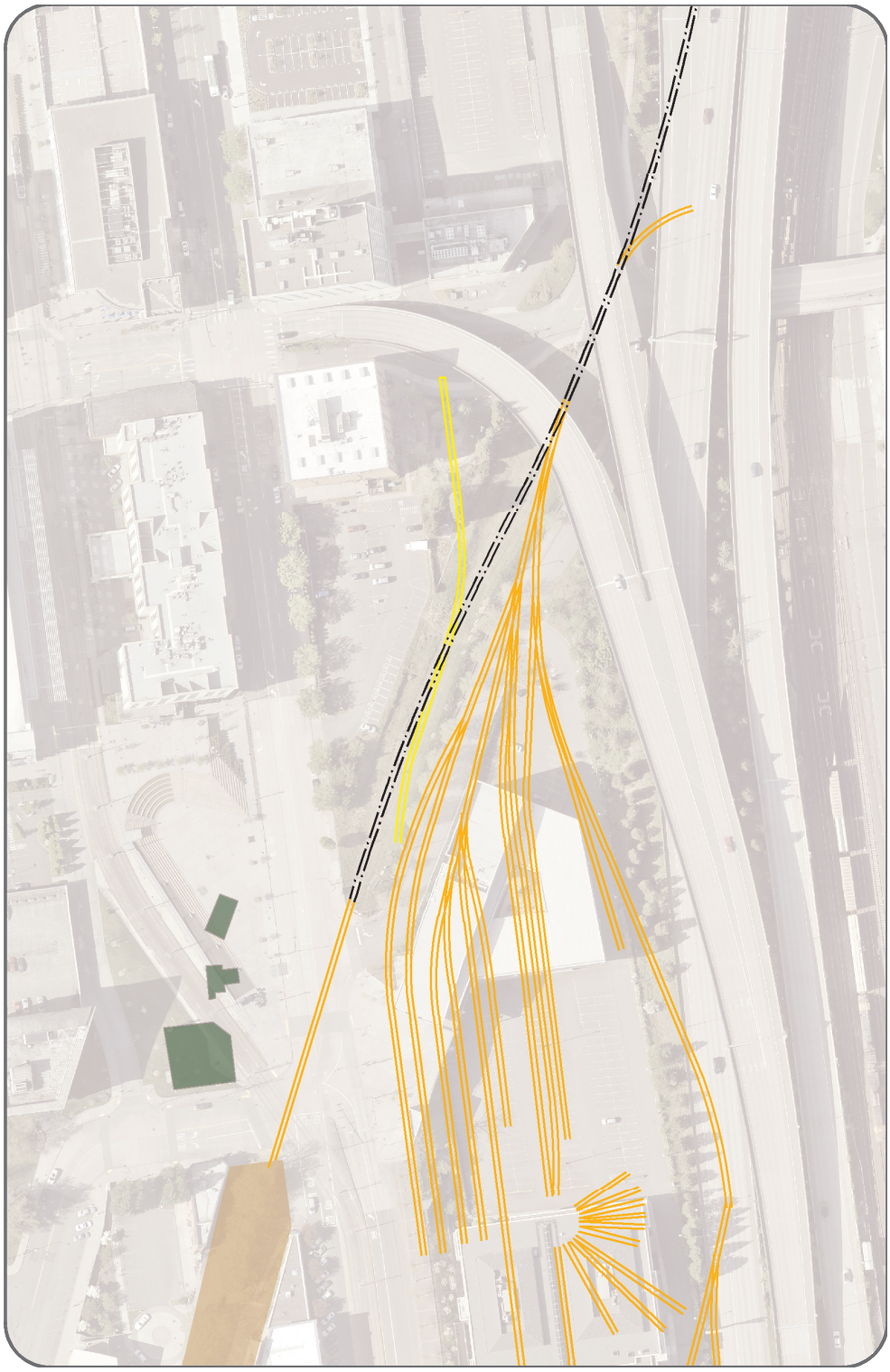
Base 2012 aerial courtesy of City of Tacoma

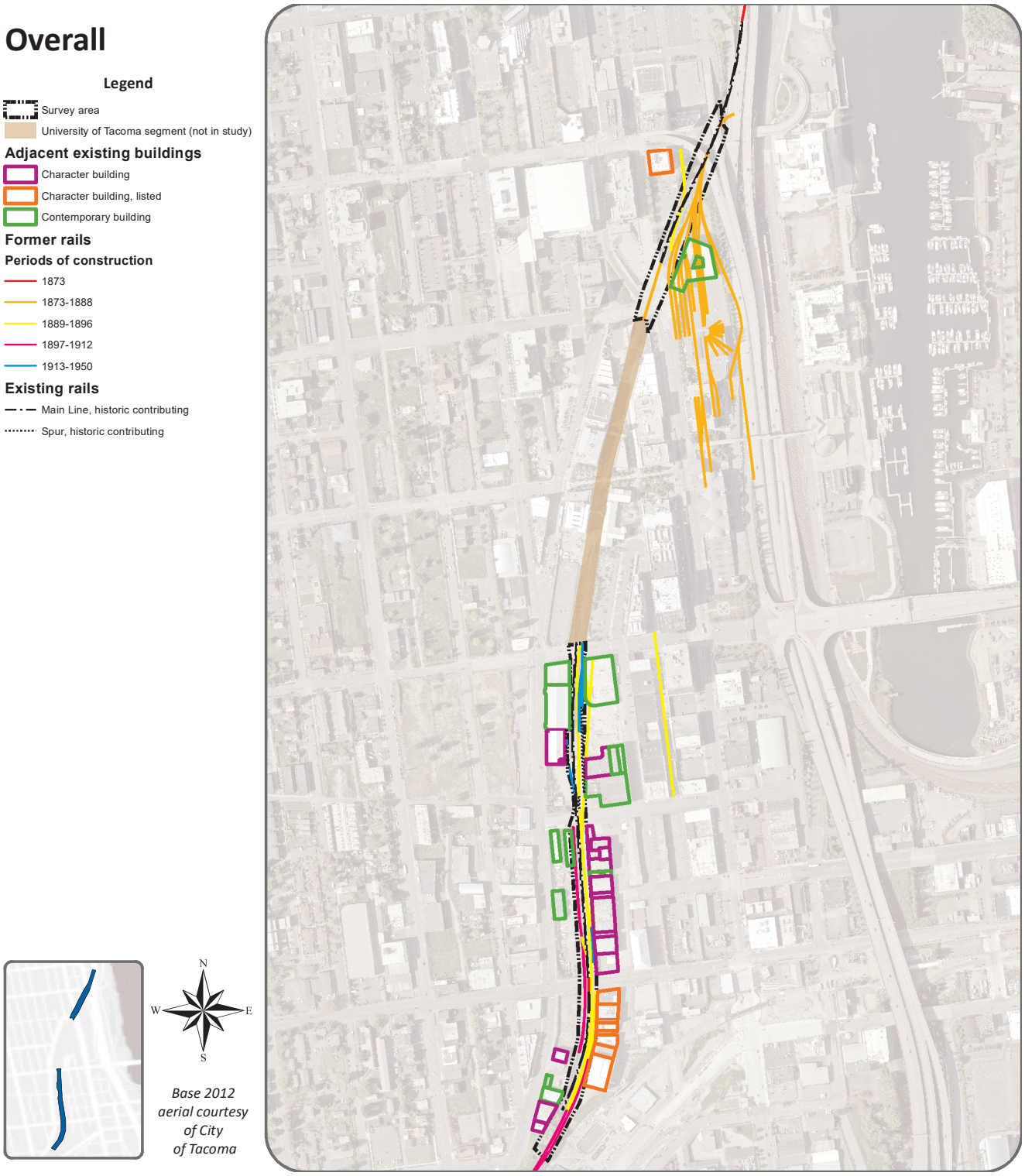
Map A.14 Overview of Former Buildings in 2100 Block, 1913-1950

Detail map of former buildings along the rail corridor, built between 1913 and 1950.



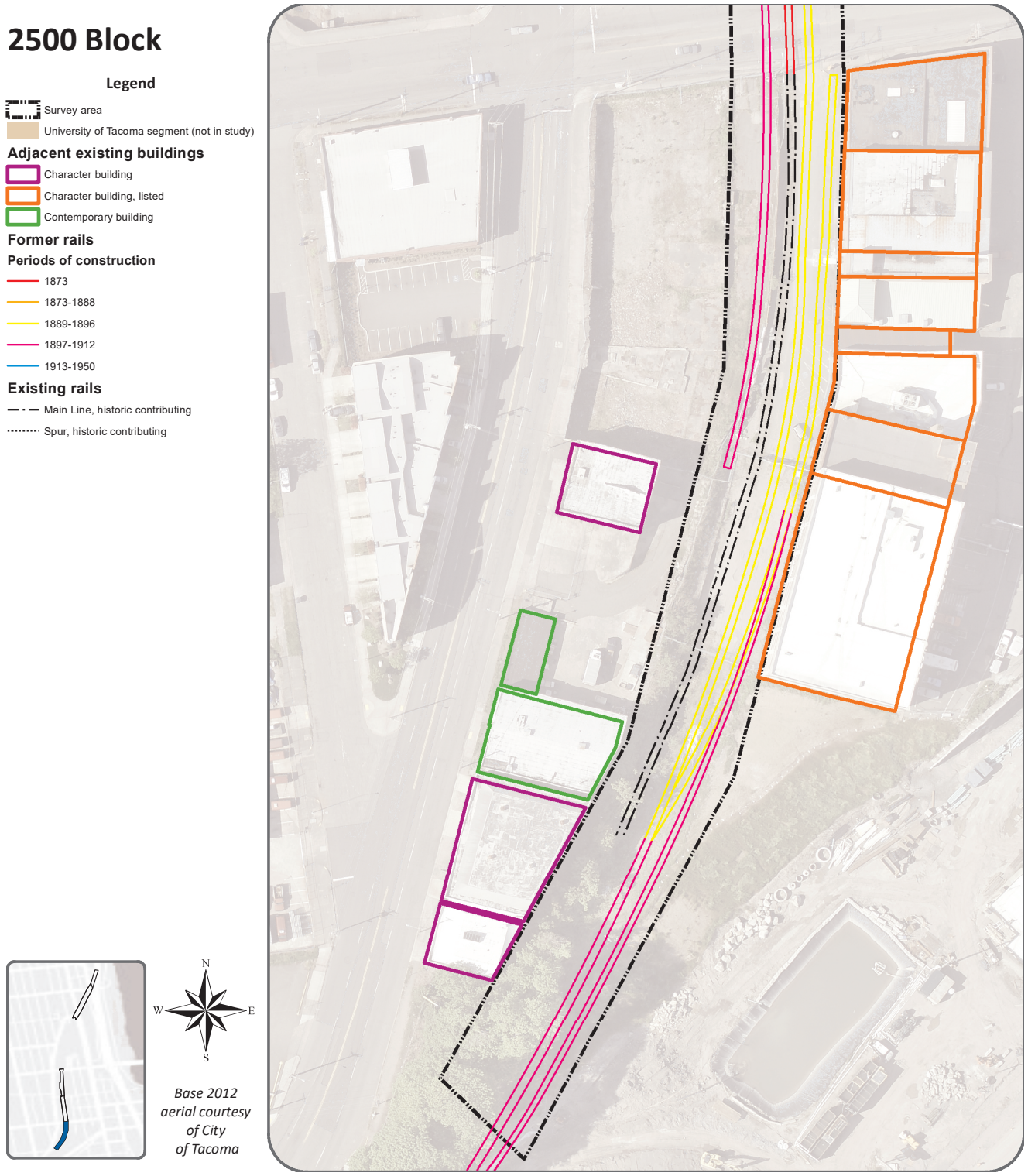
Map A.15 Overview of Former Buildings in 1500 Block, 1913-1950

Detail map of former buildings along the rail corridor, built between 1913 and 1950.



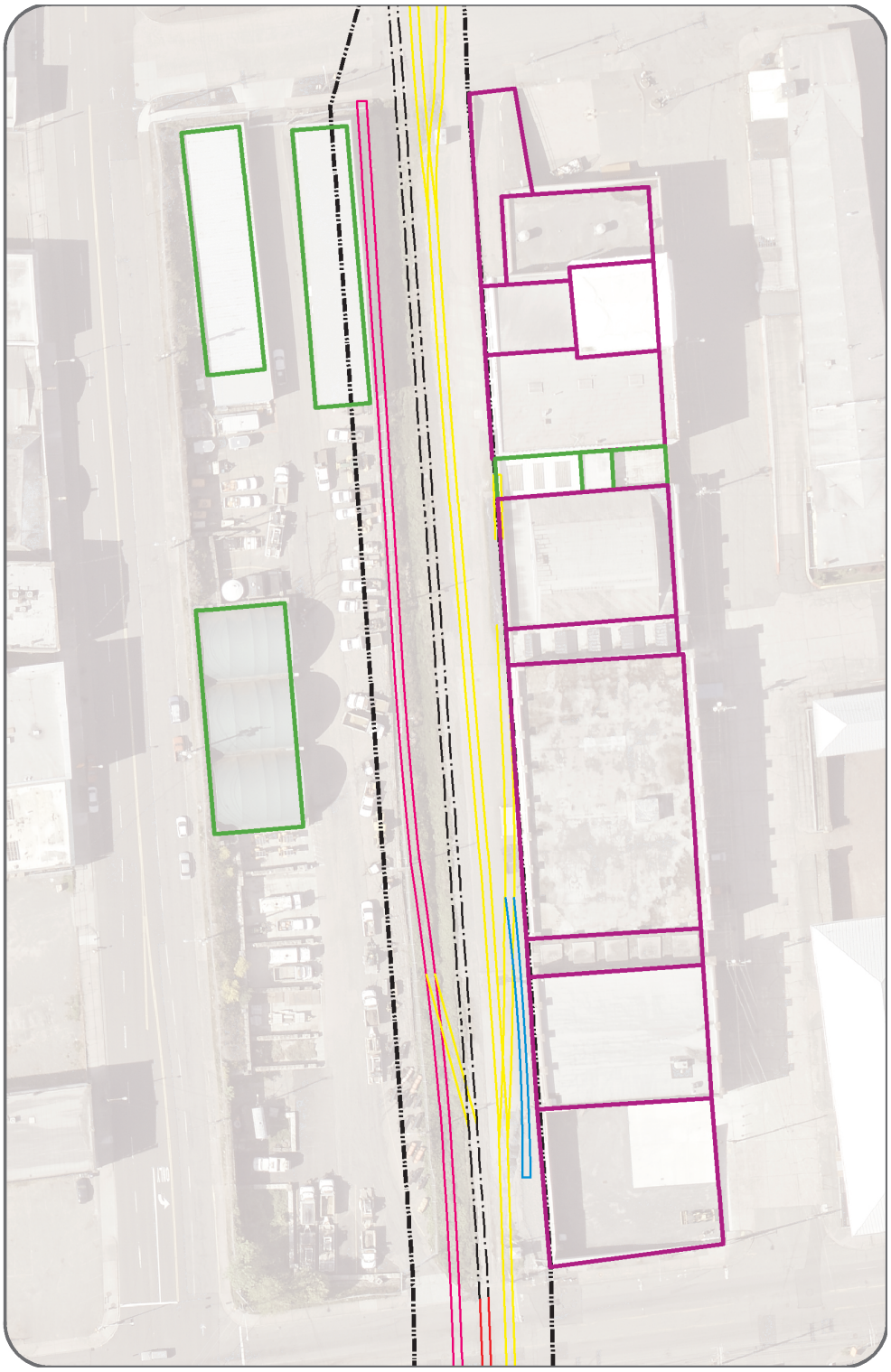
Map A.16 Overview of PLT by period of construction

Overview map of former track and siding locations along the rail corridor by period of construction.



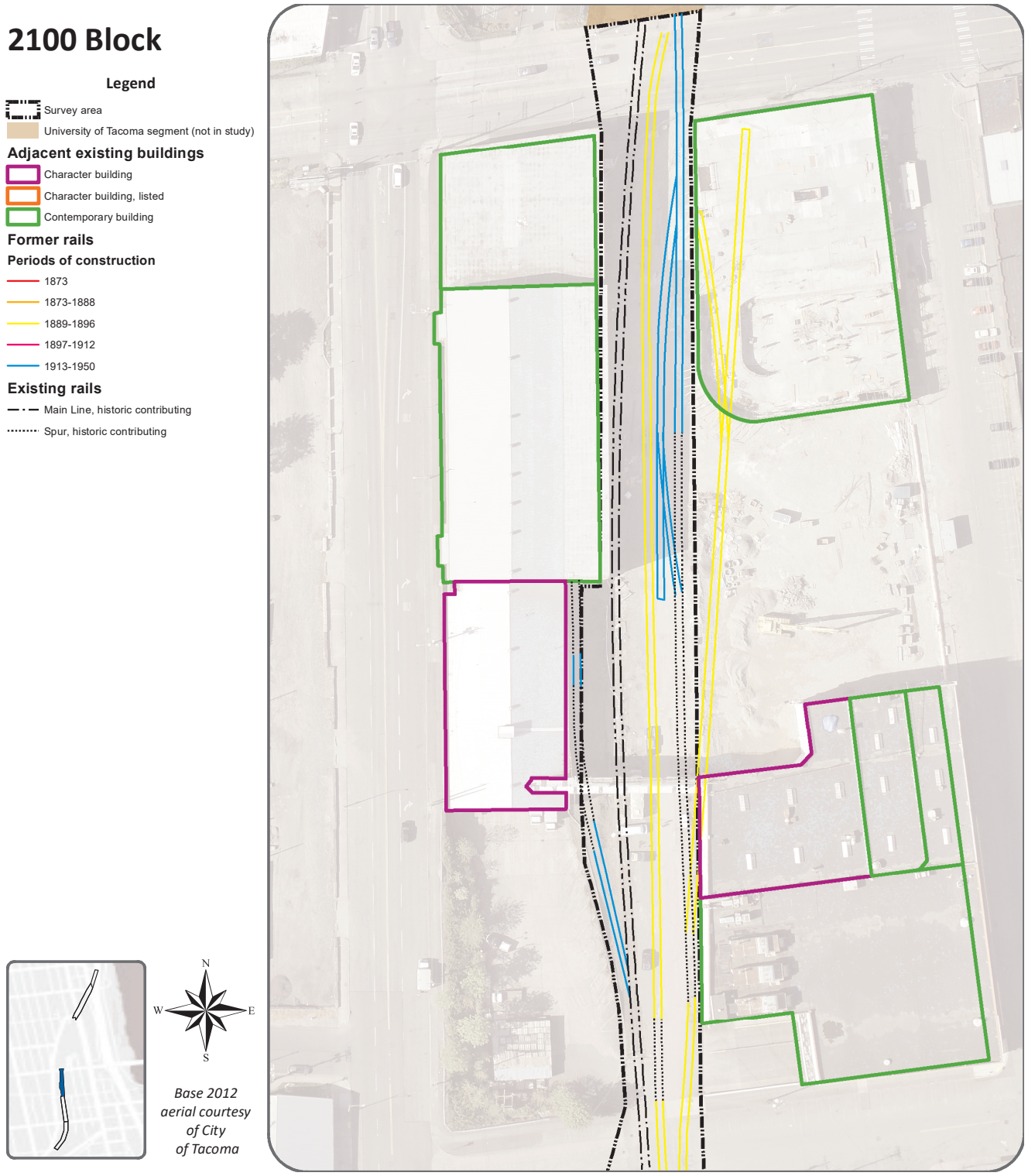
Map A.17 2500 Block of PLT by period of construction

Detail map of former track and siding locations along the rail corridor by period of construction.



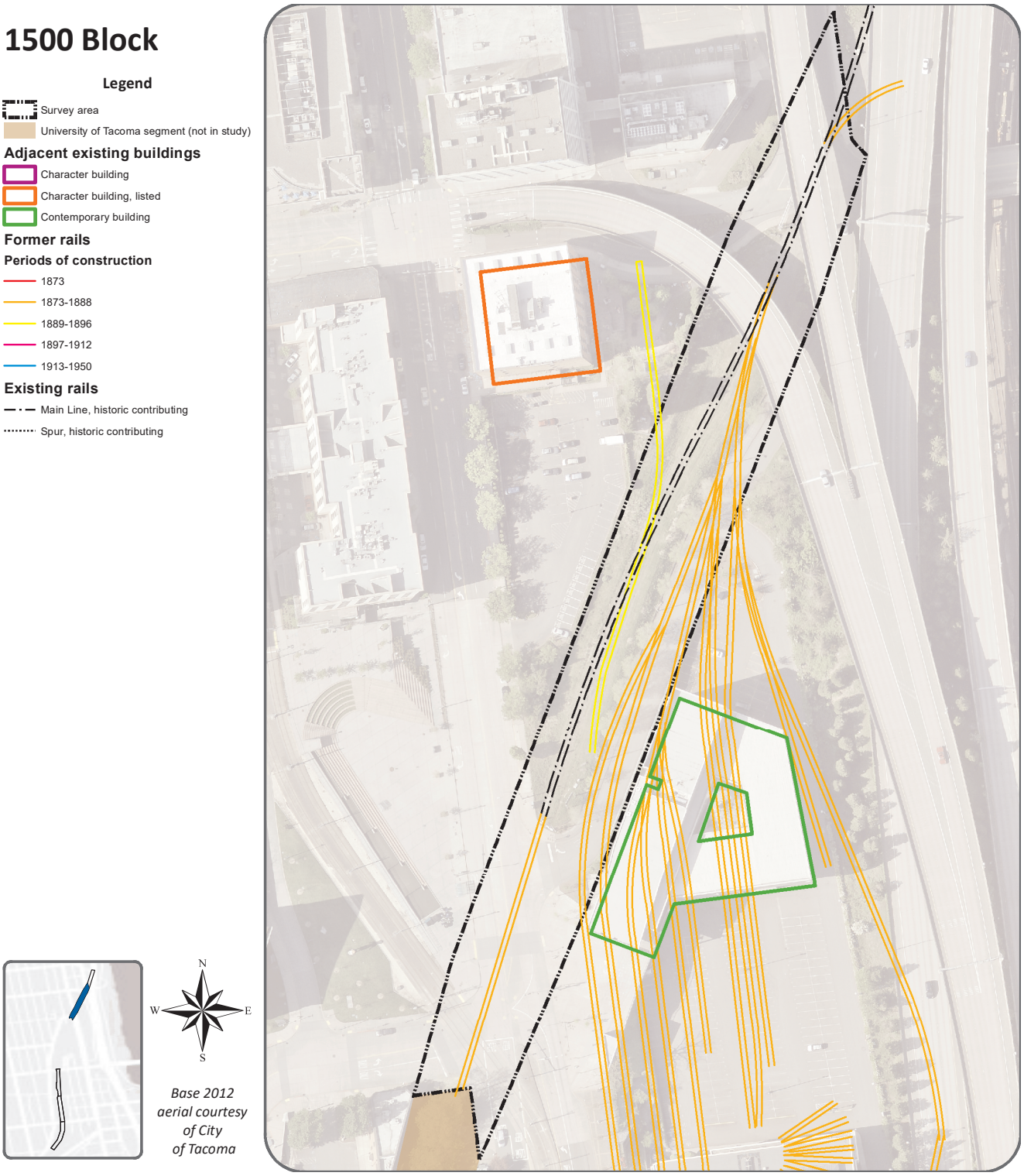
Map A.18 2300 Block of PLT by period of construction

Detail map of former track and siding locations along the rail corridor by period of construction.



Map A.19 2100 Block of PLT by period of construction

Detail map of former track and siding locations along the rail corridor by period of construction.



Map A.20 1500 Block of PLT by period of construction

Detail map of former track and siding locations along the rail corridor by period of construction.