RESULTS OF A CLASS I INVENTORY OF THE AVERY LANDING PROJECT AREA, SHOSHONE COUNTY, IDAHO

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APPLIED ARCHAEOLOGICAL RESEARCH, INC., REPORT NO. 991

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INTRODUCTION

Project Description

Applied Archaeological Research, Inc. (AAR) performed background research and conducted an assessment of the archaeological potential of the ca. 10.7-acre Avery Landing Site (Site) to assist Ecology and Environment, Inc. (E&E) in providing technical oversight to the Environmental Protection Agency (EPA) in its pursuit of a non-time critical removal action (NTCRA) of hazardous substances and petroleum hydrocarbon contaminants to be performed at the Site, which is the former location of a railroad roundhouse and maintenance facility used between 1909 and 1977 by the Chicago, Milwaukee, St. Paul & Pacific Railroad also known as the Milwaukee Road. The Site is located on the north bank of the St. Joe River (Figure 1). It is contaminated with hazardous substances and petroleum hydrocarbons that persist in the subsurface as free product that are discharging into the river. Because of the threats to human health and the environment, the Site will be addressed under the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) and the Clean Water Act. Cleanup could involve the excavation and treatment and/or disposal of the contaminated sediment to an approximate depth of 17 feet (ft) below ground surface, as well as the removal of riprap and subsequent reconstruction of the riverbank. At this time, the full extent of the area that requires cleanup has not been determined. Figure 2 shows areas known at this time to require cleanup but the entire 10.7-acre Site may require some degree of cleanup.

The project will have federal involvement and must comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800 (Section 106), to the extent practicable. A pre-field Class I cultural resources assessment of the Avery Landing Site was prepared by Thomas Hoffert of Golder Associates Ltd. (Golder). Under contract to E&E, AAR reviewed the report, which was found to be inadequate because it did not fulfill the requirements of a pre-field Class I report (Roulette and McCormick 2010). Consequently, AAR was instructed to prepare a set of recommendations and a scope of work that outlined steps necessary to complete a pre-field Class I inventory. Those steps included conducting a more thorough review of the Avery Landing Site and its environs, and of the Milwaukee Road, and research to determine the specific activities that have occurred at the Site especially as they relate to the potential for it to retain historical archaeological deposits. This report describes the results of those efforts. It builds on the earlier report rather than repeating its content. After a brief description of the project area setting, the remainder of the report presents an overview of the history of Avery and of the Milwaukee Road, and of the Avery Division yard, the complex of railroad facilities that included the Avery roundhouse. After that, the archaeological potential of the Avery Landing Site is assessed. That is followed by recommendations as to what additional archaeological investigations are necessary at the Site to ensure compliance with Section 106.

Project Area Description

For purposes of the NTCRA, the Avery Landing Site is approximately 10.7 acres in size and includes land owned or managed by Potlatch Land and Lumber, LLC (Potlatch), the Bentcik family, and the Western Federal Lands Highway Division of the Federal Highway Administration. It is located in Shoshone County in the upper valley of the St. Joe River in northern Idaho in Sections 15 and 16, Township 45 North, Range 5 East, Boise Meridian (Figure 1). It is bounded immediately to the south by the St. Joe River. To its north it includes a section of State Highway 50 and extends north of the highway in one area in its northeastern part (Figure 2). The Site is in a narrow, steep-walled valley in the St. Joe Mountains, which are part of the larger Bitterroot Mountains, which in turn are included in the Rocky Mountain chain. It occupies a slight wide spot in the valley on a low flat next to the river at an elevation of approximately 2,470 ft above mean sea level (amsl). The community of Avery is located about .75 mile to the east. The area is in the St. Joe District of the Idaho Panhandle National Forest.

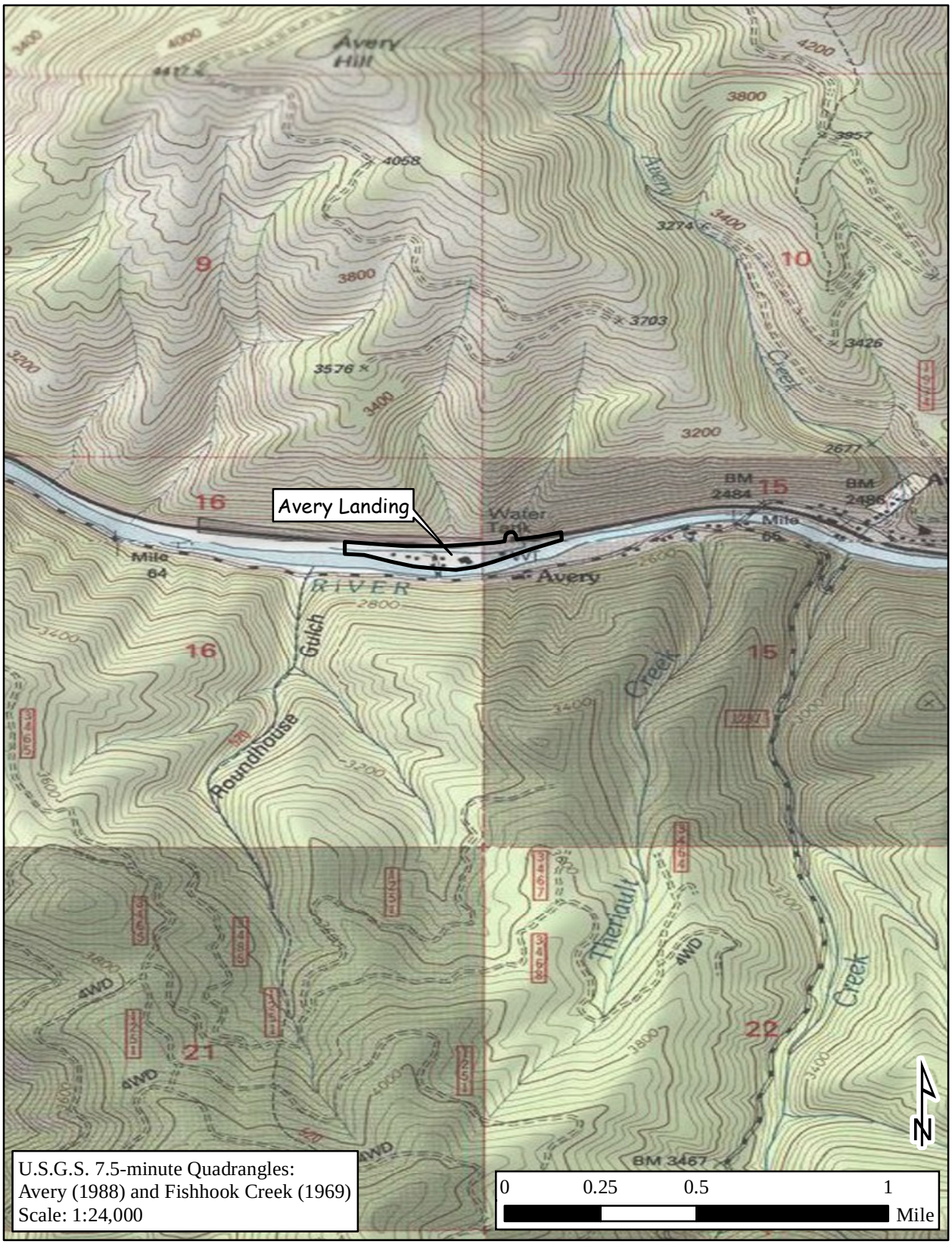

Figure 1. Location of the Avery Landing NTCRA Site in the St. Joe National Forest, Shoshone County, Idaho.

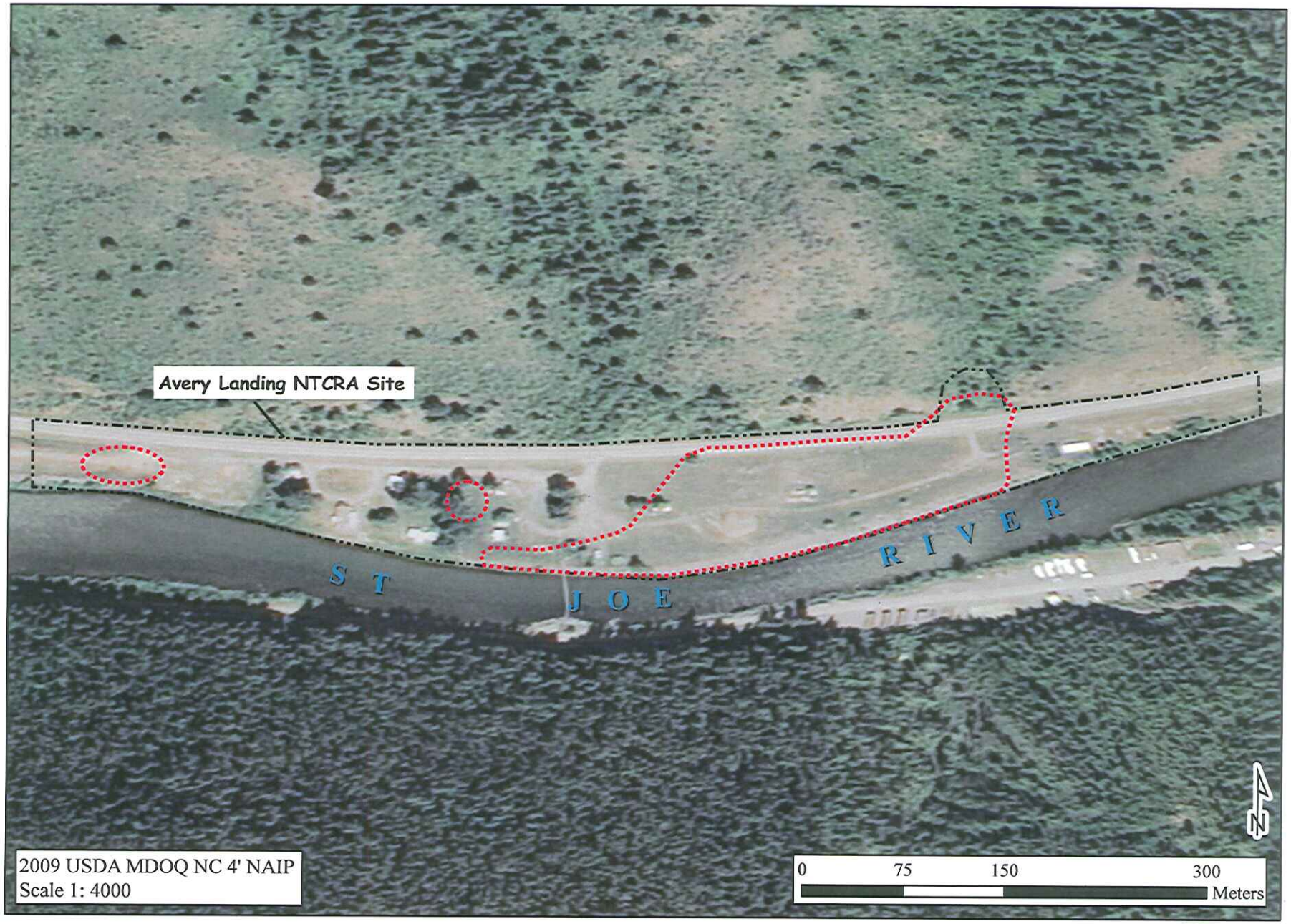

Figure 2. The Avery Landing NTCRA Site showing areas known at present to require cleanup (red).

At present, the Site is mostly vacant (Figure 2). It formerly was the location of the Avery Division yard, a Milwaukee Road facility that contained a railroad roundhouse, maintenance and repair buildings, and a fuel depot. The facility was constructed between 1908 and 1909 as part of the Pacific Extension of the Milwaukee Road and remained in operation into the late 1970s. In 1976 the yard's roundhouse was recorded as a cultural resource that was designated 10SE476 (Boreson 1976).

HISTORICAL OVERVIEW

Avery and the Milwaukee Road

The histories of the town of Avery and the Milwaukee Road are intertwined to the degree that one cannot be satisfactorily traced without the other. Although settlement in the part of the upper St. Joe River valley that would become Avery preceded the coming of railroad, the town's growth and eventual decline are inextricably linked to it. The histories of Avery and the Milwaukee Road are too involved to be recited in detail. The reader is referred to Crowell and Asleson (1980) for the most complete overview and description of the town and its relationship to the railroad and to Wood and Wood (1972) and *The Milwaukee Railroader* (TMR), the official organ of the Milwaukee Road Historical Society, for specific information on the railroad's history. A brief summary of its early development and of its later business history can be found in Hoffert (2010). This overview focuses on the history of Avery and the railroad's part in that history to provide a context for interpreting the importance of the Avery Landing Site and assessing the potential that it contains archaeological resources.

Non-native settlement in the area that would become Avery began in 1894 when Sam "49" Williams claimed land in the upper St. Joe River valley (Crowell and Asleson 1980:31). He got his first neighbor a few years later when in 1898 Jake and Lee Seltzer filed a land claim adjoining his. These settlers trapped for furs, prospected, and cut logs that were driven downstream on the river to mills. In 1905, they were joined by Ralph and Jessie Debitt who attended the first ranger station built in the upper St. Joe River valley. Ralph Debitt was the ranger and his wife opened and operated a post office called Pinchot after the Chief Forester Gifford Pinchot. It would retain that name, or sometimes North Fork after the name of the ranger station, until 1910 when its name was changed to Avery. That name was selected in honor of a grandson of William Rockefeller who was on the Milwaukee Road board of directors (Clark 1973:20-23).

Between 1905 and 1907 survey parties searching for a practical route for the Milwaukee Road passed through the region. Ultimately, a route down the valley of the St. Joe River was decided upon. Construction on the line began immediately after the route was determined and between 1906 and 1909, the railroad was extended from Mobridge, South Dakota, to Tacoma, Washington. The pace of construction is considered remarkable and reflects a greater degree of mechanized labor than either of the other transcontinental railroads constructed across the northern tier of the western states, the Great Northern (completed in the early 1890s) and the Northern Pacific (completed in 1883). Also, unlike those earlier railroads, the Milwaukee Road did not play a significant role in town building and the development of local and regional settlement patterns and economies. It was, however, largely responsible for the development of Avery.

Avery's location, at the foot of the mountain grade, made it a natural dividing spot between the two divisions of the railroad, the Rocky Mountain Division (also called the Avery Division) and the Coast Division. Division points were very important locations along the rail line. They were where trains were serviced and where passenger and freight centers (depots) were located. They were also where train crews ended their shifts and turned over responsibility of the train to the next shift. Avery was where personnel from the Rocky Mountain Division crews stayed awaiting transport back to their original

stations. Operations at a division point required extensive space. The equipment serviced was immense in size and the complexity of work that included assembling and reassembling trains, switching out engines, maintaining rolling stock, and switching crews required an extensive working area or "yard." The Avery yard occupied a flat, a slight wide spot in the otherwise narrow valley of the St. Joe River. Its location was referred to as Avery Landing and was one of the few spots that could accommodate the railroad facilities required for the division point (Figure 3). The town proper developed along another flat or landing upriver from the Avery yard as well on adjoining toeslopes and up small side valleys.

During construction of the railroad the Avery yard was the center of settlement and many of the workers lived in rail cars brought to the locale and equipped for housing. The building of the roundhouse at the landing was concurrent with construction of the rail line. The roadhouse and presumably the other yard facilities were constructed between 1908 and 1909. Interestingly, many of the workers building the line and the roundhouse were Japanese (Crowell and Asleson 1980:34). After construction was completed, a contingent of about 80 Japanese stayed in Avery. Their settlement, known as Shacktown, was just north of the roundhouse (Figure 4). It later was moved to the west, nearly adjacent to where the roundhouse was located (Crowell and Asleson 1980:34).

The work crews and those that provided services to them greatly increased the population of Avery, which before the railroad consisted of a few settlers and Forest Service employees. In 1910, the population stood at 250. The town proper sported a hotel, the ranger station and post office, a general store, and a saloon along with the railroad employee housing.

In the summer of 1910, the town was nearly destroyed by devastating forest fires that raged throughout the Bitterroot Mountains and the entire northern section of the Rocky Mountains (Crowell and Asleson 1980). Initially, the town served as a refuge for those burned out of other parts of the area. Eventually, however, the town and the Avery yard were evacuated. The Milwaukee Road was instrumental in the town's evacuation and the railroad's tunnels were used by many others to escape the blaze. The foreman of the roundhouse, R.W. Anderson, stayed behind with others and set backfires that were credited with saving the town and the roundhouse (Crowell and Asleson 1980:92).

In 1912, the railroad board of directors approved electrification of the part of the Rocky Mountain Division between Harlowton, Montana, and Avery, a distance of 440 miles. Many reasons factored into the decision: electric locomotives required little maintenance compared to steam locomotives, and were more efficient in pulling heavy loads uphill; trains headed by steam locomotives had to transport fuel which tied up railroad cars that could be used for freight; coal fires on locomotives passing through the National Forest Reserves were banned after the catastrophic fires of 1910; oil (or diesel) had to be burned over the non-coal sections and was expensive; and the accessibility of hydroelectric-manufactured electricity (Crowell and Asleson 1980:67-68). Work began on electrifying the line in 1914 and by 1917 electrical operations had spread gradually west to Avery. When completed, the line between Harlowton and Avery was the longest electrified railroad in the world.

The early stages of electrified operation were successful and in 1917 the board of directors approved electrification of a 200-mile-long section of line in the Coast Division between Othello and Tacoma, Washington. That work was completed in 1920. The section of line between Avery and Othello was never electrified.

The substation at Avery was completed in 1915. Its capacity was for use on the trolley that electrified the line but by 1917 electricity from it was supplied to the two homes that were closest to it. The remainder of the town was not electrified until 1928. (Interestingly, the roundhouse and turntable were never electrified. They received their electricity via what essentially was a very stout extension cord.)

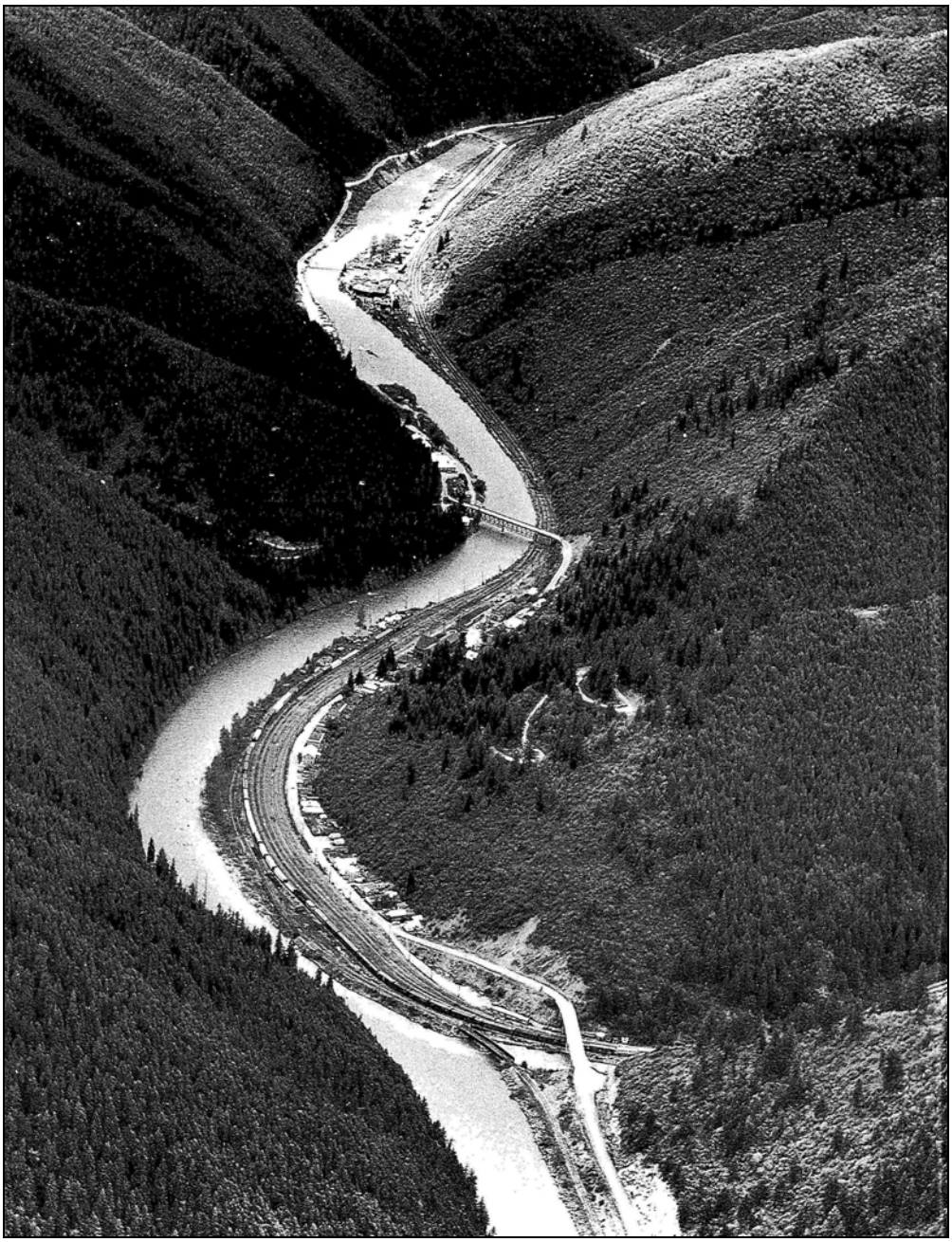

Figure 3. Aerial view taken in 1973 looking west of the town of Avery (foreground) with the Avery rail yard at the top of photograph. Note that the roundhouse is clearly visible in the photograph as are several other buildings that may or may not be related to the railroad. Molldrem Collection.

In 1917 the town reached its peak population of 1,100. With its railroad workforce and contingent of Forest Service employees, the town became the hub of the upper St. Joe River valley. It had a telegraph office, a drug store, a variety of eateries, a butcher shop, a school, mercantile, hotels, a jail, a depot, a post office, an icehouse, a nurse's station, workers' housing, a large rail yard, and the substation (Figures 5). Although it mainly was a railroad town, it also served as a trade center for the dispersed population of loggers, miners, and trappers that were spread throughout the upper St. Joe River valley and adjoining mountains.

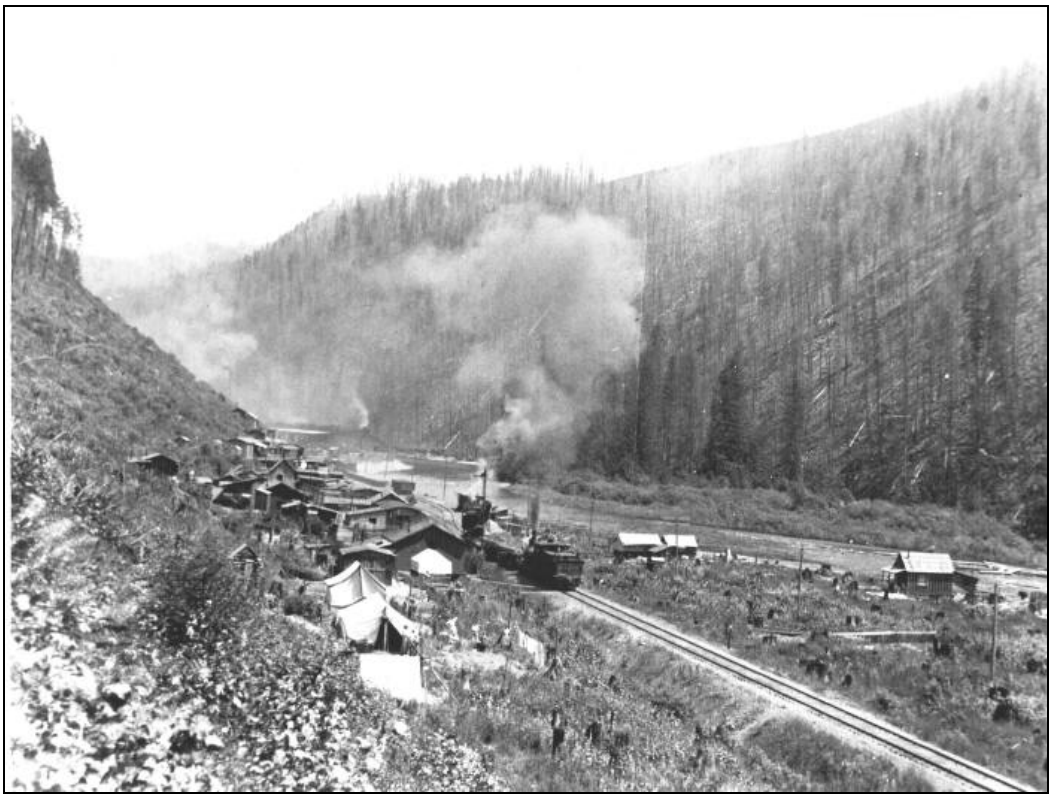

Figure 4. The Japanese community at Avery (at left in the photograph) with the yard and roundhouse in the background. This view post-dates the catastrophic 1910 fires that burned much of the northern Rocky Mountains. View is east. Historic Wallace Preservation Society Collection.

Electrification of the railroad lead to the reduction of the railroad workforce at the Avery yard and the population of the town began to decline after 1917. It was around this time that the United States government federalized the nation's railroads. Control reverted back to the owners in 1920. In 1930 a crude road was cut to Avery although the railroad remained the most important link to the outside world. The population shrank in the following decade reaching 326 in 1938. During the Great Depression camps for the Civilian Conservation Corps (CCC) were established up and down the St. Joe River valley. A large camp with its own railroad depot was set up at Avery Landing. It was located just outside of the Site (Crowell and Asleson 1980:118). The presence of the CCC camps provided a temporary infusion of people and commerce into the region and Avery, which passed when the camps moved out. The town also got a boost during World War II and afterwards by the advent of modern logging.

In the late 1950s, Harry Kautzman moved to Avery as a boy with his father who had taken a job with the Milwaukee Road. In his reminiscence published in *The Milwaukee Railroader*, he provides a glimpse of the town in the early modern era. He describes it as a railroad and logging town that also had a large number of federal employees that worked at the ranger station that served as headquarters of the St. Joe National Forest. Even at that time, the town was isolated and difficult to reach by automobile. He describes it as an untamed place that in 1959 contained a general store, two taverns, a beanery, the railroad depot (which also had a lunch counter), a large brick substation, a school that went to the eighth grade and lots of shacks and houses for railroad personnel. He remembers that the housing was provided free of charge or at a nominal cost. The shack he and his father lived in was heated by a wood stove, lacked an indoor toilet, and had only a cold water faucet (Kautzman 2000:28-29).

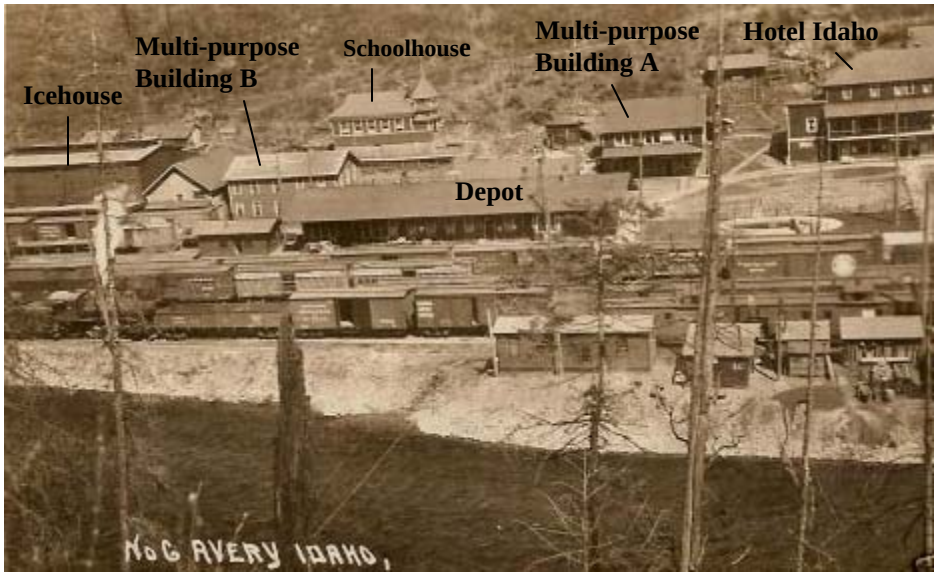

Figure 5. The town of Avery near the height of its development. View is north. Ted Schnepf Collection.

In the 1960s, in the face of mounting competition from an increasingly extensive interstate transportation system and air-based passenger and freight service, the Milwaukee Road shed services and workers. Passenger service on the line was halted in 1961, in 1970 the electrified section of the railroad in Washington State was switched to diesel, in 1974 Avery lost its status as the division point between the Rocky Mountain and Coast divisions, which shifted west to St. Maries, and in the late 1970s, all electrical operations were halted. By 1978, only two scheduled through freight trains operated on the railroad, one in each direction, and in 1979, the roundhouse at the Avery yard was razed for salvage. The last train ran in 1980. Parts of the line were sold for use by other railroads and the rest was dismantled and sold for scrap. The section through Avery was operated by the Soo Line into the mid-1980s and then it too was dismantled and the railroad grade became part of the St. Joe River Road. As the railroad changed so too did the town. It lost its last store in 1970 and logging eclipsed railroad operations as the main economic force in the area.

The Avery Division Rail Yard

The Avery Landing NTCRA Site encompasses the former location of the Avery Division rail yard. The yard contained extensive facilities needed to maintain equipment and administer a railroad division. Among the facilities were a roundhouse and its associated turntable. Roundhouses were centers for light engine repair and maintenance work and had storage bays for locomotives that were temporarily inactive. The one at Avery had 12 bays or stalls (Figure 6). It had an unusual shape that was necessitated by the narrow, wedge-shaped piece of land on which it was constructed. Besides the roundhouse and turntable the Avery yard included main and passing tracks and also lead tracks that led to the various machine shops and material yards and the roundhouse. These facilities and their layout are shown on a 1915 General Land Office (GLO) map (Figure 7). At least 40 structures are shown on the map in what is presumed to be the yard that extends on either side of the roundhouse. Many of the structures are unlabeled and probably represent workers' housing. Labeled structures include machine shops, an engine house, a fan house, a brick storehouse, a boiler house, a sand storage house, other storehouses, and an office. A structure behind the roundhouse is identified with the initials "W.C." and may have been a

Figure 6. The roundhouse at the Avery Division rail yard as it appeared circa 1920. Ted Schnepf Collection.

water closet (toilet). Other non-architectural elements of the facility included numerous sections of tracks, a cinder pit, a water tank, platforms, assorted pipelines and drains, and aboveground tanks. Most of the labeled structures and the other facilities are within the NTCRA Site. Other maps produced by the GLO were reviewed to determine if they contained information in addition to that found in the literary sources and derived from the 1915 GLO map. Maps reviewed included those prepared as part of cadastral surveys and for mineral claims (GLO 1912, 1915). Surveyors notes were also reviewed (Merriam 1913). Those sources did not provide additional information.

The Avery Division rail yard was always the center of Milwaukee Road operations in the town. The railroad depot and some workers' housing were in the town proper but the yard was where most railroad employees worked and possibly lived. At various times, but especially during the early period of operations and during the two World Wars, the railroad employed hundreds of workers in the yard. The labor force included skilled workers such as machinists, boilermakers, and fire builders, as well as railroad agents, and general laborers. During World War I, 100 men were employed at the roundhouse alone, and an additional 80 were employed as car men on the riptrack where railroad cars and locomotives were repaired in place. At its peak, 150 men worked in the roundhouse in three shifts and another 88 men worked on the riptrack (Crowell and Asleson 1980:70-71).

The flat where the yard was located was large enough to accommodate other uses and during the Great Depression it was used for a CCC camp that was adjacent to the NCTRA Site (Crowell and Asleson 1980:118). In 1944, Potlatch began using part of the flat as a landing for its logging operations. Cut logs were transported there by truck and trailer and then loaded onto railcars for transportation downriver (Crowell and Asleson 1980:138-139). In 1966, Potlatch added fill to a part of the landing to increase its area using sediment from a river bar (Crowell and Asleson 1980:139).

As noted previously, in 1976, the roundhouse at the Avery yard was recorded as a cultural resource that was designated 10SE476 (Boreson 1976). The Avery yard was used until 1977. The

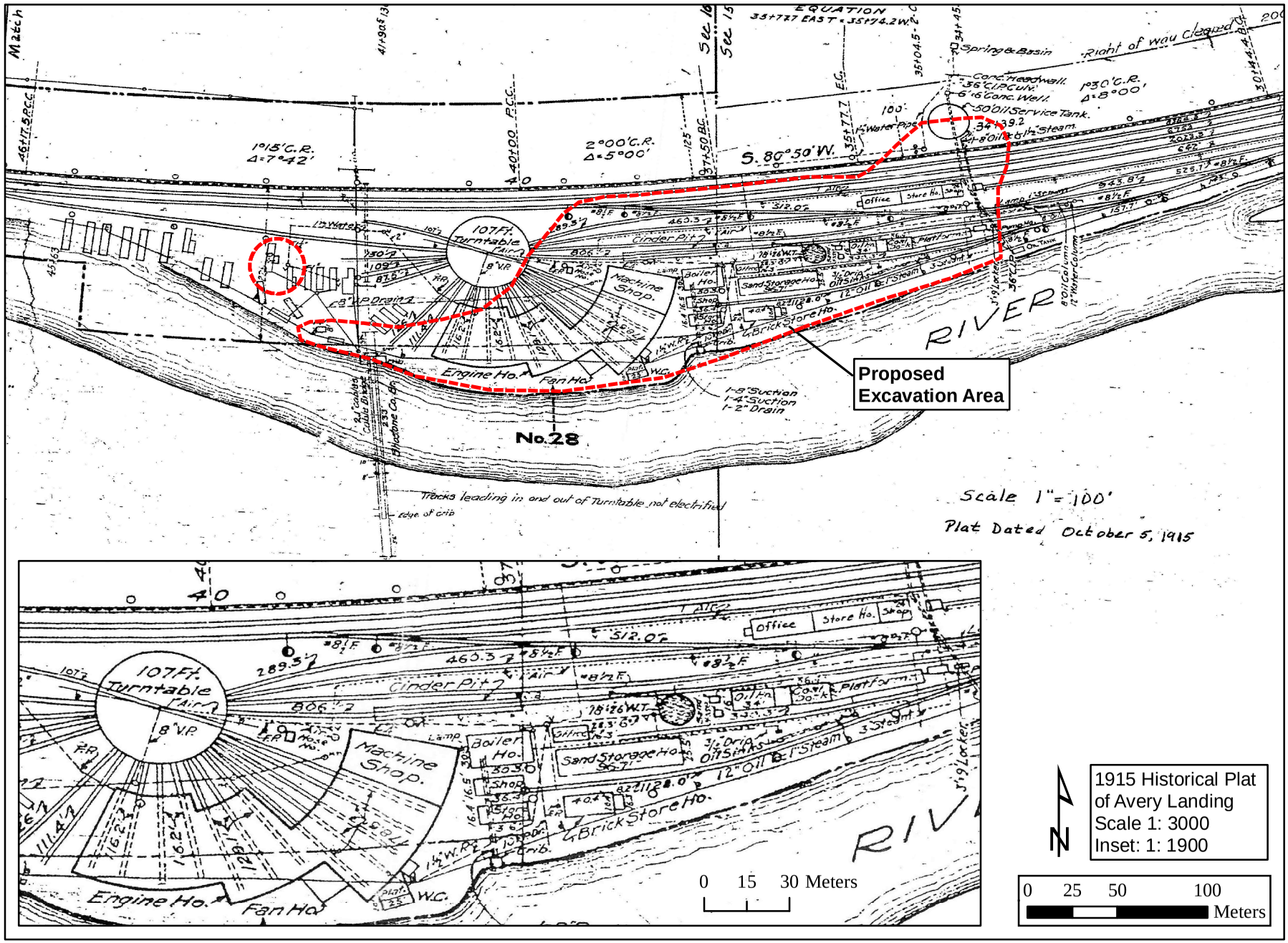

Figure 7. A 1915 plat of the Avery Division rail yard showing two of the three areas known at present to require cleanup (red). A third area to the west is outside of the area shown on the map. It may be necessary to excavate the entire rail yard as part of the cleanup effort.

roundhouse was demolished in 1979 and over time, other railroad-related buildings, structures, and features were removed. Although the timing of the removal of these features and facilities is not well documented, it is known that in 1985 and 1986, Potlatch removed rail lines and a 500,000-gallon aboveground diesel storage tank (Hoffert 2010:13). Patty Boggs, receptionist at the Avery Ranger Station and Avery resident since 1952, recalls that several residences were located at the yard around this time and that they were removed by Potlatch (P. Boggs, personal communication to Erica McCormick, September 10, 2010). In 1994, a discharge-product-recovery trench was dug approximately 20 ft from and parallel to the riverbank, which went through the southern end of the yard. In 2000, the area between the trench and the river was excavated and filled with rip rap. Despite the many activities that have occurred at the Avery Division rail yard, vestiges of the old roundhouse persist. As shown in Figure 8, radiating lines visible at the ground surface indicate the former locations of rails that led from the turntable into the stalls.

ARCHAEOLOGICAL POTENTIAL OF THE AVERY LANDING NTCRA SITE

Prehistoric and historic-era land uses in the vicinity were studied to assess the archaeological potential of the Avery Landing NTCRA Site. Materials reviewed included ethnographies, archaeological site records, and historical accounts.

The Site is in narrow, steep-sided valley where through time human activity would tend to have been focused on the more level lands along the river. At different times in the past hillsides, ridges, and stream valleys may have been used as travel routes and upland areas were probably visited for hunting, the gathering of plants and other resources, and for mining and logging, but settlements probably were mostly in the river valley. This pattern of land use is generally supported by the ethnographic (Palmer 1989) and historical records. In the past, the upper St. Joe River valley probably supported abundant plant and animal resources and was probably an attractive locale to human groups with hunting and gathering subsistence economies. Despite this, no evidence for prehistoric use of the area has been found within a mile of the Site. This may reflect the limited research focused on the discovery of prehistoric archaeological resources in the area and may also partly reflect the character of the valley setting. Over time, landsurfaces along the St. Joe River have undoubtedly been subjected to repeated flooding and landslides. While inhabitable surfaces have probably been available in the local area since the end of the Pleistocene, natural processes may have destroyed or buried the record of use, possibly multiple times. Moreover, any prehistoric archaeological remains located at or near the modern ground surface in the Site would very likely have been destroyed by the historic-era development of the Avery yard and more modern land uses.

The historical and modern use of the project area was dominated by the railroad industry between about 1908 and 1977. As summarized above, during this period the railroad yard formerly located at the Site was the center of Milwaukee Road operations in Avery. It was a large industrial facility with perhaps as many as 40 buildings. At its peak more than 200 employees labored in the facilities working in three shifts. Many structures that appear on a 1915 plat map of the rail yard are unlabeled and may have been workers' housing (GLO 1915). Many of these buildings are within the Site.

Overlapping with that period and extending into the present, the Site has been used for timber industry-related activities, and for recreational and residential purposes. In the modern era, post-1960 at the time of this writing, several events have occurred at the Site that potentially had an effect on historic-era archaeological resources if they are present. They include the demolition of the roundhouse and of other structures that were part of the yard, the removal of railroad tracks and of a large aboveground diesel storage tank, the excavation of a collector trench near the river bank followed by the excavations of material between it and the river and the placement of riprap. Where these activities have been

Figure 8. Overview of the part of the former Avery Division rail yard showing surface features (radiating lines) that mark sidings associated with the roundhouse. The blue drill rig seen to the right in the frame marks the approximate location of the former roundhouse. The recreational vehicles, sheds, and equipment seen in the photograph have all been removed from the Site. Photograph taken by Steve Hall, circa 2007.

conducted, they have likely destroyed historic-era archaeological deposits if present. However, the activities have disturbed a small part of the overall Site. The collection trench excavated in 1994 is described as 20 ft inland from the river edge. Later the area between the trench and the river was excavated and riprap was installed. These actions affected a minor area of the Avery Division rail yard. One of the sources relied upon to summarize the historical development of Avery and of the Avery Division rail yard mentions that in 1966 Potlatch added fill to some part of the landform (Crowell and Asleson 1980:138). No information was found to indicate which part of the landform was covered. The very obvious roundhouse-related surface features seen in Figure 8 are a clear indication that the fill was not added to the part of the landform where the roundhouse was located. The information regarding the fill while unattributed to a source may have been the basis for some of the statements included in the Golder report regarding the possible presence of artifacts and features in “fill” (Hoffert 2010:16).

In consideration of the size of the operation and the number of buildings that formerly were present at the Avery Division rail yard, and of the evidence that features related to the roundhouse remain visible at the modern ground surface, it is very likely that railroad-related archaeological deposits are present at the Site. These may include architectural features dating to the early twentieth century that mark locations of former shops and other structures, and the cinder pit and other below-ground facilities that are depicted on the 1915 map of the yard. It is also very probable that artifacts are associated with these features that at a minimum would include structural debris such as pieces of pipe, concrete, wood, window glass, and nails.

It is also quite possible that personal- or work-related artifacts are present at the Site. No information was found that refers to how the yard handled its material waste but it can be assumed that there was some degree of cleanup or waste handling practices at the facility. With the specialized work performed there it can be assumed that there was a premium placed on keeping work areas clear of general refuse. With a work crew that at times exceeded 200 operations in the yard can be expected to have generated considerable waste related to railroad work, possibly administrating that work, and also to the daily activities of the workers. A large amount of debris must have been generated daily by the hundreds of workers, evenly incidentally, as they ate lunches, read newspapers, and took breaks. Such items as discarded gloves and other articles of clothing, newspapers, food orts and waste from lunch pails, cigarette butts, tobacco tins and other packaging, combined with accidental losses such as buttons and other closures from clothes and other small items, multiplied by the number of employees must have produced considerable personal waste. No information was found describing how this waste was dealt with. It may have been cast into the river, or hauled off and deposited in the surrounding countryside. Or, it may have been buried on site or stockpiled in an unused corner of the yard. Such deposits, if present, could provide insight into the habits and behaviors of railroad workers and the work life inside the Avery Division rail yard.

Taking all of the preceding into account, it is unlikely that the Site contains intact or partially intact prehistoric archaeological resources but it has considerable potential to contain historic-era artifacts or features, and in fact can be seen to retain surface features related to the roundhouse and turntable (Figure 8). If historical archaeological deposits are present but disturbed that does not preclude them from possessing value for interpreting the past. Sites exhibiting high levels of disturbance or consisting of secondary deposits of artifacts, such as landfills, plow zone sites, and sites reworked by natural or anthropogenic processes, often yield considerable information.

SUMMARY AND RECOMMENDATIONS

This report has presented information on the history of the Milwaukee Road and the town of Avery. This information was used to provide a context for the historical landuse of the Avery Landing Site that was the former location of a large part of the Avery Division rail yard, a maintenance and repair facility that contained, among other things, a railroad roundhouse, a turntable, and a fuel depot. The facility was constructed between 1908 and 1909 as part of the Pacific Extension of the Milwaukee Road and remained in operation into the late 1970s. It also presented an assessment of the archaeological potential of the Site. The information has been presented to augment an earlier pre-field Class I cultural resources assessment (Hoffert 2010) and to assist the EPA in complying with the requirements of Section 106.

As described above, the Avery Division rail yard was essential to the operations of the railroad and to the growth of the town of Avery. It was part of the Milwaukee Road, which has been determined to be important in the history of American railroading for the significant contributions it made in railroad technology. At one time it had over 600 miles of electrified track making it the world's longest electrified railroad. Parts of the railroad have been listed or have been determined to be eligible for listing on the National Register of Historic Places (NRHP). Its passenger depot in Avery is a NRHP-listed property as are a 56-mile section of the line running between the mouth of Loop Creek in Shoshone County to St. Regis in Montana, and the section of the railroad system in Washington State. The Avery Division rail yard and the other railroad facilities between there and the Idaho-Washington state line have not apparently been documented and assessed for NRHP eligibility.

The Avery Division rail yard was arguably the most important element of the rail system in the upper St. Joe River valley. The roundhouse was the most noteworthy component of the facility and it was

recorded as a historical resource in 1976 (Boreson 1976). Unfortunately, the record form is essentially devoid of useful information but it appears that the recorder's intent was for only the roundhouse to be given status as an aboveground cultural resource. The roundhouse has been removed but as can be seen in Figure 8, a vestige of it remains as an archaeological feature visible at the modern ground surface.

Based on the information presented in this report, it is AAR's opinion that the Site has considerable potential to contain historic-era archaeological deposits related to the Milwaukee Road. The NTCRA could involve the excavation and cleaning of the contaminated sediment from 10.7 acres, or some smaller part hereof, to an approximate depth of 17 ft below ground surface. The Site encompasses the Avery Division rail yard and the NTCRA would destroy archaeological deposits if present. For that reason AAR recommends that archaeological field study be conducted at the Site before the removal action. The study should involve an intensive pedestrian survey of the Site. Its objectives should be to identify and record all cultural resources visible at the ground surface and observed in exposed soil profiles. During the survey the known surface archaeological features associated with the roundhouse and any other surface features or artifacts should be thoroughly documented. Following that, the 10SE476 record form should be updated and the cultural resource designation extended to cover the known archaeological features at the Site and any other archaeological deposits associated with the Avery Division rail yard as well as with the use of the property by Potlatch for the period 1944 to 1960.

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