



LANDMARK REGISTRATION FORM

PART I: PROPERTY INFORMATION

Approved 9/26/2019

1. Name of Property

historic name: ISSAQUAH AUTO FREIGHT COMPANY BUILDING

other names/site number: Castagno Garage; HRI # 2209; WISAARD # 337235

2. Location

street address: 92 SE Bush Street, Issaquah, WA 98027

parcel no(s): 235430-0115

legal description(s):

3. Classification

Ownership of Property:

- ☐ Private
☒ public-local
☐ public-State
☐ public-Federal

Category of Property:

- ☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Name of related multiple property listing:

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

4. Property Owner(s)

name: Issaquah Historical Society

street: PO Box 695

city: Issaquah

state: WA

zip: 98027

5. Form Prepared By

name/title: Flo Lentz (25549 140th Lane SW, Vashon, WA 98070)
& Sarah J. Martin (3901 2nd Avenue NE #202, Seattle, WA 98105)

organization: Contracted consultants for Issaquah History Museums date: March 2019

6. Nomination Checklist

- | | |
|--|---|
| <input checked="" type="checkbox"/> Site Map (REQUIRED) | <input checked="" type="checkbox"/> Continuation Sheets |
| <input checked="" type="checkbox"/> Photographs (REQUIRED): <i>please label or caption photographs and include an index</i> | <input type="checkbox"/> Other (please indicate): |
| <input type="checkbox"/> Last Deed of Title: <i>this document can usually be obtained for little or no cost from a title company</i> | |

PART II: PHYSICAL DESCRIPTION

7. Alterations

Check the appropriate box if there have been changes to plan, cladding, windows, interior features or other significant elements. These changes should be described specifically in the narrative section below.

- | | | | | | |
|---|-----------------------------|--|---|--|--|
| <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | Plan (i.e. no additions to footprint, relocation of walls, or roof plan) | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | Interior features (woodwork, finishes, flooring, fixtures) |
| <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | Cladding | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No | Other elements |
| <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | Windows | | | |

Narrative Description

Use the space below to describe the present and original (if known) physical appearance, condition, architectural characteristics, and the above-noted alterations (use continuation sheet if necessary).

Introduction

Brothers Remo and Frank Castagno built the Issaquah Auto Freight Company Building in 1939 at the south edge of downtown Issaquah, just two blocks south of the Sunset Highway at the northwest corner of SE Bush Street (formerly Hill Street) and 1st Avenue SE (formerly 2nd Street). The building expanded the Castagnos' existing freight-hauling business and served as the company's garage and warehouse into the 1950s. It was a reflection of the Castagnos' success in the auto freight business, of the growing demand for local and regional freight hauling, and of the improving auto-oriented infrastructure in and around Issaquah. In 1944, they built another garage on the adjacent lots to the north.

The Issaquah Historical Society acquired the Auto Freight Building from the Castagno family in 1989. The City of Issaquah purchased and renovated the adjacent north building for use as a food and clothing bank, and it continues in this capacity today. Society volunteers renovated the Auto Freight Building in 1991, and today the 80-year-old structure serves as a place to store larger museum pieces and as a workshop for constructing exhibits for the historical society, now called Issaquah History Museums.

Setting

Located in eastern King County, Issaquah is nestled in the valley of Squak Creek (renamed Issaquah Creek), surrounded on three sides by the scenic "Issaquah Alps," foothills of the Cascade Mountains. To the north, the valley meets the head of Lake Sammamish at the base of the rapidly developing Sammamish Plateau. Issaquah serves as a gateway to outdoor recreation for all of King County. It is bordered by several large regional parks, including Lake Sammamish State Park, Cougar Mountain Regional Wildland Park, Squak Mountain State Park Natural Area, and Tiger Mountain State Forest. Interstate 90 bisects the community along the route of the 1940s Cross-State Highway, providing easy access from Seattle into the Cascades and points east (figure A1).

The town is oriented in a roughly northwest to southeast direction, along the former path of the Seattle, Lake Shore & Eastern Railway. Historic downtown Issaquah stretches for several compact blocks along Front Street, an old corridor running north-south at a slight angle to the railroad right-of-way

(figures A2 and A3). The downtown district still has a pedestrian scale, with several early false-front structures and a number of 1920s single-story masonry commercial buildings. Downtown includes the National Register-listed Issaquah Depot and, farther north along Front Street, the Hailstone Feedstore & Gas Station, a designated Issaquah Landmark.

The first plat of the city was filed as the Town of Englewood in 1888, in response to the coming of the railroad (figure A5). Known today as Olde Town, this 12-block area is bounded on the west by Front Street, on the north by Sunset Way (originally Mill Street, the oldest east-west corridor through town), and on the south by Clark Street (originally Washington Street). Early plat maps and Sanborn Company maps show subsequent growth of residential blocks to the east and north, with commerce expanding mostly north along Front Street. The abandoned railroad right-of-way bisects Olde Town diagonally. Today, various public amenities flank this green corridor, including schools, parks, a community center and pool, a modern city hall and police station, and parking.

The Auto Freight Building is located just west of the old railroad right-of-way within this original plat, at 92 SE Bush Street (figure A4). The building fronts both SE Bush Street and 1st Avenue SE and occupies the south portion of Lot 8 and a portion of Lot 7 in Block 2. The parcels immediately surrounding the building are a mix of single-family residential, commercial, and light industrial in character. The historic Lewis House (115 SE Bush Street) and the reconstructed W.W. Sylvester House (110 SE Bush Street) are nearby. East of the railroad right-of-way is the Gilman Town Hall, one of Issaquah's oldest buildings and a designated local landmark. It is surrounded by residential blocks of single-family homes.

Issaquah has grown exponentially in recent decades, from a small farm town of 4,000 in 1970, to a city of 37,400 as of 2017. Surrounding dairy lands were sold to developers in the 1980s, particularly at the north end of town. Today, shopping centers, big box stores, restaurants, and other commercial clusters surround the busy community. Meanwhile, large new residential developments have sprouted up on the surrounding hillsides. Located at the south edge of the downtown district, the Auto Freight Building remains well protected through its public ownership and museum use. The building is a modest physical reminder of the city's pre-World War II automobile era.

Current Description

Exterior

The Auto Freight Building's vernacular commercial character, scale, and massing is consistent with the surrounding neighborhood. It has a rectangular plan that measures approximately 52' x 72'.¹ The building footprint occupies nearly the entire site, leaving only a small strip of land with a concrete sidewalk accessing a rear door on the west side. The north wall of the building abuts the south wall of the City-owned food and clothing bank. Public concrete sidewalks line the east and south street-facing sides of the building (figures C1 through C4).

¹ 1940 Property Record Card, King County Tax Assessor. Washington State Archives, Bellevue, WA.

The Castagnos constructed the building using reclaimed materials, including heavy wood structural beams from the Black Diamond coal bunkers.² As a result, the building features a variety of construction materials and exterior claddings, including vertical corrugated metal and both horizontal and vertical wood sheathing. Roofing material and flashing are metal, and there are wood parapets on the east and west walls. The current east parapet is not a historic element; the original parapet did not extend as high and the east roofline historically featured a slightly projecting overhang (figures B7, C1 and C2). A modest second-story apartment with an irregular footprint that measures approximately 31' x 38' extends above the slightly sloped flat roof (figure C2).³ It historically had horizontal wood siding and wood-sash windows, but it now features vertical wood siding and metal-frame sliding windows (figure B11). The earliest tax assessor record suggests the building's original foundation was post-and-beam, but the foundation is now concrete.

The east facade faces 1st Avenue SE and includes two sets of large sliding doors and a full-façade parapet above that is clad with horizontal wood boards (figure C1). The two garage bays each feature a pair of inset wood doors situated on horizontal tracks. The doors have a barn-style appearance. The northernmost door slides open to serve as the primary entrance into the building.

The south facade faces SE Bush Street and is clad with vertical corrugated metal over wood sheathing. There are three large doors that are clad with vertical corrugated metal over wood (figures C2 and C5). They are at least partially fixed in place from the interior. The west door is covered and hardly discernable from the exterior. The one known historic photograph of this side of the building, the 1965 assessor photo (figure B11), depicts three garage doors, at least two of which were folding doors.

The west (rear) wall is clad with vertical corrugated metal over wood sheathing. There is one opening, a single-leaf metal door, that originally provided access to the second-floor apartment but now serves as rear egress for the first-floor garage area (figure C6).

Interior

Although the interior has been renovated and somewhat adapted for use as a museum woodshop and exhibit storage space, it very much retains the character of a garage and freight warehouse. The first-floor space retains the voluminous open area of the former garage (figure C11). This area is framed with heavy timber posts and beams, some with cast iron post caps, that were salvaged from the Black Diamond coal mines (figures C11 and C14). The walls are uninsulated, with exposed sheathing and studs visible to the interior (figures C11 through C14). The extremely thick concrete floor was installed with donated materials during the 1991 renovation. Prior to this, the floor had been dirt.⁴

The area along the north wall of the building experienced the most change during the 1991 renovation. The wall was significantly water damaged and had to be rebuilt and lifted to accommodate a greater slope in the roof, for drainage purposes. Because salvaged lumber was used to rebuild the north wall, a

² The Issaquah Historical Society learned this information from the Castagno family. Greg Spranger, Past President, Issaquah Historical Society, Interview by co-author Sarah Martin, January 23, 2019.

³ 1965 Property Record Card, King County Tax Assessor. Washington State Archives, Bellevue, WA.

⁴ Greg Spranger.

concrete step was built to achieve the needed ceiling heights (figure C8). The salvaged lumber was also used to strengthen the building's structure, particularly along the north wall and in the garage bays (figure C12). The interior space along the north wall was framed in, but not finished, to provide space for artifact storage, a restroom, lumber storage, and a new staircase to the second floor.

The primary entrance into the building is through the sliding door at the northeast corner (figures C1 and C7). Just inside the entrance is an enclosed, straight-run wood staircase to the second floor. A skylight illuminates the wide staircase that features more than twenty risers (figures C8 and C9). The staircase and skylight were added during the 1991 renovation. An interesting feature of the staircase are the metal rails on either side of the stairs that accommodate a small wheeled cart for the purpose of moving large objects. It was built by historical society volunteer Eric Martin during the renovation.⁵

At the top of the staircase is where a small outdoor porch once was. Entry into the apartment was on the south wall of the porch.⁶ The second-floor space was built to function as a modest apartment, but it no longer conveys that use (figure C10). It had long been in disrepair before the interior was mostly stripped of finishes during the 1991 renovation. It has rough wood and plywood patched flooring. The walls have no finish beyond framing and sheathing, and the wood roof structure is visible. The walls and roof are not insulated.

Evidence of Physical Change Over Time

The Auto Freight Building reflects two distinct use periods, each of which resulted in physical changes to the property. The changes are documented below from a mix of primary sources, oral history, and secondary accounts.

Auto Freight and Castagno Era – 1939-1989

- The building was built using materials salvaged from Black Diamond coal bunkers in the late 1930s, resulting in a vernacular building with a variety of materials.
- In 1944, the Castagnos built another garage north of the existing structure (figure B10). The new, free-standing garage was constructed on the site of the former Remo Castagno residence (figure B8). The tax assessor records suggest the property on Lot 8 was renovated in 1959, which may be when the two garage buildings' east facades were integrated, as seen in the assessor's 1965 photograph (figure B11).

Issaquah Historical Society / Issaquah History Museums Era – 1989-present⁷

- A major renovation occurred in 1991 (figures B14 through B20). When the Society acquired the building in 1989, it was in very poor shape due to lack of maintenance of the drainage system. Water was pooling and built up badly in the gutters and downspouts and at the parapet walls. The north wall was badly damaged and collapsing and had to be entirely rebuilt. During the

⁵ Eric Martin, long-time volunteer, Issaquah Historical Society, Interview by co-author Sarah Martin, February 5, 2019.

⁶ Greg Spranger.

⁷ Most renovation information comes from Greg Spranger and Eric Martin.

renovation, the north wall was rebuilt and made taller, changing the pitch of the roof to slope southward.

- The 1991 renovation included adding additional structural lumber, particularly along the north wall and in the garage bays. This lumber was donated by Sam Kyle, who had removed it from the upper floors of the 1889 Mount Baker Block in Port Townsend.
- When the Society acquired the building, the floor was dirt. During the renovation, a concrete foundation and floor was poured. The concrete was donated by Norm Anderson of Lakeside Sand & Gravel, and it was used plentifully.
- Historically, the second-floor apartment was accessed via the single-leaf door on the west (rear) side of the building. This staircase is no longer extant, and the rear door serves as secondary egress from the first-floor space. Today, the former apartment is accessed via the interior staircase at the northeast corner of the building that was installed as part of the 1991 renovation. The skylights and metal rails were added at this time as well.
- The apartment was in considerable disrepair and finished in quarter-inch plywood that was painted and papered. There was no insulation. The apartment historically had wood windows, but these were replaced with metal-frame sliding windows. Work to this space included stripping the plywood walls, leaving the framing exposed.

Integrity

The Auto Freight Building clearly illustrates its historic use as a garage and upstairs residence. The property's integrity of location and setting remain strong given its strategic placement within the original town plat and its surrounding neighborhood of commercial and single-family dwellings. The building's integrity of feeling and association also remain vital. Its exterior massing and arrangement reflect its historically light industrial function. The property's integrity of design, materials, and craftsmanship are less strong due to the building renovation in 1991, but the remaining historic fabric of both the exterior and interior continue to convey the building's use as a garage and storage space for a successful, family-owned freighting business.

PART III: HISTORICAL / ARCHITECTURAL SIGNIFICANCE

8. Evaluation Criteria

Designation Criteria:

- ☒ A1 Property is associated with events that have made a significant contribution to the broad patterns of national, state, or local history.
- ☐ A2 Property is associated with the lives of persons significant in national, state, or local history.
- ☐ A3 Property embodies the distinctive characteristics of a type, period, style, or method of design or construction or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ A4 Property has yielded, or is likely to yield, information important in prehistory or history.
- ☐ A5 Property is an outstanding work of a designer or builder who has made a substantial contribution to the art.

Criteria Considerations:

Property is

- ☐ a cemetery, birthplace, or grave or property owned by a religious institution/used for religious purposes
- ☐ moved from its original location
- ☐ a reconstructed historic building
- ☐ a commemorative property
- ☐ less than 40 years old or achieving significance within the last 40 years

Historical Data (if known)

Date(s) of Construction: 1939	Other Date(s) of Significance: 1991	
Architect: N/A	Builder: Remo & Frank Castagno	Engineer: N/A

Statement of Significance

Describe in detail the chronological history of the property and how it meets the landmark designation criteria. Please provide a summary in the first paragraph (use continuation sheets if necessary). If using a Multiple Property Nomination that is already on record, or another historical context narrative, please reference it by name and source.

Introduction

The Auto Freight Building was built in 1939 to replace a smaller garage for a growing local business – the Issaquah Auto Freight Company. Built by Italian immigrant Remo Castagno and his brother Frank, the building served as a garage and storage space for their Issaquah-based freight-hauling business. The Castagno brothers, who both lived in close proximity to the garage, transported an assortment of goods, freight, and food products throughout the Puget Sound region while based in Issaquah. By the mid-1960s the business had relocated to Renton, but the building remained in the Castagno family until it sold the property to the Issaquah Historical Society in 1989. The Society renovated the building

in 1991. During its 80-year history, the building has only served a few similar functions, as a garage for a busy freight business, as personal storage for boats and cars, and as a workshop and storage space for a growing community museum.

The Auto Freight Building meets City of Issaquah landmark criterion A1, through its association with events that have made a significant contribution to the broad patterns of local, state, or national history, in the following ways:

- This light industrial building, located on a corner lot at the south edge of downtown Issaquah, reflects the success of a locally prominent freight business that began in the early automobile era, survived the Great Depression, and thrived throughout the twentieth century.
- Built in 1939, it was a product of the Sunset Highway-era and witnessed the evolution of transportation toward the multi-lane highway era during which it became obsolete as a freight company garage.
- The building is associated with a prominent Issaquah family, the Castagnos. Brothers Remo and Frank Castagno owned and managed the auto freight business. Remo was active in local public service, including serving as fire chief, a school board member, a city councilman, and as mayor. Frank was active in industry circles, serving as president of the Washington Motor Transport Association and being recognized by the American Truck Historical Society.

Early Community & Transportation History

When European Americans first settled in the central Puget Sound region in the 1850s, Native peoples had long thrived in the richly forested foothills of the Cascades where Issaquah now prospers. The abundant natural resources that sustained the Snoqualmie and Sammamish peoples attracted immigrant settlers and entrepreneurs inland by the 1860s, particularly those with logging and mining interests. When the area was surveyed by the General Land Office in 1864, there were several small farms and the beginnings of a settlement in the Squak Valley. A post office opened at Squak in 1870. Founding settler Ingebright Wold, in 1873, secured land from the U.S. government that would later become Issaquah and the site of the Auto Freight Building.⁸

Although coal had been discovered in the Squak Valley in 1862, the area developed slowly until there were more reliable transportation routes in and out of the isolated region. In 1885, a group of Seattle-based investors formed the Seattle, Lake Shore & Eastern Railway Company to improve the transportation system. The line developed through Wold's property in 1888, and he platted the Town of Englewood the same year. A passenger and freight depot opened nearby in 1889, and it was named Gilman Station in honor of railroad investor Daniel H. Gilman.⁹

⁸ General Land Office, Bureau of Land Management. Land Survey Map of Township 24N, Range 6E. Recorded November 29, 1864. Clarence Bagley, *History of King County, Washington, Vol. 2* (Chicago: S.J. Clarke Publishing Company, 1929), 765, 768.

⁹ King County Recorder's Office. Plat of Town of Englewood. Filed May 7, 1888. Alan J. Stein, "Gilman (later Issaquah) incorporates on April 29, 1892." HistoryLink.org Online Encyclopedia of Washington State History, Essay #4195, 2003, accessed February 7, 2019, <http://www.historylink.org/File/4195>.

Wold's Plat of the Town of Englewood, located in Section 34, Township 24 North, Range 6 East, included 12 blocks with lots of varying sizes organized around the SLS&E Railway, which crossed through the plat on a northwest-to-southeast path (figure A5). The Auto Freight Building was later built on Lots 7 and 8 in Block 2, which was situated between the railroad on the east and Front Street on the west and was platted as a transitional block with denser lots along the north half of the block where commercial entities would locate. Block 2 was close to both the railroad and primary roadways through town and beyond. Mill Street (today's Sunset Way) was just two blocks north and developed as the primary east-west thoroughfare through town.

King County approved a petition by community leaders to incorporate as the Town of Gilman, and the new town council first met on April 27, 1892. Several years later, in 1899, the town name was changed to Issaquah to avoid confusion, since both the depot and post office were named Issaquah.¹⁰

Issaquah developed into a thriving town by the turn of the twentieth century, with some 500 residents by 1908.¹¹ Within the first decade of the twentieth century, the town's first bank opened (Bank of Issaquah), *The Issaquah Independent* began weekly publication, a local telephone company organized, and a road connecting Issaquah with Preston had been completed. Issaquah's main industries of the time included "farming, dairying, manufacturing of lumber and shingles, and fruit raising, (and coal mining)."¹² The Northwest Milk Condensing Company opened in 1909 and provided a steady alternative to employment in the coal mines for many Issaquah residents. The business was later known as the Issaquah Creamery and continues today as Darigold.

Issaquah Auto Freight Co. – The Harrington Era

Local business and industry were increasingly reliant on strong transportation infrastructure in and around Issaquah. The first automobiles appeared on Issaquah roads by about 1910. Cars for hire and an automobile stage service between Seattle and Issaquah were advertised locally in 1911. Early freight and stage operators in Issaquah included James Nichols (1911) and R. H. Kellogg (1915).¹³ In 1915, the final portion of the Sunset Highway connecting Snoqualmie with Seattle was finished, and it passed through Issaquah along Mill Street (figures A6 and A8). Both Mill and Front streets were subsequently paved in 1924.¹⁴ With this improved transportation network, the creamery, for example, could provide its products to more people at greater distances. The Issaquah Creamery was an early and steady client of the Castagno brothers, who delivered their dairy products to Seattle markets and throughout King County.

¹⁰ Record of Proceedings of the Council of the Town of Gilman, January 16, 1899.

¹¹ Sanborn Co. Fire Insurance Map of Issaquah, 1908.

¹² "Issaquah," *The Coast* XVII, no. 6 (June 1909): 398.

¹³ "Issaquah-Seattle Auto Stage," and "Auto for Hire," advertisements, *The Issaquah Press*, July 21, 1911, p. 4. "Twenty-five Passenger Motor Bus Which Goes Into Service on Seattle-Issaquah Stage Run," *The Seattle Sunday Times*, April 4, 1915, Touring Section, p. 7.

¹⁴ Sarah Sodt and Kate Krafft, *Survey and Inventory of Historic Resources in City of Issaquah, WA*. King County Historic Preservation Office. 2003, p. 5.

By 1920, the automobile had become an important and growing part of passenger transportation and of the freight hauling industry. Governments of all levels recognized the need to regulate the industry for reasons of public safety and to maintain public infrastructure. The State's new Department of Public Works was charged with overseeing the construction of roads and highways and, in 1921, began certifying auto transportation companies. Albert L. Harrington and his son Lester were among the first motor freight companies to apply for and receive a certificate from the State to operate a freight hauling business, Seattle-Issaquah Auto Freight Company.¹⁵ They served areas between Seattle and Coalfield, Issaquah, High Point, Preston, Upper Preston, Monohon, Cedar Grove, and Elliott, and had been operating under that name since at least February 1918, when it first appeared in *Seattle Times* advertisements (figure B1).

The Seattle-Issaquah Auto Freight Company operated a fleet of four trucks for general freight purposes (figure B2). Its Issaquah depot was located near Sunset Highway and Newport Way on the west edge of Issaquah (figures A6 and B3). It was one of many firms connected with the Seattle Auto Freight Depot, a regional hub for pick-up and delivery located near the docks and railway lines at 1st Avenue South and Dearborn Street in downtown Seattle. The depot opened in 1921 under the management of J.L. Bracklin, who was instrumental in organizing certified auto freight operators in 1922 to form the Western Washington Motor Freight Association.¹⁶

In 1924, the Harringtons and other members of their family incorporated the business under the name Issaquah Auto Freight Company.¹⁷ There was a change in ownership and management in 1927. While the Harringtons retained an interest in the new firm, it incorporated under the name Issaquah Transportation Company with new officers: Clarke Nettleton, president; Everett Harrington, vice-president; A.J. Peters, treasurer; R.W. Huntoon, secretary; and A.L. Wold, manager.¹⁸ According to *The Issaquah Press*, the new company conducted business under the old name and the elder Harrington continued the business as before.¹⁹

By this time, Albert Harrington was in his mid-60s and his wife Ida had died a few years earlier. Although their sons Lester and Everett worked in the auto freight business, the firm was sold in 1928 to another Issaquah-based auto freight company – Castagno Brothers Auto Freight – owned by Remo and Frank Castagno (figure B4).²⁰ The Castagnos started out in the early 1920s hauling milk from the Hobart area to the creamery in Issaquah.²¹ They operated out of a garage at the northwest corner of Hill and Second streets on the south edge of downtown Issaquah, and their purchase of Harrington's outfit in

¹⁵ "Application of L. and A.L. Harrington, Operating Under the Trade Name of Seattle-Issaquah Auto Freight," Department of Public Works, Certificate No. 31, June 30, 1921. State of Washington, *First Annual Report of the Department of Public Works of Washington* (Olympia, WA: Frank M. Lamborn, printer 1921), 398.

¹⁶ "Freight Men Organize," *The Seattle Times*, March 23, 1922, p. 9.

¹⁷ Articles of Incorporation of the Issaquah Auto Freight Company, filed for record in the office of the Washington Secretary of State, January 3, 1924. Washington State Archives, Olympia.

¹⁸ Articles of Incorporation of the Issaquah Transportation Company, filed for record in the office of the Washington Secretary of State, September 23, 1927. Washington State Archives, Olympia.

¹⁹ "New Management at Old Issaquah Firm," *The Issaquah Press*, September 30, 1927, p. 3.

²⁰ "Castagno Bros. Buy Transportation Co.," *The Issaquah Press*, May 17, 1928, p. 1.

²¹ "Issaquah Family Album: The Castagno Family," *The Issaquah Press*, December 26, 1990, p. 8.

1928 greatly expanded their influence on the local auto freight market. It does not appear the Castagnos used Harrington's former depot as it was in use as an auto repair shop by May 1931.²²

The Issaquah Auto Freight Co. – The Castagno Era

The Castagno brothers, Remo and Frank (figure B12), were born to Italian parents John (Giovanni) and Angela Castagno who immigrated to the United States in 1896. The family eventually settled in Ravensdale, a mining town in southeast King County. John Castagno, a coal miner, was killed in a mine explosion there in 1915. When Remo Castagno (1894-1973) married Gertrude Morris, also of Ravensdale, in 1913, he listed "motorman" as his occupation on his marriage license, the earliest known reference to his career in the auto freight industry. Although records conflict, it appears Remo and his young family moved to Issaquah in the late 1910s or early 1920s.²³ A young Frank Castagno (1902-1990) moved to Issaquah in the early 1920s to work with his brother Remo in the auto freight business. He married Bonnie Colgan in 1925.

The Issaquah Press reported in late 1922 that Remo Castagno had "purchased the Paul Koss home on Second street" and was "building a fireproof garage 34x40 on the corner, to house his trucks and touring car."²⁴ However, this sale was not recorded in King County records until five years later in 1927, when Castagno officially purchased Lot 8 on Block 2 for \$1,500 from Paul and Rosi Koss.²⁵ The north half of the lot included the two-story, wood-frame residence facing Second Street (now 1st Avenue SE), where today's food bank building stands (figure B8). The south half of the lot included a freestanding garage described in the 1922 clipping. Both the residence and the garage appear on the 1930 Sanborn map (figure A7).

In 1931, Castagno purchased the east half of Lot 7 in Block 2 for \$160 from John and Juliana Peterzell.²⁶ The extra half-lot would allow for the construction of a bigger garage, but it would be another eight years before he razed the smaller garage to replace it.

The Castagnos did business as Issaquah Transportation Company during the late 1920s and early 1930s. Records of the company during this period are scarce, but the Castagnos advertised regularly in the local newspaper under the Issaquah Transportation Company name through the mid-1930s (figure B5). They continued to deliver milk and dairy products in the area, but Remo Castagno branched into area of other business interests in the late 1930s. For a brief period in 1937 and 1938 he hauled logs under the business name Castagno Logging Co.²⁷ Also in 1937, Castagno was among a group of investors who incorporated the Gem Coal Company at Black Diamond.²⁸ His auto freight firm did

²² "Highway Auto Service' A New Business Venture," *The Issaquah Press*, May 7, 1931, p. 1.

²³ Remo Castagno's 1919 naturalization record lists him as living in Issaquah, but the 1920 federal census lists him living in Cumberland, near Black Diamond.

²⁴ "Castagno Buys Home," *The Issaquah Press*, November 24, 1922, p. 5.

²⁵ King County Archives, Recorded Documents, Deed, Vol. 1361, Book D, page 64.

²⁶ King County Archives, Recorded Documents, Deed, vol. 1512, book D, page 470.

²⁷ Two letters between Remo Castagno and O.F. Ohlson, April 29 and May 19, 1940. Issaquah Auto Freight 1938 File, 2001.005.52, Issaquah History Museums, Issaquah, WA.

²⁸ "Incorporations," *The Seattle Times*, January 15, 1937, p. 18.

business with this coal company in 1939, and this association is possibly how he obtained the materials to build his new garage in Issaquah.²⁹

The Castagnos razed their existing garage at the corner of Hill and Second streets and replaced it with a larger structure in September 1939 (figures B6 through B8).³⁰ The building included a modest second-floor apartment where Frank and Bonnie Castagno lived. By this time, the business was regularly using the name Issaquah Auto Freight. An assortment of receipts in the Issaquah History Museums collection suggests the business was thriving in the mid-1940s serving a variety of individual and commercial customers hauling everything from pianos to eggs to auto parts. The increasing activity led them to build a second free-standing garage in 1944, this one just north of the garage they built five years earlier (figure B9).

The growth of their business coincided with significant improvements in the regional transportation network. In July 1940, the Lake Washington floating bridge opened taking automobiles on U.S. Route 10 (later I-90) over the lake and through the Mt. Baker Ridge Tunnel. This shortened the drive time to Seattle, which had required drivers to travel south around the lake. U.S. Route 10 was completed in 1941 and followed the general path of the Sunset Highway connecting Spokane with Seattle.³¹

The additional space allowed the company to lease space to related and start-up businesses. For example, the new City Auto Repair managed by Dick Berntsen and Alex Strnard used the Auto Freight Building as temporary quarters in 1945.³² In 1949, the Functional Products Corporation leased space from the Castagnos for the manufacture of its new self-wringing mop.³³ The focus of the auto freight business shifted to Renton in 1952 when it re-incorporated as Renton-Issaquah Auto Freight, Inc. Incorporators were brothers Remo and Frank, and Remo's sons Mervyn, John, and Bill Castagno.³⁴ Remo retired the following year, leaving his brother and sons to manage the business.³⁵ Remo retained ownership of the Issaquah garage until his death in 1973. In the 1960s, the garage was used for boat storage.³⁶ In the late 1970s and 1980s, the Bakamus Truck Repair Co. operated out of the Castagnos' north garage.

The Renton-Issaquah Auto Freight Co. flourished in its new setting in south King County. The Castagnos expanded their Renton plant in 1962-63 as the firm expanded, first into statewide moving services and then nation-wide, long-haul moving and storage (figure B13). Frank Castagno retired from the

²⁹ Receipts. Issaquah Auto Freight 1939 File, 2001.005.23, Issaquah History Museums, Issaquah, WA.

³⁰ "Issaquah Auto Freight Building New Garage," *The Issaquah Press*, September 14, 1939, p. 1.

³¹ Sodt and Krafft, 5-6.

³² "Berntsen and Strnard Opening Auto Repair in Castagno Garage," *The Issaquah Press*, July [?] 1945, p. [?]. Clippings notebook, Issaquah History Museums, Issaquah, WA.

³³ "New Industry Preparing to Open Soon," *The Issaquah Press*, August 18, 1949, p. [?]. Clippings notebook, Issaquah History Museums, Issaquah, WA.

³⁴ Articles of Incorporation of the Renton-Issaquah Auto Freight Company, filed for record in the office of the Washington Secretary of State, September 18, 1952. Washington State Archives, Olympia.

³⁵ "Ex-Issaquah Mayor, Remo Castagno, Dies," *The Seattle Times*, September 20, 1973, p. D18.

³⁶ 1965 Property Record Card, King County Tax Assessor. Washington State Archives, Bellevue, WA.

company in 1975, ending the long tenure of the Castagnos brothers in the auto freight industry. The firm changed its name to Renton-Issaquah Freightlines, Inc. in 1988 and dissolved in 1999.

Throughout their lives, the Castagno brothers were active outside the business in community groups, public service, and industry circles. Remo's public service to Issaquah began in the early 1920s as a volunteer on the local fire department. Beginning in 1930, he served as chief of the fire department overseeing the completion of a fire hall and the purchase of a modern fire truck. As chief, he weathered a contentious debate with Mayor Stella Alexander over the department's jurisdiction as to whether they would battle fires beyond the city limits. The entire force resigned in protest in September 1932, but the uneasiness lingered, and Castagno resigned in dramatic fashion at the July 3, 1933, council meeting where *The Issaquah Press* reported him as declaring that "no one woman is going to run this city."³⁷ Citizens recalled Mayor Alexander in a vote on January 2, 1934. Castagno then served on the school board, then three years on the Town Council, and was elected mayor in 1948, an office he held for four years.³⁸

Frank was particularly active in regional and national auto freight industry circles. He was elected president of the Washington Motor Transport Association in 1949 and was active in the Washington Trucking Association. After his retirement in 1975, the American Truck Historical Society honored him as a founder in the trucking industry.³⁹

Museum Era (1989-present)

In the late 1980s, representatives of the Issaquah Historical Society approached Frank Castagno about acquiring his shuttered garage at 92 SE Bush Street. Society president Greg Spranger handled much of the negotiation with Castagno, which resulted in the sale of the north two-thirds of the property to the City of Issaquah and the south one-third to the Society in August 1989.⁴⁰ The City renovated the north building and used it as a community food bank. The Society made plans to renovate the former Auto Freight Building to be used as a place to showcase and store larger museum pieces, as a workshop for constructing exhibits, and as an office.

Years earlier, in the late 1970s and early 1980s, the Society successfully saved and renovated Issaquah's Gilman Town Hall into a community museum. When the organization acquired the Auto Freight Building, it was managing a major renovation of the Issaquah Depot and was negotiating railroad right-of-way issues for future use of the depot. As a result, badly-needed repairs to the Auto Freight Building were delayed. In 1991, Spranger led a group of volunteers to work on the building

³⁷ "Mayor Reorganizes Emergency Council," *The Issaquah Press*, July 6, 1933, p. 1-2. Record of Proceedings of the Council of the Town of Issaquah, July 3, 1933.

³⁸ "Rem Castagno Leaves Office to 'Buck' Lee," *The Issaquah Press*, June 5, 1952, p. 1.

³⁹ "Frank Castagno New President of Truck Group," *The Seattle Times*, May 22, 1949, p. 17. "Castagno Awarded for 60 Years of Trucking," *The Issaquah Press*, July 14, 1982, p. 4. "Frank Castagno Dies," *The Issaquah Press*, March 14, 1990, p. 5.

⁴⁰ Record of Proceedings of the Council of the City of Issaquah, April 17, 1989; King County Recorder's Office, and Warranty Deed, Instrument no. 198908150590, August 15, 1989 and Warranty Deed, Instrument no. 198908290661, August 29, 1989.

(figures B14 through B20). Most importantly, they addressed the poor roof drainage by adding a slight pitch to the roof and rebuilding the north wall. They shored up areas of the building with additional structural support and added a concrete foundation and floor. The plan to finish the second-floor space went unfinished. Today, the Issaquah History Museums maintains the building and uses it as a workshop and storage space. It is open to the public only during special occasions, but there is a small interpretive sign on the east exterior wall tells the story of the former Auto Freight Building.

The Society and its dedicated core of volunteers saved the Auto Freight Building. While it didn't appear to be threatened with demolition, it was in poor condition and the Society's purchase of the building in 1989 guaranteed its survival and long-term use as part of the community museum.

INDEX OF IMAGES

Section A – Maps and Site Plans

- Figure A1. Present-day map noting Issaquah Auto Freight Company Building in a regional context.
- Figure A2. Present-day map noting Issaquah Auto Freight Company Building in local context.
- Figure A3. Present-day aerial image showing the Issaquah Auto Freight Company Building.
- Figure A4. Current site plan, Issaquah Auto Freight Company Building.
- Figure A5. Plat of Town of Englewood, 1888.
- Figure A6. Kroll Map of King County, Township 24N, Range 6E, 1926.
- Figure A7. Sanborn Fire Insurance Company Map, 1930.
- Figure A8. Metsker Map of King County, Township 24N, Range 6E, 1936.

Section B – Historic Photographs & Images

- Figure B1. Seattle-Issaquah Auto Freight advertisement in *The Seattle Times*, 1918.
- Figure B2. Harrington & Son's Seattle-Issaquah Auto Freight Depot, 1919.
- Figure B3. Harrington & Son's Issaquah Auto Freight Co., 1924.
- Figure B4. Castagno Brothers Auto Freight Co. advertisement in *The Issaquah Press*, 1923.
- Figure B5. Issaquah Transportation Co. advertisement in *The Issaquah Press*, 1931.
- Figure B6. Clipping from *The Issaquah Press* about the garage construction, 1939.
- Figure B7. Issaquah Auto Freight Co. Building, Property Record Card, 1940.
- Figure B8. Remo Castagno residence & Auto Freight Building, Property Record Card, 1940.
- Figure B9. Issaquah Auto Freight Co. Building, Property Record Card, 1944.
- Figure B10. New garage under construction, Property Record Card, 1944.
- Figure B11. Issaquah Auto Freight Co. Building, Property Record Card, 1965.
- Figure B12. Brothers Remo and Frank Castagno.
- Figure B13. Renton-Issaquah Auto Freight Co. advertisement in *The Issaquah Press*, 1962.
- Figure B14. Auto freight building, 1991 renovation.
- Figure B15. Auto freight building, 1991 renovation.
- Figure B16. Auto freight building, 1991 renovation.
- Figure B17. Auto freight building, 1991 renovation. First floor interior.
- Figure B18. Auto freight building, 1991 renovation. First floor interior.
- Figure B19. Auto freight building, 1991 renovation. Second story exterior.
- Figure B20. Auto freight building, 1991 renovation. Second story exterior.

Section C – Current Photographs

- Figure C1. Auto freight building, east elevation.
- Figure C2. Auto freight building.
- Figure C3. Auto freight building, with food and clothing bank building in foreground.
- Figure C4. Former path of the railroad, with auto freight building at left.
- Figure C5. Auto freight building, south elevation.
- Figure C6. Auto freight building, west elevation.
- Figure C7. Auto freight building, entrance on east wall at NE corner.
- Figure C8. Auto freight building interior, just inside entrance on east wall.
- Figure C9. Auto freight building interior, staircase from main entry to 2nd floor apartment.
- Figure C10. Auto freight building interior, 2nd floor apartment.

- Figure C11. Auto freight building interior, 1st floor garage space.
- Figure C12. Auto freight building interior, south wall of 1st floor garage space.
- Figure C13. Auto freight building interior, ceiling structure of 1st floor garage space.
- Figure C14. Auto freight building interior, 1st floor garage space.

Section A – Maps and Site Plans

Figure A1. Current map of region, with a circle noting the location of Auto Freight Building.
King County iMap, 2018.

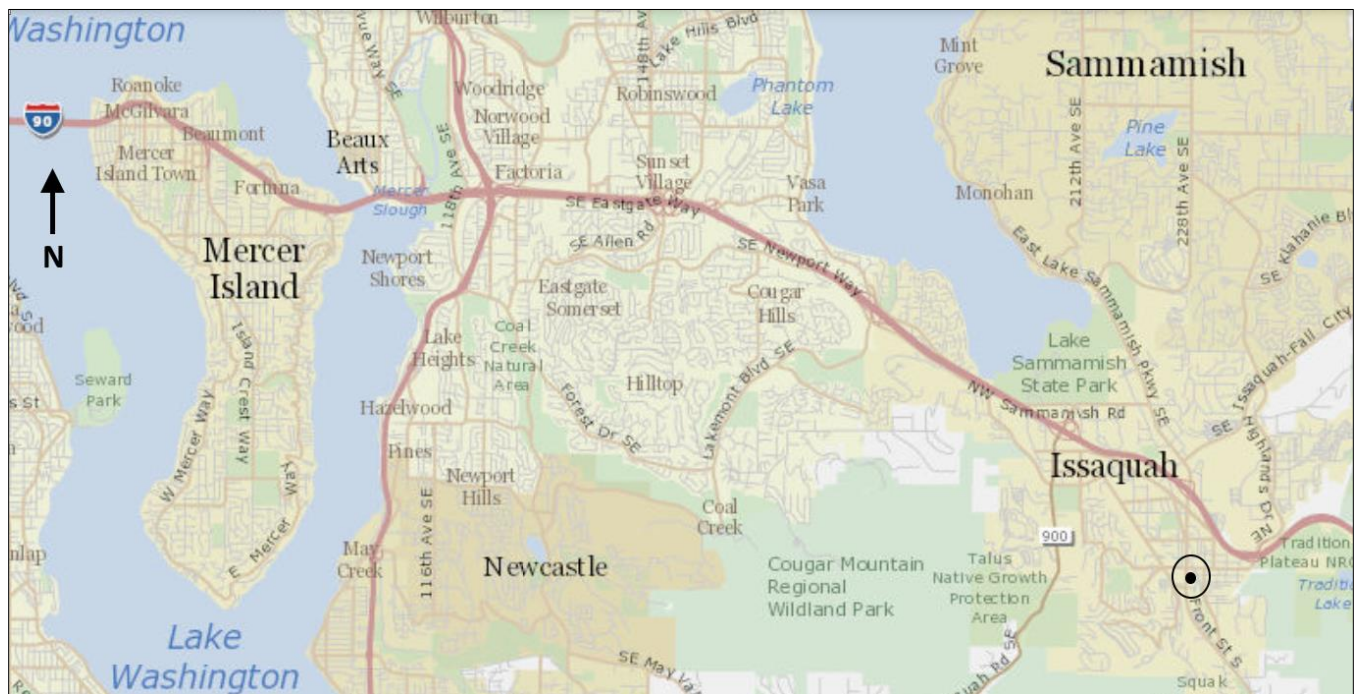


Figure A2. Current map, with a circle noting the location of Auto Freight Building. King County iMap, 2018.

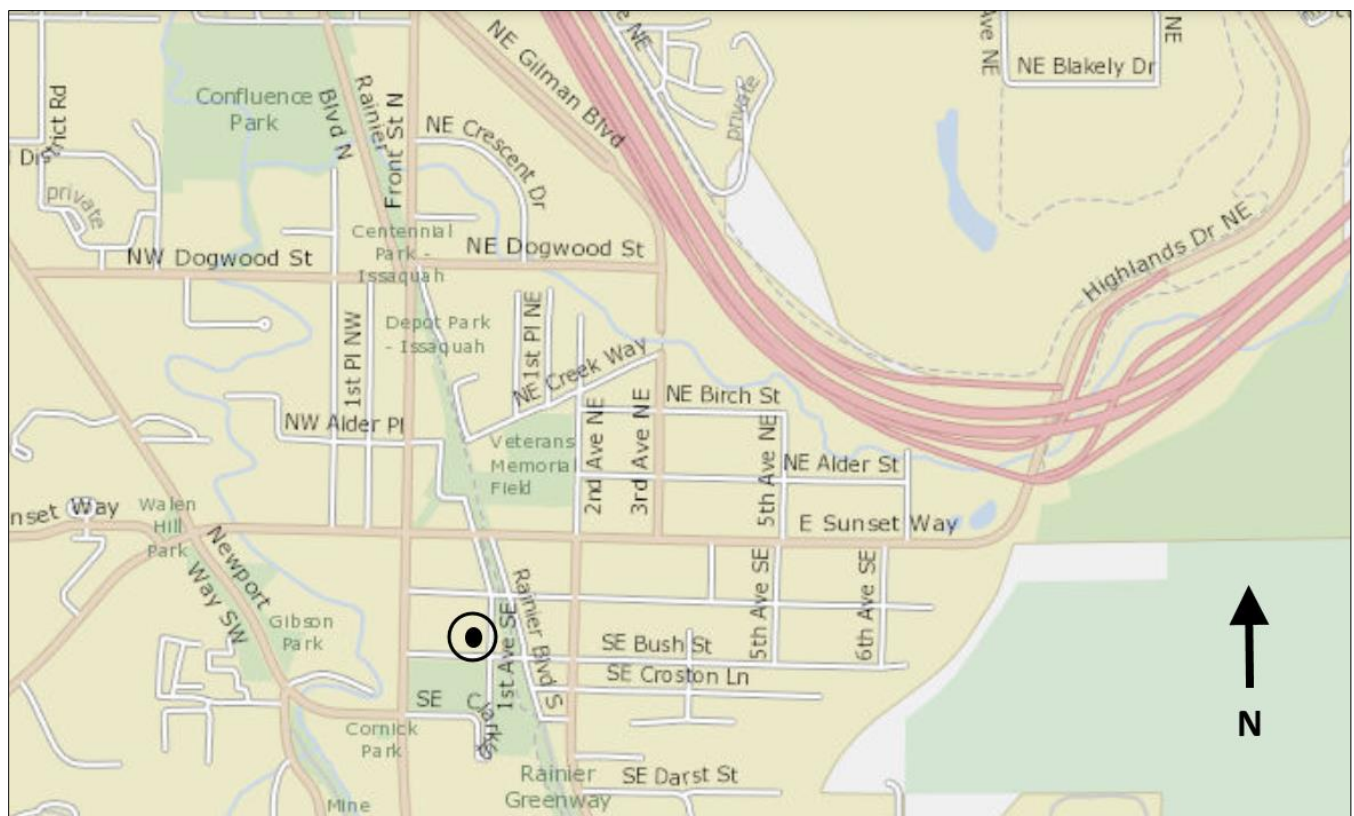


Figure A3. Aerial image of Auto Freight Building and neighborhood. King County iMap, Aerial 2015.

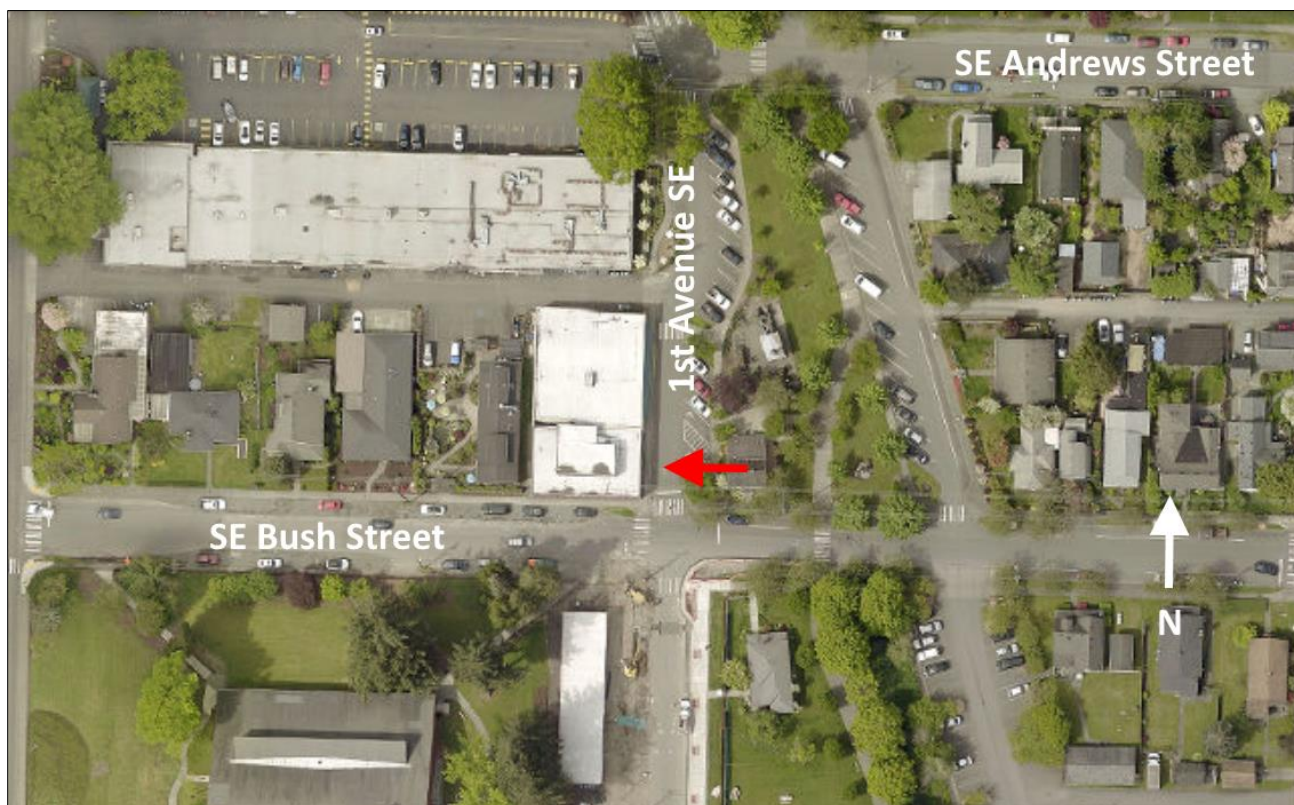


Figure A4. Current site plan, Auto Freight Building.



Figure A5. Plat of Town of Englewood, May 7, 1888. King County Recorder's Office.
The Auto Freight Building is located on Lots 7 and 8 in Block 2.

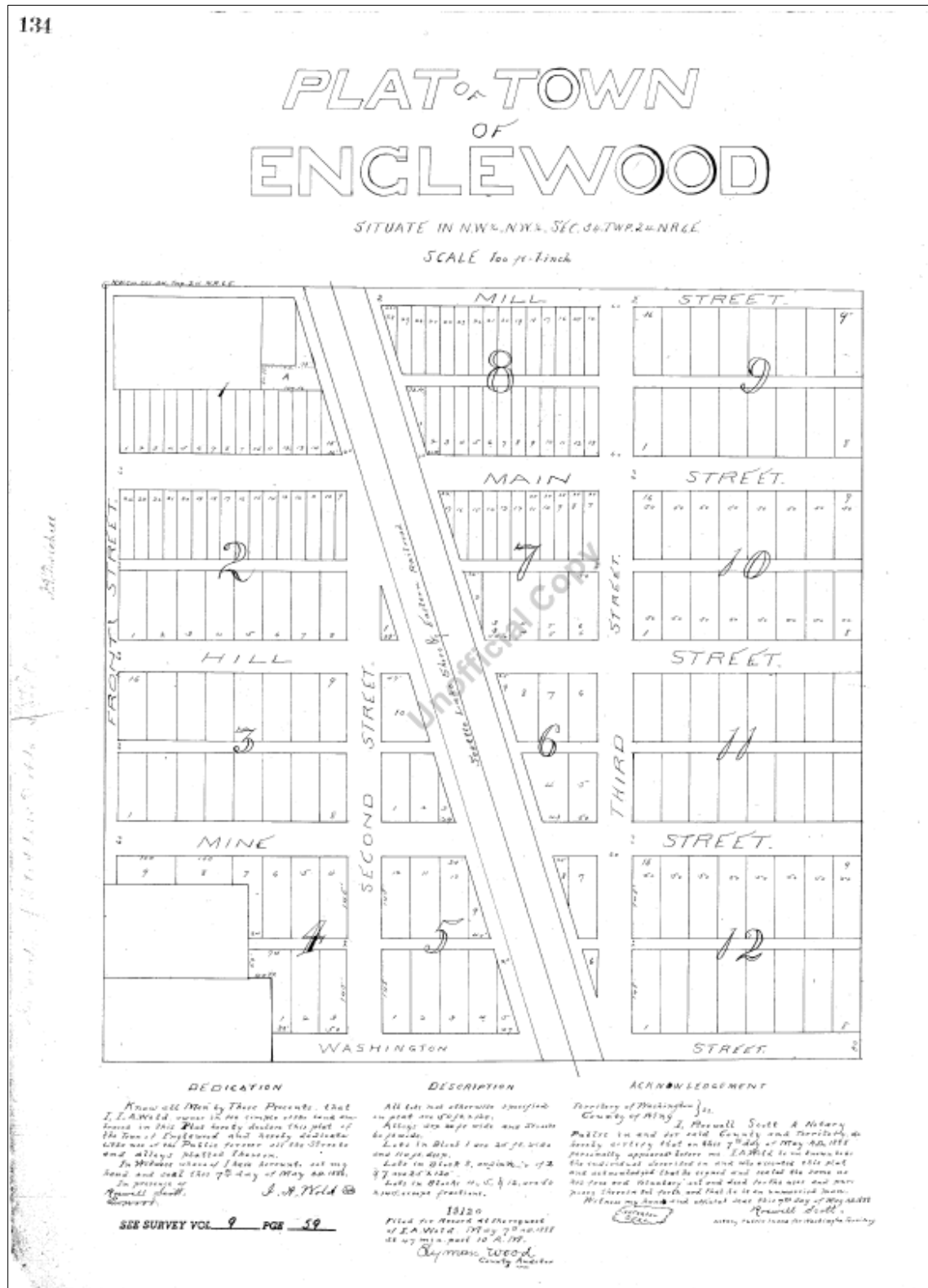


Figure A6. Map of King County, Kroll Map Co., 1926. Partial image of Township 24N, Range 6E, p. 23. This map depicts Issaquah shortly after Albert and Lester Harrington incorporated the Issaquah Auto Freight Co. The red arrow points to their building along the Sunset Highway, which is shown below in figures B1 and B2.

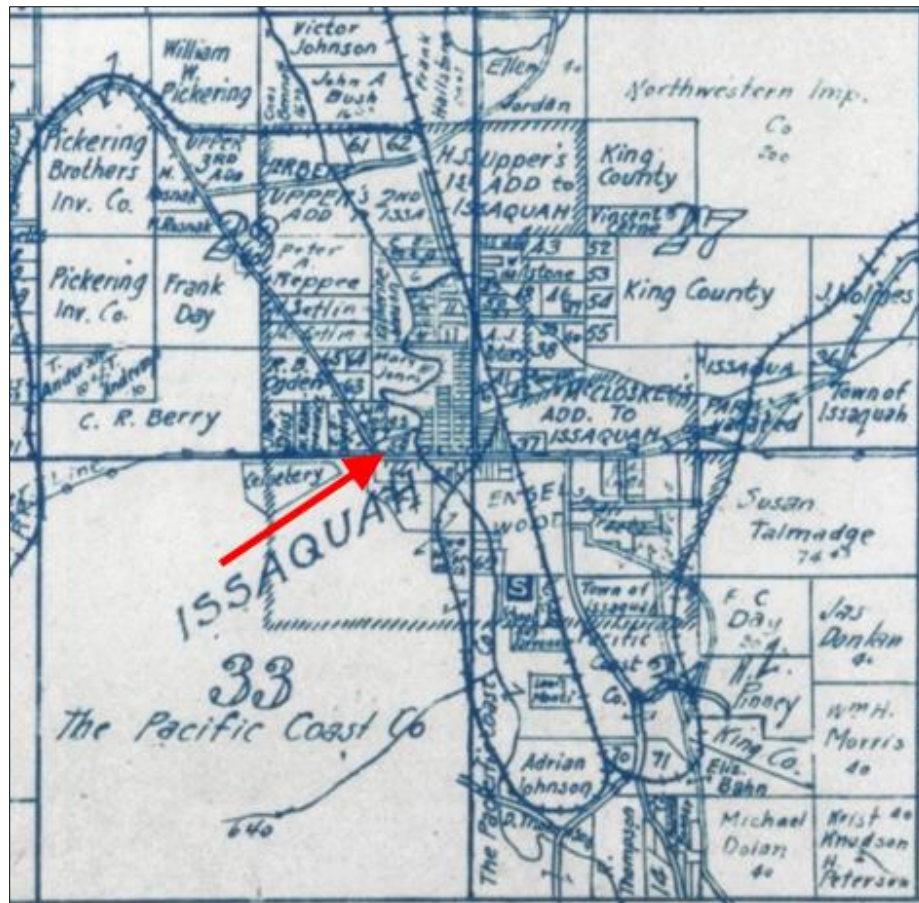


Figure A7. Sanborn Fire Insurance Company Map, Issaquah, WA – July 1930, Sheet 1. The red arrow points to the Castagno brothers' first garage. Remo Castagno and his family lived in the residence north of the garage.

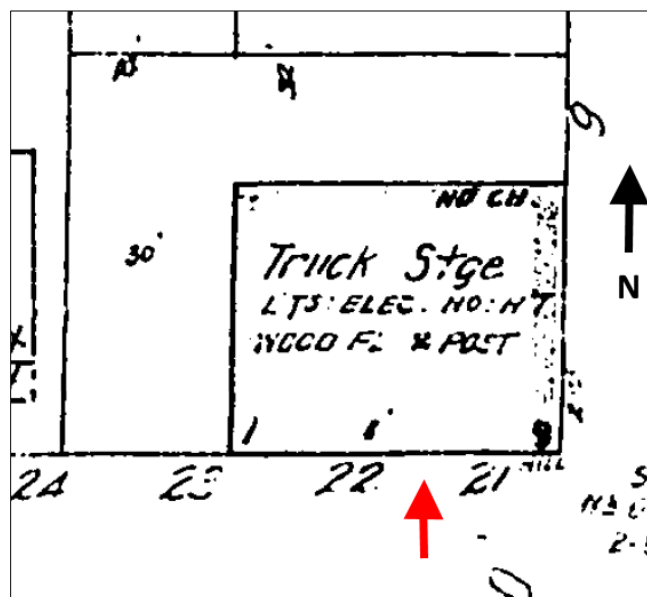
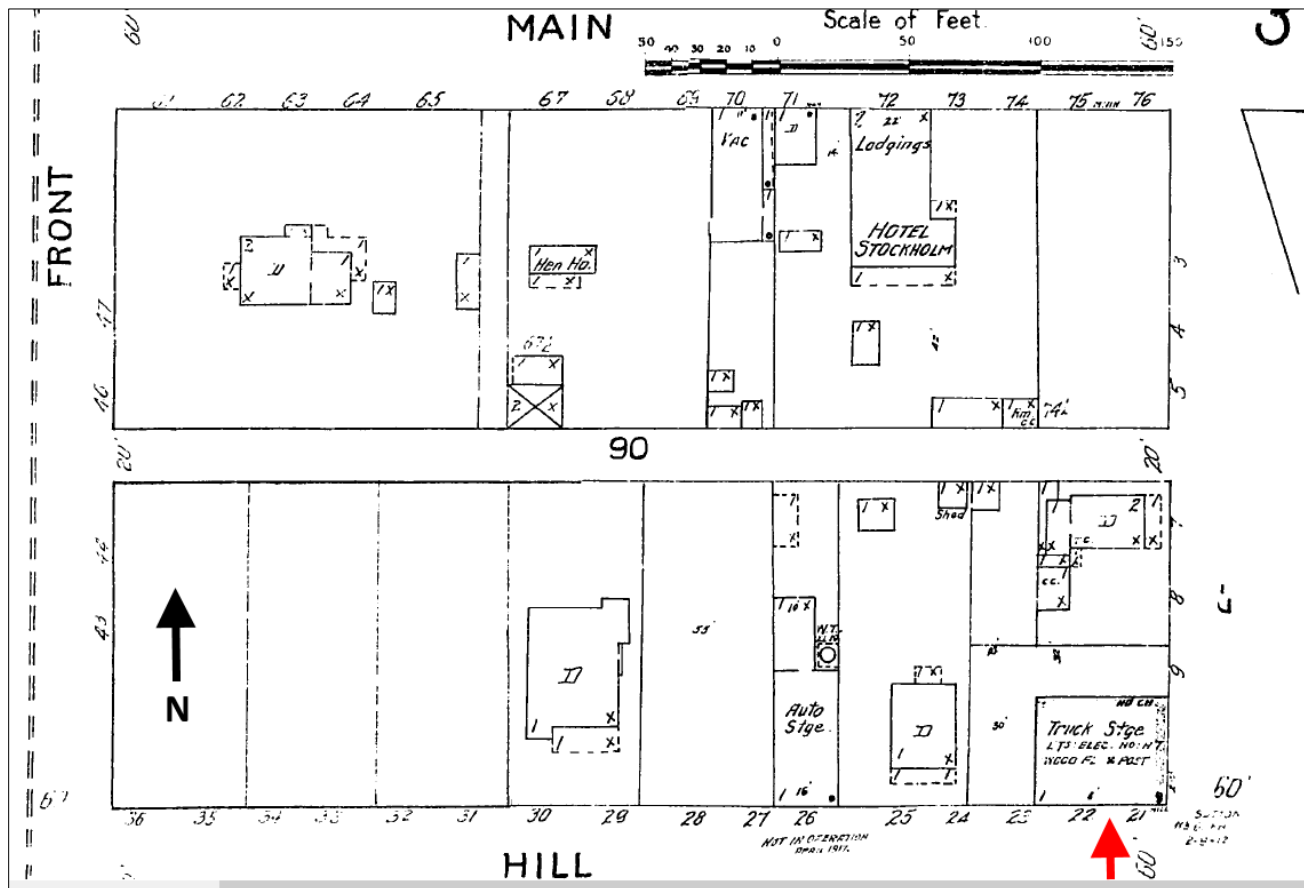
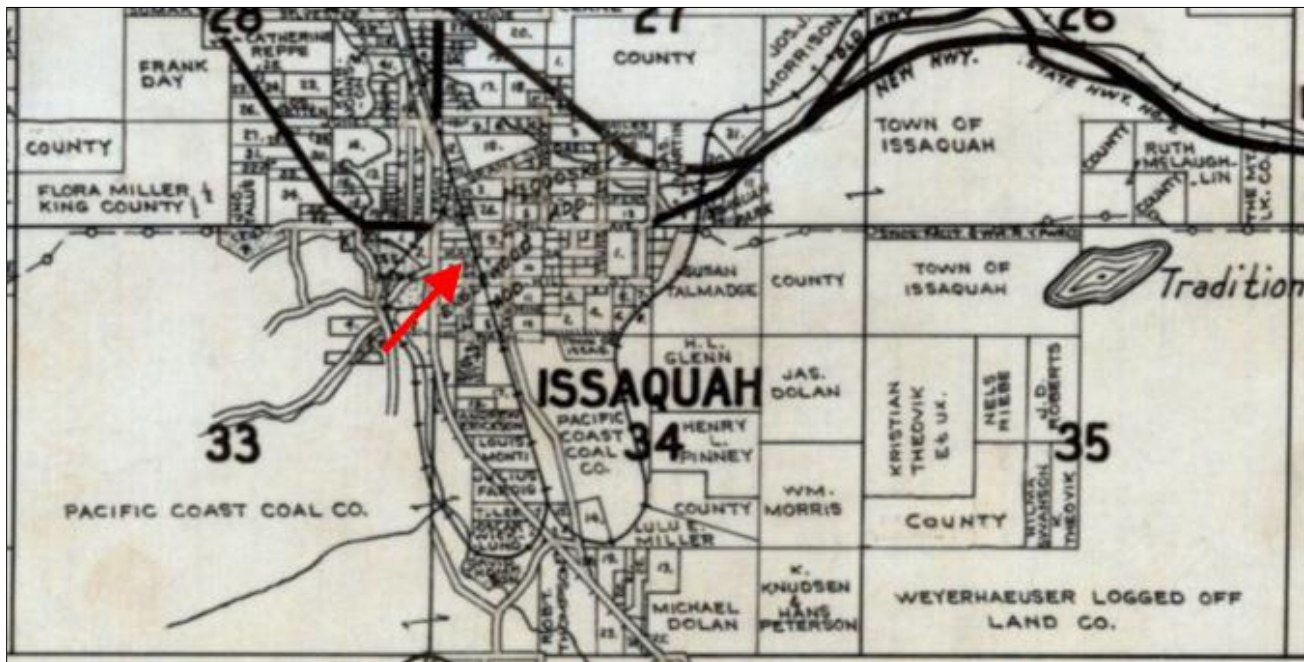


Figure A8. Map of King County, Chas. F. Metsker, 1936. Partial image of Township 24N, Range 6E, p. 29. This map depicts Issaquah during the Great Depression. The red arrow points to the block where Remo Castagno lived and where he would build a new garage in 1939.



Section B – Historic Photographs & Images

Figure B1. Early advertisement featuring Albert and Lester Harrington's Seattle-Issaquah Auto Freight Co.
The Seattle Sunday Times, February 24, 1918, p. 10.

***"Put to the test
on all
kinds
of
Roads"***



THIS LETTER FROM AN OWNER
SEATTLE-ISSAQUAH AUTO FREIGHT
Gersix Mfg. Co., Issaquah, Wash., Feb. 18, 1918.
Seattle, Wash.

Gentlemen: We are well pleased with the Gersix Truck. We have two of them and have PUT THEM TO THE TEST ON ALL KINDS OF ROADS, also some very heavy loads, and they have so far given excellent satisfaction with minimum cost. We cannot speak too highly of the service or of the management and their fair and accurate way of doing business.

Yours truly,
SEATTLE-ISSAQUAH AUTO FREIGHT,
By L. Harrington.

**MOTOR
GERSIX
TRUCKS**

"Built in the West for the West"
DEPENDABILITY and ECONOMY
spell the right that the Gersix has to become one of your fleet. Sold on terms to meet each individual requirement.

Gersix Folder Sent Upon Application.

Gersix Manufacturing Co.
2319 Fifth Ave. Seattle, U. S. A. Phone Main 798.

Figure B2. Harrington & Son's Seattle-Issaquah Auto Freight Co. Depot.
The Issaquah Press, January 17, 1919, p. 4.

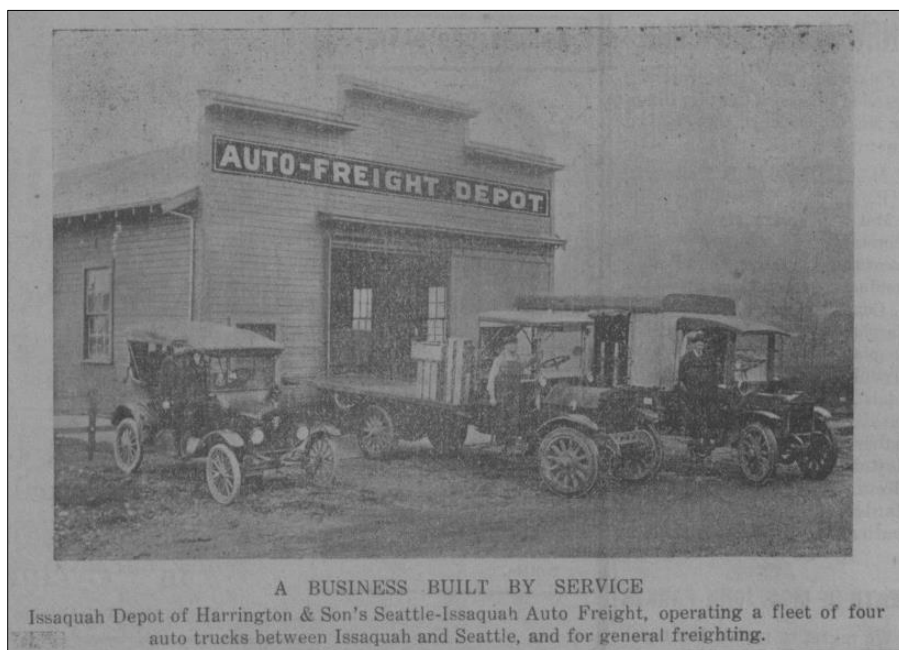


Figure B3. Harrington & Son's Issaquah Auto Freight Co. Depot, 1924. It was located near Sunset Highway and Newport Way. Issaquah History Museums, 2002.30.1.



Figure B4. Early advertisement for the Castagno Brothers Auto Freight business.
The Issaquah Press, June 15, 1923, p. 6.



Figure B5. Advertisement for the Issaquah Transportation Co. This same ad appeared in the local newspaper consistently through the early 1930s. *The Issaquah Press*, May 7, 1931, p. 1.

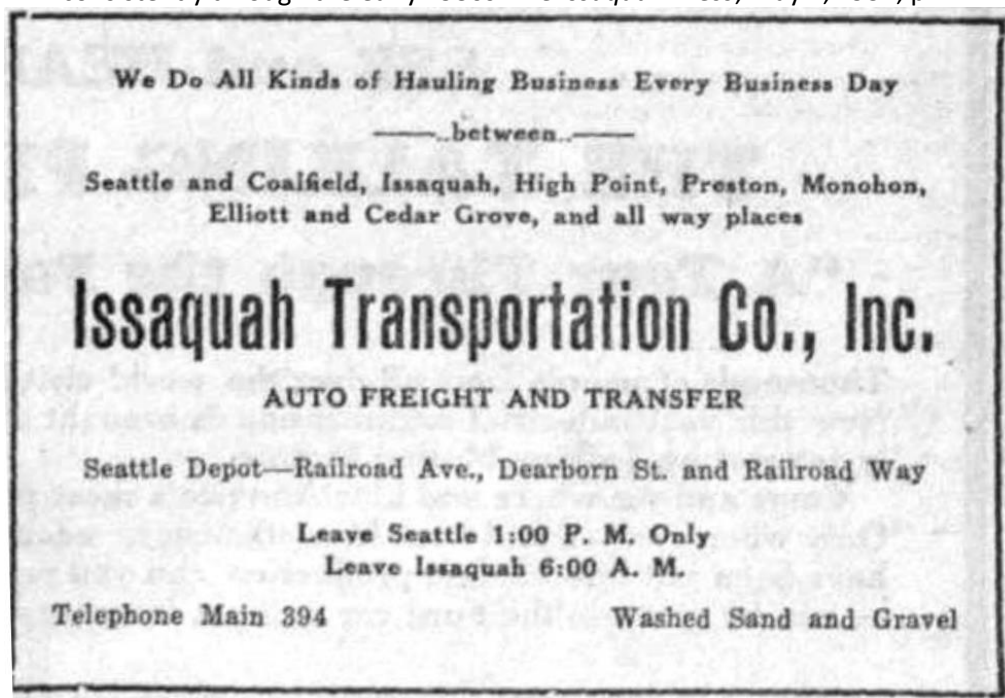


Figure B6. This note in *The Issaquah Press* references the construction of the subject building.
September 14, 1939, p. 1.



Figure B7. This photograph of the Issaquah Auto Freight Co. building was taken within months of construction.
Camera facing SW. Property Record Card, King County Assessor, 1940.
Washington State Archives, Puget Sound Branch, Bellevue, Washington.

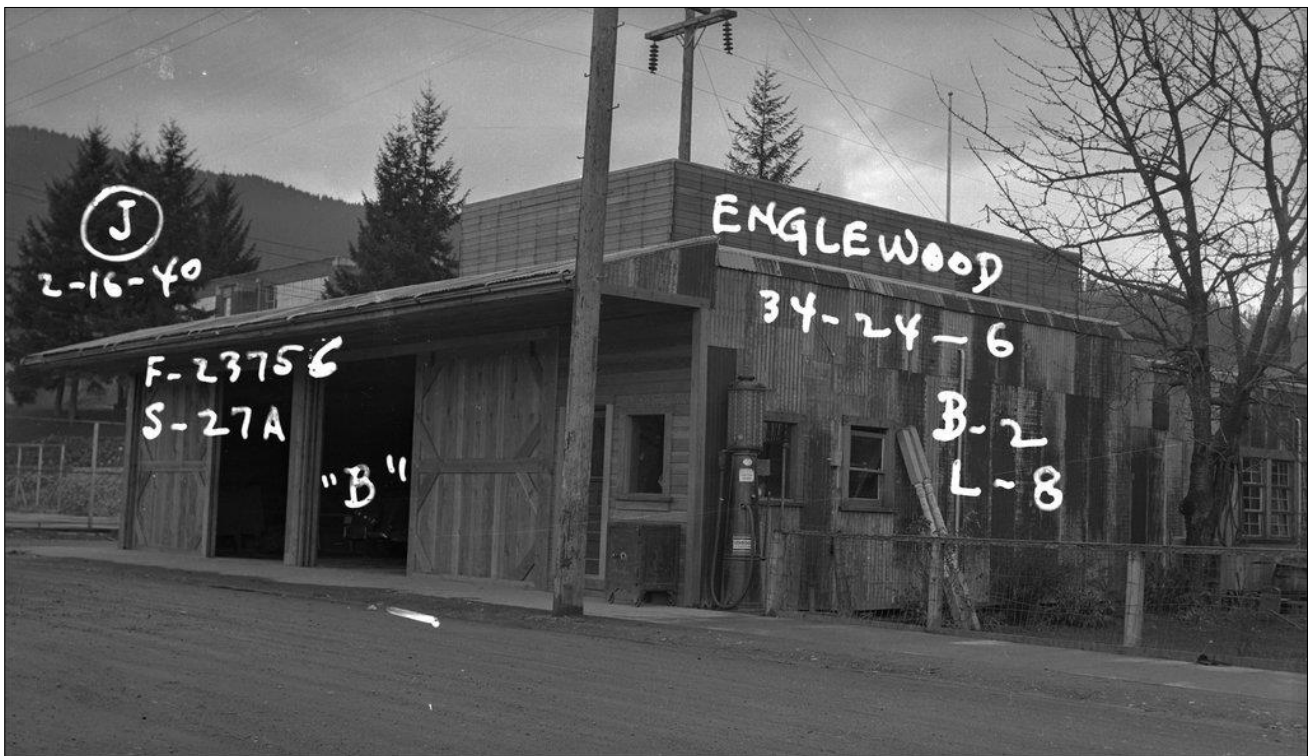


Figure B8. Remo Castagno residence is pictured. The Auto Freight Building is pictured at the far left. Camera facing SW. Property Record Card, King County Assessor, 1940. Washington State Archives, Puget Sound Branch, Bellevue, Washington.



Figure B9. The Auto Freight Building is pictured. Camera facing NW. Property Record Card, King County Assessor, 1944. Washington State Archives, Puget Sound Branch, Bellevue, Washington.

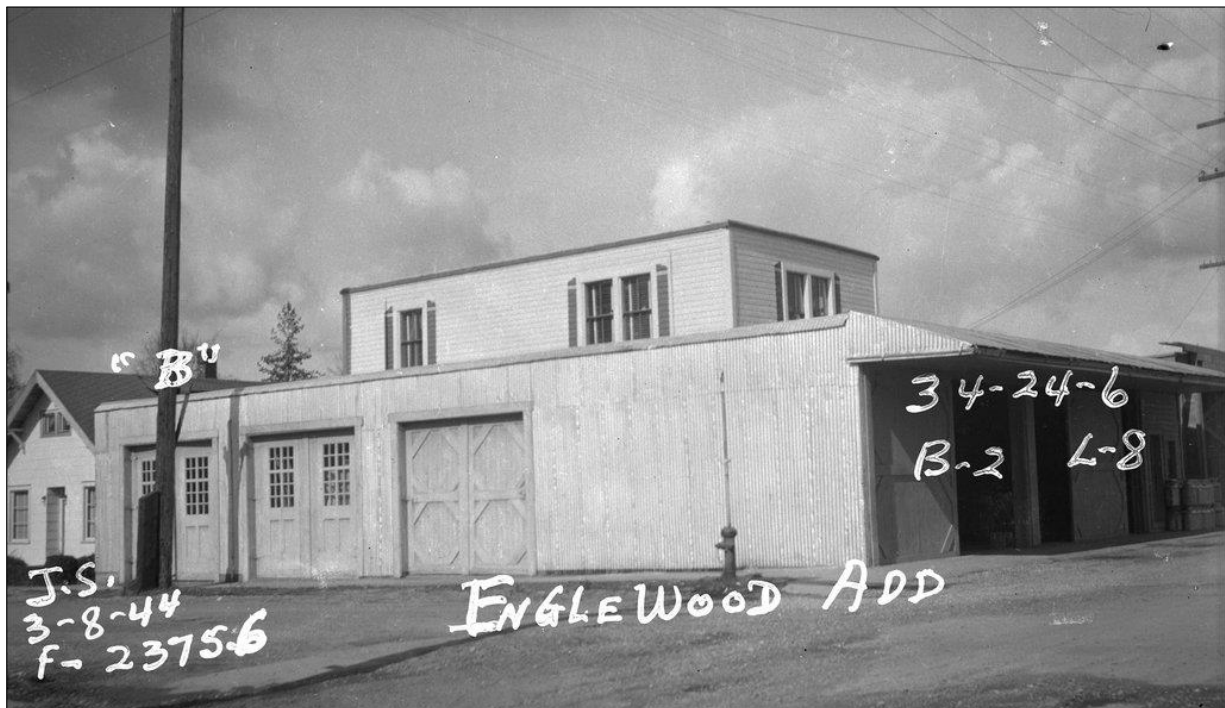


Figure B10. The Issaquah Auto Freight Co. Building is pictured at the far left. This second garage is under construction. Camera facing WSW. Property Record Card, King County Assessor, 1944. Washington State Archives, Puget Sound Branch, Bellevue, Washington.

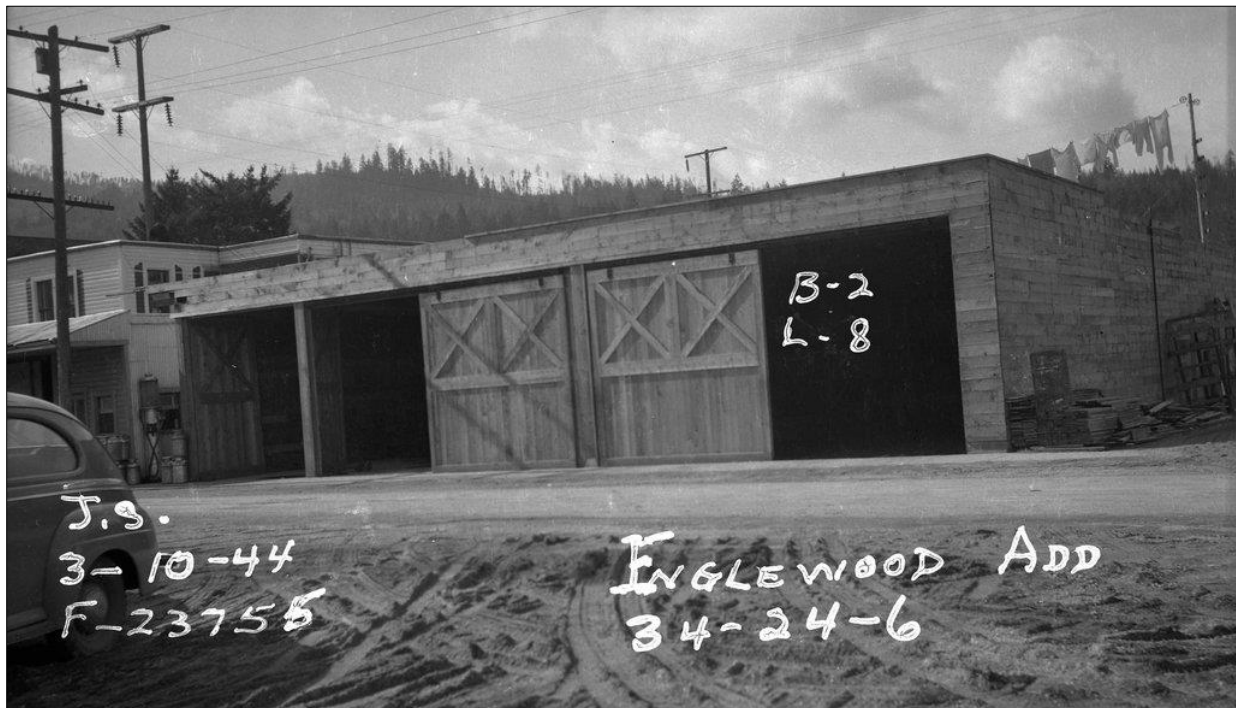


Figure B11. The Auto Freight Building is pictured in the foreground. The east façade has been integrated with that of the adjacent garage (at right). Camera facing NW. Property Record Card, King County Assessor, 1965. Washington State Archives, Puget Sound Branch, Bellevue, Washington.

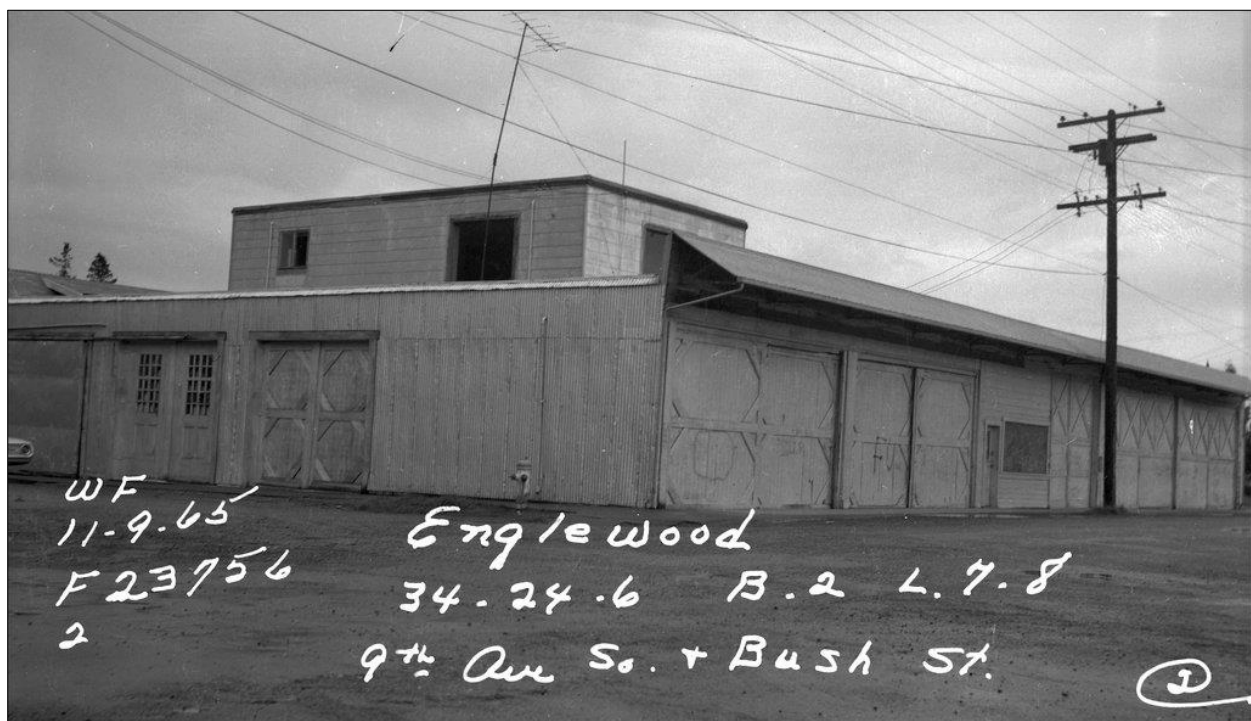


Figure B12. Brothers Remo (left) and Frank Castagno (right).

Sources: (Remo) *The Issaquah Press*, June 5, 1952, p. 1. (Frank) *The Seattle Times*, May 22, 1949, p. 17.

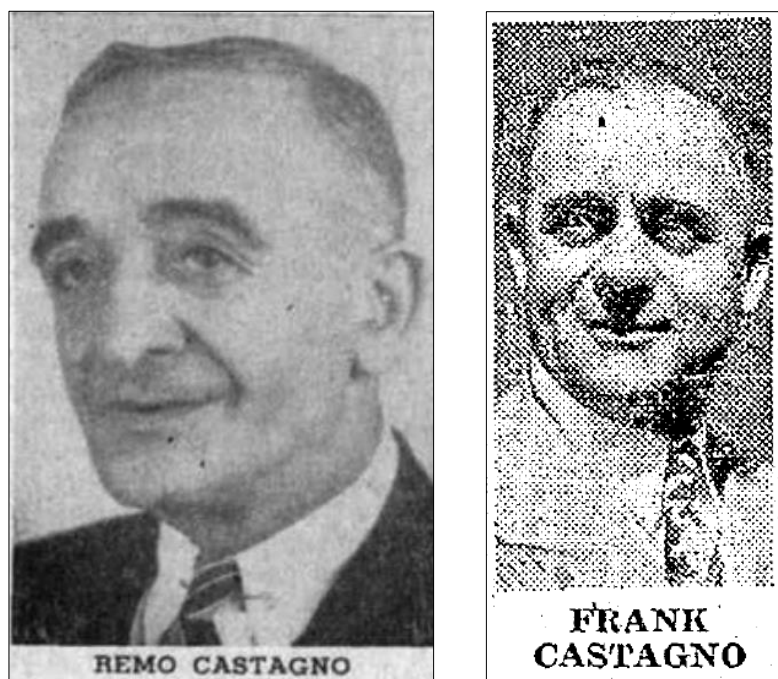


Figure B13. Advertisement for the Renton-Issaquah Auto Freight Co. *The Issaquah Press*, Oct. 18, 1962, p. 14.



Figure B14. The Auto Freight Building during the 1991 renovation. Camera facing N. Issaquah History Museums. Photograph 2007.19.39.



Figure B15. The Auto Freight Building during the 1991 renovation. Eric Martin at left. Issaquah History Museums. Photograph 2007.19.6.



Figure B16. The Auto Freight Building during the 1991 renovation. Issaquah History Museums. Photograph 2007.19.3.



Figure B17. The Auto Freight Building during the 1991 renovation. The north bay where staircase would be installed is pictured. Camera facing W. Issaquah History Museums. Photograph 2007.19.7.



Figure B18. The Auto Freight Building during the 1991 renovation. The first-floor interior is pictured. Issaquah History Museums. Photograph 2007.19.2.



Figure B19. The Auto Freight Building during the 1991 renovation. The second-story apartment is pictured. Camera facing S. Issaquah History Museums. Photograph 2007.19.17.



Figure B20. The Auto Freight Building during the 1991 renovation, 2nd floor. Camera facing NW.
Issaquah History Museums. Photograph 2007.19.7.



Section C – Current Photographs of Issaquah Auto Freight Company Building

Photographer: Sarah Martin, Jan. 24, 2019

Figure C1. Auto Freight Building, east elevation. Camera facing WNW.



Figure C2. Auto Freight Building. Camera facing NW.



Figure C3. Auto Freight Building, with food and clothing bank building in foreground. Camera facing SW.



Figure C4. Former path of the railroad, with Auto Freight Building at right. Camera facing S.



Figure C5. Auto Freight Building, south facade. Camera facing W.



Figure C6. Auto Freight Building, west facade. Camera facing S.



Figure C7. Auto Freight Building, entrance on east wall at NE corner. Camera facing E.



Figure C8. Auto Freight Building interior, just inside entrance on east wall. Camera facing NE.



Figure C9. Auto Freight Building interior, staircase from main entry to 2nd floor apartment. Camera facing E.

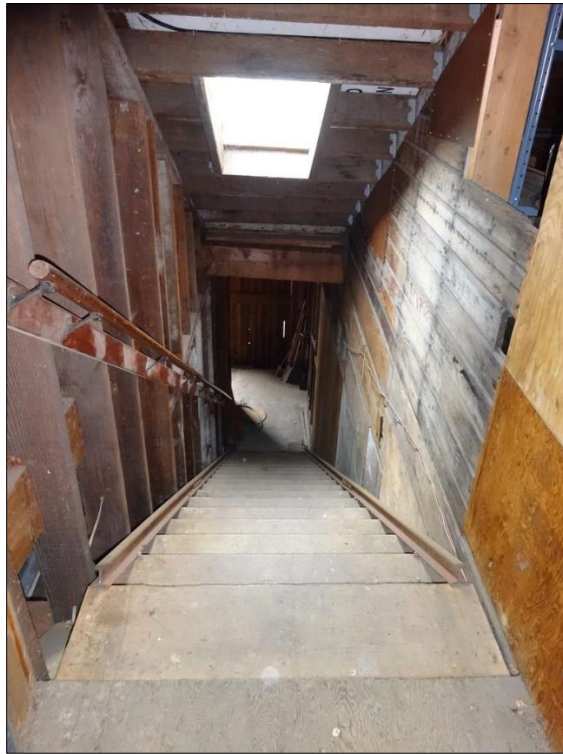


Figure C10. Auto Freight Building interior, second-floor apartment. Camera facing NE.



Figure C11. Auto Freight Building interior, first-floor garage space. Camera facing W.



Figure C12. Auto Freight Building interior, south wall of first-floor garage space. Camera facing S.



Figure C13. Auto Freight Building interior, ceiling structure of first-floor garage space. Camera facing W.



Figure C14. Auto Freight Building interior, first-floor garage space.



PART IV: MAJOR BIBLIOGRAPHICAL REFERENCES

9. Previous Documentation

Use the space below to cite the books, articles, and other sources used in preparing this form (use continuation sheet if necessary).

Previous documentation on file:

- ☒ King County Historic Resource Inventory # **0082**
- ☐ previously designated an Issaquah Landmark
- ☐ previously designated a Community Landmark
- ☐ listed in Washington State Register of Historic Places
- ☐ preliminary determination of individual listing
- ☐ (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings, Survey #:
- ☐ recorded by Historic American Engineering, Rec. #:

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ King County Historic Preservation Program
- ☒ Local government
- ☐ University
- ☒ Other (specify repository)
Issaquah History Museums

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- "Seattle-Issaquah Auto Freight." [Advertisement], February 27, 1920.
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"'Highway Auto Service' A New Business Venture," May 7, 1931.
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- "Incorporations." September 23, 1952.
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