

United States Department of the Interior
National Park Service

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National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See Instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the Instructions. For additional space use continuation sheets (Form 10-900-a). Type all entries.

1. Name of Property

historic name Seattle, Lake Shore, and Eastern Railway Depot
other names/site number Issaquah Depot (preferred)

2. Location

street & number Rainier Avenue North not for publication
city, town Issaquah vicinity
state Washington code WA county King code 033 zip code 98027

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	— buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	—	— sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	—	— structures
	<input type="checkbox"/> object	<u>1</u>	— objects
			— Total
Name of related multiple property listing: <u>N/A</u>		Number of contributing resources previously listed in the National Register <u>0</u>	

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria.
 See continuation sheet.

Signature of certifying official *Paul E. Johnson* Date 8/13/90
Washington State Department of Community Development Office of Archaeology and Historic Preservation
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I hereby, certify that this property is:
 entered in the National Register. Entered in the National Register 8/13/90
 See continuation sheet.
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain:) _____
 Signature of the Keeper *Helene Byrum* Date of Action _____

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation: rail-related

Current Functions (enter categories from instructions)

Recreation and Cultural: museum

7. Description

Architectural Classification

(enter categories from instructions)

Other: depot vernacular

Materials (enter categories from instructions)

foundation concrete

walls wood: weatherboard

roof wood: shingle

other

Describe present and historic physical appearance.

The Issaquah Depot is a one-story wood frame structure located along the railroad right-of-way in downtown Issaquah. The rectangular structure, which has recently undergone extensive restoration, has a low-pitched gable roof with broadly extended eaves. A cross-gabled bay intersects the main ridge of the gable roof and projects several feet from the facade of the building at the mid-section. Located at its original site, the depot is now surrounded by a grassy lawn which creates a park-like setting near the city's business center.

The roof of the depot is covered with wood shingles and the eaves are supported by knee brace brackets spaced regularly across the building. The eaves of the gables are trimmed with bargeboards, and the cross-gable end is ornamented with a king post ornament.

The depot is built of wood timber frame construction, rests on a new concrete post and pier foundation, and is sheathed with horizontal shiplap siding. The bottom two and one-half feet of the structure is skirted with 3-inch tongue and groove bevelled siding, with a 12-inch high plain board at the bottom of the skirt, and a 5 inch bevelled board above the skirt.

The building is lighted by 12 double hung, two-over-two wood sash windows. The windows are framed with simple surrounds and slip sills, and capped by molded entablature hoods. The depot features four doors that measure eight feet tall, each surmounted by an entablature hood with a molded band and simple surrounds. Two of the doors are single leaf with six beveled, recessed panels. These two doors enter into the men's waiting room on the southwest (rear) and northeast (front) elevations. The other two doors enter the central hallway, and feature transoms and recessed lights divided into multiple panes.

Originally, a passenger platform surrounded two-thirds of the building at a level approximately two feet off the ground. The freight section of the depot was surrounded by a higher platform to ease loading. These platforms were removed as the roadbed was leveled and improved over the decades, slowing raising the tracks and thus eliminating the need for a platform. In the recent restoration the depot was jacked up about 20 inches and a new platform, similar in style and size to the original, was built. The new platform incorporates a handicap-access ramp, with simple wood post railing, at the south end.

The interior of the depot originally featured a men's waiting room and a children's and women's waiting room, separated by a partition wall. A small station master's office included a ticket window and baggage counter. Within a decade of construction, the waiting areas were reduced in size to create living quarters for the station master. The southern half of the depot consisted of a freight warehouse. In the 1940s, passenger service was discontinued and eventually the entire building was used for storage. In 1962, the depot was closed and interior walls were removed with the exception of the wall between the station master's office and the warehouse.

Since restoration began in 1984, the city of Issaquah has, where necessary, replaced deteriorated studs, 3" x 8" floor joists, doors, exterior siding (although most remains original), and roof shingles. Where fabric was not deteriorated, it was kept and restored. The station was jacked up in order to reconstruct a platform and a ramp was added to the south end. Deteriorated trim and bargeboards were replaced with trim which replicated the original. All restoration work was based on historic photographs, historic blueprints, and replication of existing historic fabric. On the interior, the freight room maintains its original plank walls with new studs, insulation, and plywood. Floor joists have been replaced but floor boards are original. A bathroom and new storage area has been created in the freight area. In the passenger area, the walls which were removed in the 1940s have been replicated to restore the original floor plan, the ticket booth has been reconstructed, and interior millwork trim has been replicated.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

 nationally statewide locallyApplicable National Register Criteria A B C DCriteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Transportation

Period of Significance

1889-1940

Significant Dates

N/A

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

not known

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Constructed in 1889 and extensively rehabilitated a century later, the Issaquah Depot is historically significant for its association with the development of the city and surrounding Squak Valley. The arrival of the Seattle, Lake Shore and Eastern Railway in 1888 created a boom among area coal mines, logging operations, and local businesses. The depot itself became the center of a thriving town, and served as a vital business link between Issaquah and Seattle. Although altered during the last century, the depot has been carefully restored by the city and volunteers, and once again is the focal point of the downtown area.

Historical Background: Prior to the arrival of the railroad in 1888, the area that encompasses today's Issaquah was known as Squak Valley. Located in the foothills of the Cascades, the area contained flat, grassy terrain surrounded by densely forested mountains. Economic activity consisted primarily of hop farms and early dairy farms. Although coal was discovered in the area as early as 1862, the difficult two week process of transporting the coal to Seattle discouraged large-scale development of the area. Before 1888, coal was transported by wagon to the south shore of Lake Sammamish where it was loaded on to barges to be taken across the lake and through the slough to the north end of Lake Washington. From there the barges shipped the coal the length of the lake to the mouth of the Black River, down the river to the Duwamish, and finally to Elliott Bay.

By 1885, however, the beginnings of a change had been started. That year, some of Seattle's most prominent citizens, including Daniel Gilman, Thomas Burke, David Denny, and Henry Yesler, formed the Seattle, Lake Shore and Eastern Railway in order to secure a trans-Cascade rail link for Seattle. Originally, the railway had planned to cross Snoqualmie Pass and meet the transcontinental Northern Pacific line at Spokane. The proposed route passed near Squak Valley, where Burke and Gilman owned an interest in a coal mine. In 1888, the railroad came to the future town of Issaquah, and the following year the company built a depot. In the depression of the 1890s, the railway ran short of capital and by the turn of the century it had been absorbed by the Northern Pacific line.

The arrival of the railroad turned Issaquah into a coal boom town. Between 1889 and 1904, the railroad moved over 100,000 tons of coal a year. In addition to bringing prosperity to the coal mines, the rail also opened an avenue for the logging industry. The railroad was able to haul much needed equipment to the forests and expedite shipment of logs. The railroad also enabled passengers to make complete round trips to Seattle in a single day. The citizens of Squak Valley, grateful for the enormous impact of the railroad, voted to re-name the town in honor of Gilman in 1888. (The town was re-named Issaquah at the turn of the century.)

The physical impact of the railroad and depot was also considerable. Businesses and housing sprang up in the south end and near the newly constructed depot, whereas previous development had been almost exclusively concentrated in the north end of town. A variety of commercial structures were built nearby, including saloons, hotels, and mercantile stores. Soon, the depot became the business center of town and served to coalesce the north and south ends. In the 1940s, passenger service was discontinued, and in 1962 the railroad abandoned the building. Subsequently, the property was altered and allowed to deteriorate until it was purchased by the City of Issaquah in 1984. Now, a century after its construction, the depot continues to be the hub of the community. The original and current city halls, the King County Library, the museum, and police and fire stations are all located near the depot, which, after an extensive rehabilitation, has become the centerpiece for a new in town park.

9. Major Bibliographical References

Bagley, Clarence B. History of King County, Vol. 1. Chicago: S.J. Clark Publishing Co., 1929.
Fish, Edwards. The Past at Present. Kingsport: Kingsport Press, 1967.

Previous documentation on file (NPS):

- 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 Record #

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

10. Geographical Data

Acreage of property less than one USGS Quad Bellevue South, Washington 1:25,000

UTM References

A	<u>10</u>	<u>572710</u>	<u>5264440</u>
	Zone	Easting	Northing
C			
	Zone	Easting	Northing

B			
	Zone	Easting	Northing
D			
	Zone	Easting	Northing

See continuation sheet

Verbal Boundary Description

The nominated parcel is legally described as Section 27, Township 24 North, Range 6 East, tax lot #30, City of Issaquah.

See continuation sheet

Boundary Justification

The nominated property includes the depot and immediately surrounding lawn.

See continuation sheet

11. Form Prepared By

Name/title Greg Spanger
 organization Issaquah Historical Society
 street & number P.O. Box 695
 city or town Issaquah

date December 1987, rev. Jan. 1990
 telephone
 state Washington zip code 98027