## National Register of Historic Places
### Inventory - Nomination Form

**Type all entries - complete applicable sections**

### 1. Name
- **Common:** King Street Station
- **And/or Historic:**

### 2. Location
- **Street and Number:** 3rd South and South King
- **City or Town:** Seattle
- **State or County:**
  - **State:** Washington
  - **County:** King

### 3. Classification
- **Category:**
  - District
  - Building<br>  - Site
  - Structure<br>  - Object
- **Ownership:**
  - Public<br>  - Private<br>  - Both
- **Public Acquisition:**
  - In Process<br>  - Being Considered
- **Status:**
  - Occupied<br>  - Unoccupied<br>  - Preservation work in progress
- **Present Use:**
  - Agricultural<br>  - Commercial<br>  - Educational<br>  - Entertainment<br>  - Public<br>  - Private Residence<br>  - Religious<br>  - Transportation<br>  - Military<br>  - Other (Specify)

### 4. Owner of Property
- **Owner's Name:** Great Northern Railway
- **Street and Number:** 175 E. 4th Street
- **City or Town:** St. Paul
- **State or Code:** Washington 53

### 5. Location of Legal Description
- **Courthouse, Registry of Deeds, Etc.:**
  - King County Auditor's Office
  - County Courthouse
- **City or Town:** Seattle
- **State or Code:** Washington 53

### 6. Representation in Existing Surveys
- **Title of Survey:** Municipal Art Commission List of Historic Buildings
- **Date of Survey:**
  - **Federal:**
  - **State:**
  - **County:**
  - **Local**
- **Depository for Survey Records:**
  - Municipal Art Commission
  - Municipal Building
- **Street and Number:**
  - **Seattle Municipal Building**
  - **City or Town:**
  - **State:**
  - **Code:**
The King Street Station is a red brick masonry structure with terra cotta and cast-stone ornamentation. It has a tile roof. The tower design is derived from the original campanile in the Piazza de San Marco in Venice, Italy. The building is rectangular with the tower to the right when facing the front.

The station rises above the tideflats upon which the railroad tracks are located. Entrance was on the upper level, away from the bustle and confusion and even disorder of the trains. Yet, taxis and cars can deliver passengers to the lower train level.

The interior was very high-ceilinged with massive columns. It has been remodeled but still gives an airy feeling to the huge waiting room on the lower level.

The tower is a fine foil for the solid squat building and also a fine contrast to the Union Depot in its squareness to the east.

The tower image is repeated in the L.C. Smith Tower to the north in the financial district. The two complement each other well.
The King Street Station built in 1906, was designed by architects Reed and Stem. The campanile was derived from the original campanile in the Piazzza de San Marco in Venice, Italy.

Northern Pacific had decided to terminate its transcontinental line in Tacoma, Washington, in 1873. Seattle made many attempts to build its own branch connection to that line but all ultimately failed.

In the 1890's, Northern Pacific was under much financial stress and was part of much litigation. A new corporation was formed in 1896, and Charles S. Mellen became president. Northern Pacific acquired the Seattle, Lake Shore and Eastern railroad with lines from Seattle to Sumas and Snoqualmie Falls. Seattle finally was the terminus of a transcontinental railroad.

In this same period, James J. Hill decided to extend the Great Northern Railroad to the coast and build up the trade to the Orient by joint use of rail and ship. He extended his railroad over a northern route to near Everett and so came into Seattle from the north along the waterfront. Operation of Great Northern began in 1893 to Seattle.

Hill effected a coalition of Great Northern and Northern Pacific to acquire the Chicago, Burlington and Quincy Line. Much opposition to a depot on the waterfront was raised by local leaders - it would block off the waterfront. So finally Hill decided to bore a tunnel under the business district of Seattle. This was accomplished in 1902 - 05, and the King Street Station built at its south end. Hill also built the Great Northern docks at the north end of the waterfront to complete his plan for complete Orient connections. Southern cotton came West by rail, was loaded on ships to the Orient, and on the return brought silks. Seattle became the main shipping line and outlet.

The King Street Station remains an imposing structure in the industrial section of the city and a symbol of the might of rail transportation. It is one of the most important structures in that part of Seattle.
### 10. GEOGRAPHICAL DATA

**Latitude and Longitude Coordinates**

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<th>CORNER</th>
<th>LATITUDE</th>
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### APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

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<th>STATE</th>
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### LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY CODES:

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### 11. FORM PREPARED BY

**NAME AND TITLE:** Margaret A. Corley, King County Liaison

**ORGANIZATION:** Seattle Historical Society

**DATE:** July, 1969

**STREET AND NUMBER:** 2161 East Hamlin Street

**CITY OR TOWN:** Seattle, 98102

### 12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

- National [ ]
- State [X]
- Local [ ]

**Name:** Charles H. Odegaard

**Title:** Director - Washington State Parks & Recreation Commission

**Date:** March 26, 1973

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I hereby certify that this property is included in the National Register.

**Signature:**

**Date:** APR 18, 1973

**ATTEST:**

**Signature:**

**Date:** APR 18, 1973