

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED JAN 8 1979
DATE ENTERED MAR 15 1979

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Cheney Interurban Depot

AND/OR COMMON

Cheney Care Center

2 LOCATION

STREET & NUMBER

505 Second Street

NOT FOR PUBLICATION

CITY, TOWN

Cheney

CONGRESSIONAL DISTRICT

5th - Thomas S. Foley

STATE

Washington

VICINITY OF

CODE

53

COUNTY

Spokane

CODE

063

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

4 OWNER OF PROPERTY

NAME

Ronald Page Lemmen

STREET & NUMBER

505 Second Street

CITY, TOWN

Cheney

VICINITY OF

STATE

Washington

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Spokane County Courthouse

STREET & NUMBER

West 1116 Broadway

CITY, TOWN

Spokane

STATE

Washington

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Spokane County Historical & Archaeological Sites Inventory

DATE

1978

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Spokane County Planning Department - Historic Preservation

CITY, TOWN

Spokane

STATE

Washington

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Cheney Interurban Depot is located in the central business district of Cheney, WA on the corner of Second Street and College Avenue. The streets of Cheney run diagonal to a north-south direction. Therefore, the Cheney Depot faces the northwest on Second Street and College Avenue bounds the southwest side of the building.

The depot is a single-story, rectangular building of brick construction built on a native rubble foundation. The metal-tile roof which replaced the original asbestos shingles is a medium-pitched gable roof. Long overhanging eaves are supported by large, plain, diagonal wooden brackets. An original single-stack chimney which straddled the ridgeline, has been torn down level with the roofline and the opening covered over. Four small gabled dormers which are slatted for ventilation, rise above the roof edge; two on either side of the ridgeline front and rear.

Originally the building was approximately 89' X 26' with a 28' long freight platform on the east end and a 23' long promenade platform along Second Street. Today, the building measures 89' X 46'. Two additions have been made to the rear of the building. One in brick was added under the gable overhang and a later one made of cement block extends beyond the roof all the way to the building in back. A small, wooden shed has been added on the north side of the building.

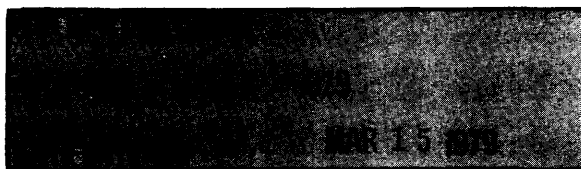
The course work is stretcher-bond. The brick is painted light green instead of the original red brick which had been specifically selected for its even color and washed down with acid water on completion of construction.

A three-windowed bay area is built in the center of the front facade. The brick work above the windows and doors form flat radiating voussoirs. Two doors on the front facade have been bricked up and two windows added. The main door is a contemporary flush-type door with three small windows in a horizontal line across the top. To the right of the door is a large plate glass panel. Another door in the bay has a small glazed transom. Most of the windows are double-hung units, the top sash divided into small, square, glazed sections divided by wooden sashes.

The original depot had large office space of 12' X 16'; a 23' X 21' waiting room, and a freight room 26' X 50'. Underneath the building was a fruit storage basement where perishable freight was kept. The waiting room was finished in 5' high wainscotting - made of stained, slashed, grained fir.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**



CONTINUATION SHEET

ITEM NUMBER 7

PAGE 2

The tracks for the electric train ran Southwest along Second Street stopping at the depot. From there the tracks went around the block: Southeast on College Avenue, Northwest on First Street, and Northwest again to meet up with the main tracks on Second Street.

The building directly behind the depot which now houses telephone company offices and a health clinic, was the original Cheney City Hall, built sometime between 1880-1890. It was one of the earliest brick structures built in Cheney. When the depot was built some twenty years later, it did not adjoin this building since the depot was only 26' wide. Two additions to the rear of the depot, however, have extended it all the way back so that it now abutts the brick building facing College Avenue.

On the Northeast corner of the block (to the left and rear of the depot) is the original three story brick substation which housed the transformers used to operate the electric trains. This structure is unaltered. Owned by the City of Cheney, it is presently used for storage purposes but is slated for demolition soon. A parking lot is located on the north side of the depot.

A hotel was earlier located across the street which served the salesmen who rode the trains on their circuit to the Big Bend country. The hotel burned down several years ago and the site is now the location of a car dealership. Across the street to the south is a row of commercial brick buildings, which were built between the 1880's and 1920's, the main period of commercial construction in downtown Cheney.

With the conversion of the depot into a nursing home, the interior was markedly altered. Wall partitions and windows were added to create smaller rooms for the residents. The additions to the rear of the building added considerably to the area of the depot. No attempt was made to maintain the architectural character of the building when the additions were made. Consequently, the windows in the back are totally unlike the original and the front entrance is also changed.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1907

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Cheney Interurban Depot was the Cheney terminal for the Washington Water Power Interurban Trainline which ran between Spokane, Medical Lake, and Cheney from 1902-1922. The Interurban trains in the Spokane area were an important and extensive system of local transportation which lasted approximately twenty years, spanning the transition period from horse and buggy days to the automobile.

In an area when automobiles and paved roads were essentially non-existent, transportation was limited to horse and buggy. Travel was slow and dusty. Overnight stays away from home had to be planned and freight loads were limited to the size of a buckboard. Of course railroads helped ease long distance transportation problems but they represented a huge expense and were seldom used for short distance travel.

By the 1880's, electric trains or trolleys began to replace the old horse-drawn trolleys within the city of Spokane. Finally in 1903, a complex system of interurban electric trains was begun which eventually covered over 250 miles and connected many outlying communities with Spokane at its hub. The two major lines were those built by the Washington Water Power Company (WWP) and the Spokane Inland Empire Railway and Power Company.

The Spokane and Inland Empire which has consolidated with smaller companies, under the direction of J.P. Graves, was responsible for extending lines as far east as Hayden Lake, Idaho, and south to Colfax, Washington and Moscow, Idaho. WWP laid its lines westward to Medical Lake and Cheney. The cars of each line were restricted to their own lines but freight was interchanged with other railroads.

The electric lines were primarily built to provide passengers with the speed, convenience and comfort of trolley travel to outlying communities. The service was efficient, safe and pleasant. Closed cars and heated seats kept passengers comfortable even in the worst weather. Round trips could be planned which would not require several days travel. Train excursions to outlying resort areas became a popular holiday pastime. Freight and express could also be shipped short distances more easily. One year reported over 331,000 tons of freight shipped an average of 35 miles.

The interurban system had a tremendous impact on the development of outlying areas. It was common practice for interurban companies to develop or take advantage of existing recreation facilities at a distance from Spokane in order to insure weekend and holiday traffic. Liberty and Hayden Lakes had dock-side connections with paddle-wheel steamers which toured connecting lakes and rivers. In 1905, when the WWP built one of the first of these electric railroad lines from Spokane to Medical Lake, eager Spokane tourists were lured to the lake for swimming, boating, dancing, and medicinal mud baths which formed the basis of Medical Lake's economy.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Wilmer H. Siegert, "Spokane's Interurban Era", The Pacific Northwesterer, Volume 17 (Spring, 1973), pp. 17-28.

Spokesman Review: 3-26-07; 7-9-07; 7-10-07; 6-17-09; 9-14-09.

Cheney Free Press: 7-5-07; 9-27-07; 11-15-07; 12-6-07.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one

QUADRANGLE NAME Cheney

QUADRANGLE SCALE 1:62,500

UTM REFERENCES

A 1 1 4 5 6 7 7 0 5 2 5 9 3 5 0
ZONE EASTING NORTHING

B
ZONE EASTING NORTHING

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

The nominated property is located in the town of Cheney, Washington; Block 23, Lots 1, 2, 3, and 4. It is bounded on the northwest by Second Street and the southwest by College Avenue.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Sara Patton, Historic Preservation Intern

ORGANIZATION

Spokane County Planning Department

DATE

October 1, 1978

STREET & NUMBER

North 811 Jefferson

TELEPHONE

456-6032

CITY OR TOWN

Spokane

STATE

Washington

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

As the designated State Historic Preservation 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.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Jeanne M. Weber

TITLE

Dep. S.H.P.O.

DATE

12-25-78

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Charles Adams
KEEPER OF THE NATIONAL REGISTER

DATE

3-15-79

ATTEST: *W. Ray Luce*
CHIEF OF REGISTRATION

DATE

3/14/79

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	JAN 8 1979
DATE ENTERED	MAR 15 1979

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

By 1907, an eleven-mile spur was built which connected Cheney with the Spokane-Medical Lake line. The train to Cheney was an important link with the rest of Spokane County which would allow Cheney people to travel or ship goods to other points in the County and encourage others to come to Cheney, particularly area students commuting to Cheney State Normal College.

The Cheney project was a major undertaking for the period. Instead of laying the steel rails the entire length of the road and using steam engines to carry materials, WWP decided to put up the overhead electric lines at the same time they laid the rails and used electrically operated cars to carry supplies.

Reinforcing substations which housed large transformers were built in several places to boost electric power needed by the train. Many of the three-story, narrow, brick buildings still stand in Jamieson, Medical Lake, and in Cheney. They are used primarily for storage today. Roads were graded, cattle guards and crossings installed, steel rails laid on the roadbed, poles erected for the overhead wires, and finally, depots built. Small, three-sided, wooden shelters stood every mile or two giving passengers a place to sit out of the weather while they waited for the trains to come. Larger depots were built in Medical Lake, Cheney, and Spokane. The only major station which remains standing today is the one in Cheney.

The Cheney Depot was begun in August, 1907, and housed an office, a large freight room 26' x 50', and a fruit storage basement for perishable freight. A waiting room and extended platforms under the large roof overhangs accommodated the passengers.

The electric railroad companies were not only involved in transportation, but were also responsible for supplying the region and its small towns with electricity for their homes, businesses, and industries. Of course, this meant the building of dams, transformer stations and other necessary support systems used in the production and distribution of electricity. With the building of the interurban, WWP secured the franchise for electricity to Cheney and began to supply electricity to Cheney from its power stations in Spokane.

The coming of the automobile drastically reduced the need for a local system of transportation. By the 1920's, the system of interurban electric trains started to phase out. In 1922, the line to Medical Lake and Cheney was closed because revenues were too small to justify its operation. The Inland Empire line to Moscow continued until 1940, but then it too was abandoned.

The only structures which remain from the WWP interurban line are the brick substations in Medical Lake, Cheney, and Jamieson and the Cheney Depot. The substation in Cheney is slated for demolition soon. The Cheney Depot is the only one still standing since the depots in Medical Lake and Spokane have been destroyed.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**



CONTINUATION SHEET

ITEM NUMBER 8 PAGE 3

Since 1922, the Cheney Depot has been used for a variety of things: a bus depot, a laundry, and, for the last twenty years, as a nursing home. It has been changed in appearance. Additions were added to the back of the building along with a few windows. Two doors in the front have been bricked up. Interior walls were added to make rooms for the nursing home. The nursing home closed in 1978 and the building is now for sale.