

United States Department of the Interior National Park Service

APR 18 1988

National Register of Historic Places Registration Form

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 10-900a). Type all entries.

1. Name of Property

historic name Centralia Union Depot
other names/site number n/a

2. Location

street & number 210 Railroad Street
city, town Centralia
state Washington code WA county Lewis code 041 zip code 98531

3. Classification

Ownership of Property: private (checked)
Category of Property: building(s) (checked)
Number of Resources within Property: Contributing 1, Noncontributing 0, Total 1

Name of related multiple property listing: n/a
Number of contributing resources previously listed in the National Register: 0

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 (checked) does not meet the National Register criteria. See continuation sheet.
Signature of certifying official: [Signature] Date: 3-30-88
Office of Archaeology & Historic Preservation
State of Federal agency and bureau

In my opinion, the property meets (checked) 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. (checked)
determined eligible for the National Register.
determined not eligible for the National Register.
removed from the National Register.
other, (explain:)
Signature of the Keeper: [Signature] Date of Action: 5-19-88

**6. Function or Use**

Historic Functions (enter categories from instructions)

Transportation - rail-related

Current Functions (enter categories from instructions)

Transportation - rail-related

**7. Description**

Architectural Classification

(enter categories from instructions)

Late 19th and 20th Century Revivals

Materials (enter categories from instructions)

foundation concrete

walls brick

roof asphalt shingle

other wood

stone

**Describe present and historic physical appearance.**

The Centralia Union Depot, constructed in 1912, was built as a passenger and freight station and has retained that historic function to the present. The structure is in excellent condition and maintains integrity of design, materials, workmanship, location, and setting. The depot is located on the 200 block of Railroad Avenue between Pine and Magnolia Streets, immediately east of the Tower Avenue commercial district. The station is built on a north-south axis, parallel to the railroad tracks, which run 25 feet to the east. Between the station and the tracks is a walkway paved with bricks laid in a herringbone pattern. The east facade of the depot faces the tracks, vacated railroad right-of-way property, and, beyond that, one of the city's oldest residential neighborhoods. The west facade faces the downtown business core.

The depot is a long, narrow structure that measures about 364 feet by 40 feet. The structure rests on a concrete foundation with a Tenino sandstone base course, is constructed of pressed brick walls, and is sheltered by a massive hipped and gabled roof with flared, overhanging eaves. The roof is covered with composition shingles (which replaced the original tiles).

The building is composed of five discrete units, arranged symmetrically on a linear plan. The plan is composed of a central terminal (with two story pavilion) flanked by arcaded breezeways that connect with north and south annexes. The composition is dominated by the central two story cross gabled pavilion, which rises one and one half stories above and is perpendicular to the main terminal roof. The gabled ends of the central pavilion are pedimented and feature a cornice and raking cornice with brackets, underscored by a dentillated frieze. In the tympanum are half-round fanlights, surrounded by radiating brick voussoirs. The walls of the pavilion are framed by pilasters and lighted by double hung, one-over-one windows with wood sash and brick hoods with keystones.

The main terminal is a one story, side-gabled unit that measures approximately 160 feet by 40 feet and houses the ticket booths, waiting rooms, baggage rooms, offices, and bathrooms. The terminal is flanked on the north and south by shaped parapets, which are trimmed with concrete coping and brick dentil courses. The corners of the terminal are articulated with brick pilasters. The first floor is lighted by regularly spaced openings including panelled wood doors (with original hardware and multi-paned transom windows) and double hung, one-over-one windows. Above the windows is a brick dentil course; below the windows is a masonry sill course.

Open-sided breezeways, each sheltered by a gabled roof and supported by brick piers, connect the terminal with the north and south annexes. Both annexes are hipped roof structures which measure approximately 60 feet by 30 feet. The north annex houses radio equipment and offices while the south annex contains freight offices. The hipped roofs

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have overhanging, flared eaves. The annexes feature one-over-one windows with multi-pane transoms, bay windows, and single leaf doors. The annexes are trimmed with a sandstone base course, a concrete sill course and a brick dentil course. Corners are reinforced with brick pilasters.

The primary alteration to the exterior of the depot was the removal of gabled dormer windows which originally were placed atop the main terminal roof. The dormers were removed sometime prior to 1925.

The interior of the depot includes terrazzo floors with a lined pattern in off-white and gray hues; enamelled white tile wainscoting; and a massive and ornate wood stairway leading to the second floor offices. Some of the original light fixtures remain in the hallway leading from the waiting room to the restrooms. The round arch that separates the two areas was boxed in and a dropped ceiling has been installed which obscures the original ceiling moldings. Original oak benches remain in the restrooms and main ticketing lobby.

### 8. Statement of Significance

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

nationally     statewide     locally

Applicable National Register Criteria     A     B     C     D

Criteria Considerations (Exceptions)     A     B     C     D     E     F     G

Areas of Significance (enter categories from instructions)

Transportation

Period of Significance

1912-1938

Significant Dates

1912

Cultural Affiliation

n/a

Significant Person

n/a

Architect/Builder

Rounds-Hursen Company (contractors)

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

Constructed in 1912 to serve the transcontinental and regional railroad lines that radiated from Centralia, the Union Depot is historically significant for its strong association with transportation in the city during the 20th century. The depot was constructed by the Northern Pacific Railroad but also served as a terminal facility for the Great Northern Railroad and the Oregon-Washington Railroad and Navigation Company as well as for the various branch lines to Grays Harbor, South Bend, and other local destinations. In all, 44 passenger trains and 17 freight trains made daily stops at the depot shortly after its completion. According to news accounts of the day, the depot handled the second heaviest volume of rail traffic in the state. The depot was central to Centralia's growth as the "Hub City" of southwest Washington and is the best preserved resource associated with rail transportation in the community.

Historical Background: The history of rail transportation in Centralia predates the city's founding. In 1872, the Northern Pacific Railroad laid tracks across the land of pioneer settler George Washington in the area that is now the central business district. Aware of the potential of the land as a townsite, Washington entered a plat of "Centerville" at a location halfway between the regional rail centers at Tacoma and Kalama. Renamed Centralia in 1883, the town grew parallel to the tracks and prospered from the rail traffic. The first depot in town was a small wood frame structure built in 1880 by the Northern Pacific; the railroad built a larger frame depot in 1905.

By the early 20th century, Centralia was a booming rail and logging center. In the first 15 years of the new century, the population of city grew 400 percent, and property values rose dramatically, too. By 1912, the newspaper noted that 11 interstate passenger trains headed south and 11 passenger trains headed north, while six regional branch rail lines operated 22 trains daily. To handle the volume, the Centralia Commercial Club and other local leaders urged the Northern Pacific Railroad to expand its facilities.

The railroad concurred, and initiated over \$750,000 in improvements in 1912, including the construction of an 80-stall roundhouse. But the heart of the new facilities was the large depot. Constructed by the Rounds-Hursen Company at a cost of \$100,000, the facility was dedicated on June 1, 1912, and represented a significant improvement in passenger and freight services. The city proclaimed "Hub City Day" to celebrate the new depot (and the city's new library, post office and high school) and Centralia aviator Claude Berlin

See continuation sheet

**9. Major Bibliographical References**

Centralia Daily Chronicle, May 17, 1912; May 29, 1912; May 30, 1912; May 31, 1912; June 1, 1912.  
Glimpes of Historic Centralia, Centralia Centennial, Centralia, 1986.  
Smith, Herndon, Centralia: the First Fifty Years, F.H. Cole, Centralia, 1942.  
Centralia's First Century, F.H. Cole, Centralia, 1954.  
Economic Development Service (eds.), Centralia Union Depot Feasibility Evaluation and Development Plan, City of Centralia, Centralia, 1987.

See continuation sheet

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 # \_\_\_\_\_

Primary location of additional data:

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

Specify repository:

Washington State Library - Olympia, WA  
(Northwest Collection)

**10. Geographical Data**

Acreage of property Less than one

Quadrangle Name: Centralia Quadrangle Scale: 1:24,000

UTM References

A 10 503650 5773600  
Zone Easting Northing

B                          
Zone Easting Northing

C                        

D                        

See continuation sheet

**Verbal Boundary Description**

The nominated property is a rectangular parcel that is described thusly: beginning at the southeast corner of the Pine Street and Railroad Street proceed northeasterly along the eastern edge of Railroad Street approximately 400 feet, then proceed across Railroad Street to the railroad tracks, then proceed southwesterly along the tracks approximately 400 feet, then proceed northwesterly to point of beginning.

See continuation sheet

**Boundary Justification**

The nominated property includes the depot and brick walkway. No other structures have ever been located on the property.

See continuation sheet

**11. Form Prepared By**

name/title Kyle K. Castellano, Director; Edited by L. Garfield, OAHF

organization Centralia Main Street Association date September 30, 1987

street & number P.O. Box 807 telephone (206) 736-0300

city or town Centralia state Washington zip code 98531

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"christened" the depot by dropping bottles of champagne from his plane. (Berlin scored a direct hit and broke many of the newly-placed roof tiles.)

Centralia's new depot was considered one of the major rail terminals in the region. A nearly identical depot was built the same year in neighboring Chehalis, but the terminal there was smaller (costing \$30,000) and lacked the annexes and second floor space of the Centralia station. Architecturally, the Centralia depot is also similar to depots in Yakima (National Register, 1986), Ellensburg, and other mid-sized cities served by the Northern Pacific. Unlike those, however, the Centralia station remains in use as a passenger depot. With the exception of the removal of dormers and the replacement of roofing tiles, the depot retains good integrity and clearly reflects its role as the heart of Centralia and the symbol of the railroad boom that shaped the city's growth.