

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

(Type all entries - complete applicable sections)

STATE: Washington
COUNTY: Lewis
FOR NPS USE ONLY
ENTRY DATE NOV 6 1974

HBS
E 502200
2210
NOV 6 1974

1. NAME

COMMON:
Burlington Northern Depot

AND/OR HISTORIC:
Chehalis Passenger Station

2. LOCATION

STREET AND NUMBER:
off U.S. 99/WA 1

CITY OR TOWN:
Chehalis

CONGRESSIONAL DISTRICT:
#3 - Honorable Julia B. Hansen

STATE: Washington

CODE: 53

COUNTY: Lewis

CODE: 041

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input checked="" type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____
ACCESSIBLE TO THE PUBLIC Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No			

4. OWNER OF PROPERTY

OWNER'S NAME:
Burlington Northern, Inc.

STREET AND NUMBER:
621 S.W. Morrison

CITY OR TOWN:
Portland

STATE:
Oregon

CODE:
41

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Lewis County Courthouse

STREET AND NUMBER:

CITY OR TOWN:
Chehalis

STATE:
Washington

CODE:
53

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
None

DATE OF SURVEY:

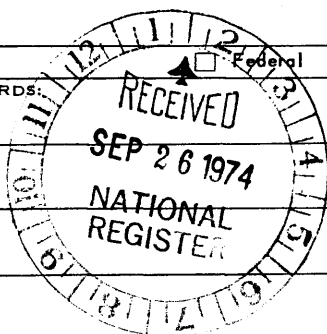
DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE:



STATE: Washington
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SEE INSTRUCTIONS

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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

On April 4, 1912 the Chehalis Bee Nugget announced the Northern Pacific Railroad's intention to construct a new depot in that city "built of brick, cement and stone, with a slate roof." It was to be fireproof "or nearly so", and the waiting rooms would be finished in "enameled brick". The building was completed that summer.

The Chehalis Passenger Station is a long, one story facility built on grade with a rectangular plan approximately 45' by 160' running parallel to the tracks. It is divided into five roughly equal parts that are each visually differentiated by exterior massing. The majority of the roof over the central portion of the building is a medium pitch gable with parapet gable ends at points one-fifth and four-fifths down the overall length. These parapets slope upward from flat pedestals to a semi-circular detail over the ridge with corbeling and some decorative brickwork. The remaining sections at opposite ends of the station have 3/4 hip roofs with a slightly shallower pitch. These are attached under the parapets a few feet below the ridge of the main roof. At one end adjoining the waiting room, this last section is an open porch supported by six piers, three to a side with two engaged to the building. Corresponding to this at the other end is an enclosed freight office attached to the baggage handling area and its walls are set inward to further emphasize the division. In the middle of the depot is a cross gable with its ridge slightly higher than the long ridge, and parapet gable ends that are both extended a few feet beyond the plane of the main building rectangle as established by the walls of the flanking waiting area on one side and baggage handling room on the other. Within this space under the cross gable is the railroad office and telegraph room, which is conveniently located to serve passengers and supervise baggage and freight with a minimum of intervening hallways. The central third of the cross gable end facing the tracks is a rectangular bay window with windows in the narrow wall sections on either side looking down the tracks in both directions, positioned so that office personnel can observe approaching trains.

The main roof has a slight bellcast at the overhang, which is more nearly equal to the pitch of the hip portions attached on its ends. The overhang extends beyond and around the parapet gables in such a way that the cornice is at the same height and continuous around the building. It is also extended across the face of the cross gable ends sloping up and back until intersecting the vertical surface. The overhang follows various projections or set backs of the wall responding to the changes in its plane and maintaining the same width of soffit throughout.

There is a stone base course with a stone belt course a few feet above it, both of which are continuous along all of the walls

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**NATIONAL REGISTER OF HISTORIC PLACES
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(Continuation Sheet)

STATE Washington	
COUNTY Lewis	
FOR NPS USE ONLY	
ENTRY NUMBER NOV 6	DATE 1974

(Number all entries)

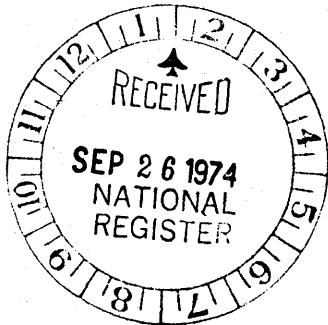
#7 - Description
Burlington Northern Depot

interrupted only by doorways. The windows rest on the belt course, and they are generally double hung with a fixed transom divided into panes. Most windows are placed at frequent regular intervals except in the baggage area. There are large sets of double doors for both the baggage area and the freight area with full width multi-pane transom windows. The waiting room has three doors with two on opposite sides and one sheltered under the porch.

The waiting room interior has a cove ceiling of an unusually large radius, and decorative neo-classical pilasters that are continued as ribs crossing the room in both directions overhead. The white glazed, chest-high wainscoting and terrazo floors are easily cleaned, minimizing maintenance costs.

Stenciled around all sides of the porch support piers are the words "DO NOT SPIT".

The station remains in good condition with little apparent alteration.



SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian | 16th Century | 18th Century | 20th Century
 15th Century | 17th Century | 19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1912

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|----------------------------------------------|-------------------------------------------------|----------------------------------------------------|------------------------------------------|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

The people of Chehalis were enthusiastic about the planned construction of their new depot. The Chehalis Daily Nugget expressed this in a September 13, 1912 edition: "The new station will be beautiful when completed. It will be a great credit to Chehalis and the Railroad Company".

The depot was in an ideal location since all the railroad traffic between Portland, Oregon, and Seattle, Washington, passed through the twin cities of Chehalis and Centralia. Near the center of the Chehalis community, it was a determining factor in the city's commerce, and served as a focal point for communication. Chehalis also supplied the residents of such small outlying communities as Vader, Winlock, Napavine and Tenino, which were all connected to Chehalis by the railroad.

The Chehalis Depot remains as a reminder of the enormous impact railroads once had on the location and growth of towns. It is a good example of the architectural style once used in the construction of depots in the state's medium sized communities. The depot's presence on the downtown Chehalis landscape is a distinctive historical asset, and it serves as a focus for the central business district. A number of the "giants" in the prosperous years of the West Coast railroad industry used this depot - including the Northern Pacific, which built the depot, the Great Northern, which rented space in the station, and the Union Pacific, which connected with San Francisco.

The site on which the depot is located had already achieved significance several years before the station was constructed. In anticipation of a reception for President McKinley, a giant stump, cut from a tree logged near Pe Ell, Washington, was placed at the site, and was to serve as a speaker's platform for the president. However, McKinley cancelled or postponed the planned visit, and the stump remained unused. On May 23, 1903, President Theodore Roosevelt arrived in Chehalis and delivered a speech from this now famous podium. Later, although not yet president, William Howard Taft also spoke from the stump. Although it is now preserved some two miles away, the townspeople plan to return the stump to its historic location.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Bee Nugget (Chehalis, Washington), later the Chehalis Daily Nugget, April 4, June 13, August 23, September 13, September 18, October 3, and November 20, 1912, in the Lewis County Historical Society files.

The Daily Chronicle (Centralia, Washington) October 10, 1966, and July 10, 1971, in the Daily Chronicle Files.

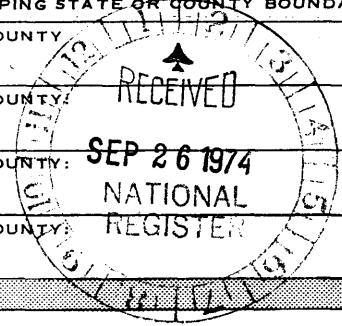
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		46 ° 40 ' 17 "	122 ° 58 ' 17 "	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: Less than one

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

STATE:	CODE	COUNTY:	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: Richard T. Scheffel

ORGANIZATION: Lewis County Park & Recreation Department DATE: October 19, 1973

STREET AND NUMBER: P.O. Box 297, Lewis County Courthouse

CITY OR TOWN: Chehalis STATE: Washington CODE: 53

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 Local

Name Charles H. Odegaard
Charles H. Odegaard

Title Director-Washington State Parks and Recreation Commission

Date Sept. 24, 1974

NATIONAL REGISTER VERIFICATION

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

AR Martens
Director, Office of Archeology and Historic Preservation

Date 11/6/74

ATTEST:
Ken [Signature]
Keeper of The National Register

Date 12.5.74