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United States Department of the Interior
National Park Service

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 Northern Pacific Railway Passenger Depot
other names/site number N/A

2. Location

street & number 606 West Third Street not for publication
city, town Ellensburg vicinity
state Washington code WA county Kittitas code 037 zip code 98926

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input 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	—	— objects
		<u>1</u>	<u>0</u> Total

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 does not meet the National Register criteria. See continuation sheet.

Jacob E. [Signature] 8/13/91
Signature of certifying official Date
Washington State 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
 See continuation sheet. 9/26/91
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain): _____
[Signature] Signature of the Keeper
 _____ Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation: rail related

Current Functions (enter categories from instructions)

Work in Progress

7. Description

Architectural Classification

(enter categories from instructions)

Late 19th and Early 20thCentury American Movements

Materials (enter categories from instructions)

foundation concretewalls brickroof other: compositionother sandstone trim

Describe present and historic physical appearance.

The Northern Pacific Railway Passenger Depot was completed in 1910 on the western edge of the downtown business district of the central Washington community of Ellensburg. The structure is in good condition and maintains integrity of design, materials, workmanship, location, and setting.

Straddling the western terminus of Third Street (606 West Third Street), the building is located three blocks west of the city's downtown historic district in a predominantly industrial neighborhood. Surrounding land uses and buildings consist of graveled parking areas plus small scale manufacturing and warehouse structures, many dating from the first half of the 20th century. Of note is the small Kleinberg Park located across the street and just east of the depot. Roughly triangular in shape, the groomed greenery of the park with its mature trees and antique caboos provides a pleasing gateway to the depot and is in contrast with the otherwise non-descript properties in the immediate vicinity. Also nearby is the original (1886) Northern Pacific Railway depot which was moved to its present site upon construction of the existing station. The original depot is now used for industrial purposes.

Oriented in a generally north-south direction and paralleling the east side of the railroad tracks, the depot is characteristically linear and rambling as it stretches alongside the tracks for approximately 205 feet. In contrast, the building is only 40 feet in width. A paved concourse separates the building from the tracks. Previously covered with asphalt, the original brick paving in a herringbone pattern has been partially exposed. The west facade of the depot faces toward the tracks, vacated railroad right-of-way, a small creek, open space, and a small residential neighborhood. The east facade faces up Third Street toward downtown Ellensburg.

The structure rests on a concrete foundation with a sandstone base course. The exterior cladding is pressed reddish-brown brick sheltered by a massive gabled and hipped roof with flared, overhanging eaves. The roof is covered with composition shingles although original roofing material was probably tile.

The building is composed of three discrete units, arranged symmetrically on a linear plan. The central unit, containing passenger facilities, is the dominant element of the plan and is a one story, side gabled unit that measures approximately 106 feet by 40 feet. This portion of the building housed all the public functions of the station such as the ticket office, waiting areas, restrooms, and a lunch counter. On the north and south, the mass of the central unit is contained by shaped parapet walls which are trimmed with sandstone coping and brick dentil courses. The corners of the parapet walls are articulated with brick pilasters which are topped with large sandstone hemispheres. A brick chimney pierces the peak of the south parapet gable.

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

1910-1941

Significant Dates

N/A

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Reed & Stem, ArchitectsJohn Halloran, Builder

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

The Northern Pacific Railway Passenger Depot is the best preserved and most significant structures related to Ellensburg's colorful rail history. The Northern Pacific was the first of two rail companies to serve the city and provided Ellensburg with a critical link to national markets. Further, the coming of the Northern Pacific fueled the city's greatest burst of building and expansion during the 1880s. Recognizing the importance of Ellensburg as a passenger destination and its location at the base of the line's eastern approach to Stampede Pass, the Northern Pacific replaced its earlier depot with this building, designed by nationally prominent architects Reed and Stem.

Historic Background: Stretching from the crest of the Cascade Mountain range eastward to the Columbia River, Kittitas County embraces several transportation corridors which have played major roles in Washington pre-history and history. The Yakima River serves as the primary drainage in the county and may well have served as the trace followed by members of the Wanapum and other Plateau Native American tribes for crossing Cascade Mountain passes.

In the historic period, trails threading through the Kittitas Valley were used by drovers herding cattle from scattered ranches to markets elsewhere in the territory. Taking advantage of a nearby ford, the confluence of the Yakima River and Wilson Creek was frequented by drovers as a camp site. Recognizing the site's commercial potential, entrepreneurs Jack Splawn and Ben Burch in 1870 located a trading post near what it now the corner of Third and Main Streets in downtown Ellensburg. The trading post, given the unlikely name of Robbers Roost (for an alleged horse rustler who had previously built a cabin at the site), was purchased in 1871 by John A. Shoudy and William Dennis. The trading post prospered and served as the nucleus around which a small settlement began to grow. Shoudy also purchased the surrounding 160 acres of land and by 1875 platted an 80 acre townsite named Ellensburgh after his wife Mary Ellen Shoudy.

The town grew slowly at first. However, the pace of growth quickened in the 1880s as Ellensburg assumed the title as seat of Kittitas County government and the role as service center for the surrounding agricultural region. A pivotal event in Ellensburg history occurred in 1884 when the Northern Pacific Railway Co. announced its selection of Ellensburg as the location of a terminal and maintenance yard. While welcoming the news, Ellensburg city fathers, particularly Shoudy, were well aware of the railroad

 See continuation sheet

9. Major Bibliographical References

Eberhart, Cory J., The Building of Ellensburg (Ellensburg: Record Printing, 1976).

Ellensburg Capital, Ellensburg, Washington, January 1, 1909; February 26, 1909; August 20, 1909; September 3, 1909; October 8, 1909; November 20, 1909; June 10, 1910; July, 22, 1910; November 24, 1910.

Ellensburg Daily Record, Ellensburg, Washington, September 29, 1981; September 30, 1981.

Ellensburg Historic District National Register of Historic Places Nomination, prepared by Larry Nickel, July, 1976.

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: _____

10. Geographical Data

Acreage of property less than one

Ellensburg south, WA 7.5 USGS quad

UTM References

A	<u>10</u>	<u>685755</u>	<u>5207220</u>
	Zone	Easting	Northing
C			
	Zone	Easting	Northing

B			
	Zone	Easting	Northing
D			
	Zone	Easting	Northing

See continuation sheet

Verbal Boundary Description

The nominated property is legally described as Burlington Northern Railroad Lease #249082, commonly known as Burlington Northern Railroad Station and bearing street address of 606 West Third, Ellensburg

See continuation sheet

Boundary Justification

The nominated parcel includes the immediate property associated with the passenger depot, but not adjacent railroad tracks and railroads, nor Klienberg Park, all of which are now under separate ownership and are not historically significant.

See continuation sheet

11. Form Prepared By

Name/title	<u>G. Griffith</u>	Date	<u>May 1991</u>
organization	<u>Office of Archaeology and Historic Preservation</u>	telephone	<u>(206) 753-9116</u>
street & number	<u>111 21st Avenue SW, MS: KL-11</u>	state	<u>Washington</u> zip code <u>98504</u>
city or town	<u>Olympia</u>		

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The large mass of the depot roof is relieved by a central pavilion which serves as the visual and architectural focus of the building and provides a vertical foil to the otherwise horizontal thrust of the design. The east and west facades of this pavilion function as a two and one half story wall gable which pierces and rises through the main roof plane to the building's highest point. Alluding to the Mission Revival Style, the top edge of the gable is capped with sandstone coping and is shaped with a semi-circular gable peak terminating at a step. From the steps, the walls slope downward ending at hemispheres atop the corner pilasters. Although larger in scale, the design of the gable roofline is identical to that used on the parapet walls as mentioned in the previous paragraph. Note should be made that located at the gable peak of the east facade is the faded (though still visible) red, white, and black yin yang logo of the Northern Pacific Railway

The east and west facades of the second floor are identical. Four windows (on each elevation) bring natural light into the second story office space. Two center windows have one over one double hung sash above which are decorative rectangular panels. Above the panels and admitting light into an attic is a semi-elliptical window with five lights, sandstone sill and brick voussoirs. The ensemble of two center windows and the semi-elliptical attic window are framed by a dentillated brick course. The paired center windows are flanked by a one over one, double hung, arched window with brick voussoirs. Also, relieving the mass of the main gable roof are four (two on each slope) small triangular gables. Small arched windows are inset into the gables and light an unfinished attic.

The first floor of the building is pierced by large windows and door openings. Throughout, windows are one over one, double hung wood sash with multi-paned transom windows. The window sills rest on a sandstone sill course which wraps around the entire building and adds emphasis to the decidedly horizontal design. All doors, both single and double leaf, are oak veneer with panels, window insets, and multi-paned transom windows. The main entry is at the center of the building on the east facade. The double leafed oak doors are flanked on either side by a tripartite window ensemble. On the asymmetrical west elevation, window and door arrangement is more informal as the ticket office windows hold the center location. This office is located in a squared bay which is pulled out slightly from the main mass of the building. A double leaf door on the north of the ticket office leads from the main waiting room to the tracks. Other single leaf doors on the west facade variously lead to offices, the lunch counter, the second floor, and baggage claim area.

The north and south wings of the station are subordinate to the central mass of the building and once housed freight services and the kitchen. The non-public function of the wings is made clear by the windowless wall expanses and large wood sliding doors. The broad, overhanging hipped roofs of these wings have shed roof dormers with small, multi-paned lights. The most visible exterior alteration to the depot occurred at the south wing where an open area was enclosed. Once enclosed, the wall separating the kitchen was removed and the resulting space was turned into a loading dock. Architectural drawings

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indicate that plans for enclosing this wing were drawn in 1934. Although distinguishable from original building fabric, the new walls were constructed of brick closely matching that of the rest of the building and incorporated the sandstone sill course.

Like the exterior, much of the interior remains intact. Flooring throughout the public areas is terrazzo and walls are lined with white enamelled tile wainscoting. Oak is used throughout for the doors; window and door frames; and for the ticket office framing and fixtures. Ceilings in the waiting rooms and lunch counter are beamed. Ceiling moldings and the one free standing column capital are classically inspired with dentils and egg and dart motif. Original light fixtures and unattached furnishings have been removed.

In describing the interior plan, the logical beginning point is the central waiting room, which is the main public space. This space is located at the center of the building and accessed directly by the front entry. At the back of the room and pulled into the waiting area is the ticket office with its ticket windows, counters, and notable oak woodwork. Thought to have been part of the circa 1934 remodeling program, the central waiting area was reduced by one-third when the south portion of the room was partitioned off. The change is hardly distinguishable because ceiling moldings were retained and the porcelain tile brick wainscoting was carried out on the new wall. The separated area is accessed by a plain wood door frame stained to match the window and door frames in the waiting room. It is not clear as to why the division was made or what the new room was used for. At present, a temporary drywall partition further divides the residual room in half.

Doorways on the north side of the main waiting room lead into the men's and women's lounge and adjoining restrooms. Original restroom fixtures remain including Tennessee marble partitions.

From the main waiting room a single leaf door leads into a corridor, which separates the men's and women's lounge areas. This corridor leads to the baggage claim office counter. From the counter, the hall makes a 90-degree turn and exits to the track (west) side of the building. Probably partitioned from the waiting room during the 1934 remodel, this corridor is illuminated with borrowed natural light from interior windows in both lounge areas.

The baggage claim office is where the north wing of the station begins. Natural light is admitted into this office by one window and transom windows above large, wooden sliding doors on both the east and west sides of the room. A portion of the east wall of the room was reconstructed in recent years as a result of damage from an automobile accident. Although rebuilt in its original configuration the difference in brick color between the new wall and historic fabric is apparent.

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An opening leads into the freight storage area which is slightly larger than the baggage claim office. A small office occupies the northeast corner of the room from which a double leaf door exits onto the parking area and Third Street. It is speculated that the office may have been added during the 1934 remodeling. Otherwise the room is illuminated by a north window and the transom above the west side sliding freight door.

Going towards the south wing of the building from the central waiting area is the lunch counter room. This large, open, roughly square space is well lit by windows and doors on both the east and west walls. Beamed ceilings with classical molding, as found in the waiting area, are carried forth into this area. Although long since removed, holes in the terrazzo floor indicate where the counter, stools, and fixtures were attached. Along the north side of the room, staircases leading to the basement and the second floor are hidden behind a wall. The door from the lunch counter room leads to the basement.

Marking the entrance to the south wing of the depot, a double leaf swinging door near the southeast corner of the lunch counter room provides access into what was once the kitchen. Two windows are on either side of the kitchen area and all fixtures have been removed. As noted above, the south wing was enclosed, probably during the 1934 remodeling. At some point, the wall between the kitchen and the former covered open area was demolished to make one large loading dock facility. This facility is accessed by sliding wood doors located on the east and south walls. At eye level, four horizontal multi-paned windows provide illumination for the room.

A full, finished basement, divided into two spaces, is located beneath the lunch counter and kitchen rooms. Although no longer functioning, the original boiler is still in place. The basement is accessed by stairways descending from the lunch counter room as well as directly from the street on the east side of the building. The street entry has been sealed off.

The second floor is accessed by a stairway entered from the exterior of the building's west side. Above the long wooden staircase is a skylight which has been darkened, probably during World War II. The stairs reach a landing which opens into a double loaded corridor leading to a cluster of six offices. Original plans indicate that the rooms were used by the telegraph office, the trainmaster, road master, line men, and special agents. Because these were not public spaces, the rooms are utilitarian with little if any detail, other than wainscoting. Small doors opening off the stair landing and at the opposite end of the hallway give access to the unfinished attic spaces which are lit from the exterior by windows in the small triangular gables.

The Ellensburg depot retains remarkable integrity. Most of the changes as noted above are thought to have been executed within the historic period as indicated by plans drawn in 1934. To summarize, the most visible changes include the enclosure of the covered open area in the south wing; removal of the

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kitchen wall; division of the main waiting area; partitioning off of the baggage claim corridor; installation of a small office in the freight room; and asphaltting of the brick trackside sidewalk. The original roofing material is thought to have been tile. There is no indication as to when the present composition shingle material was installed. More recently, a wall in the baggage claim office was reconstructed after having been destroyed in an automobile accident. Most of these alterations are reversible and none significantly detract from the original design.

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company's recent action of establishing a new town at North Yakima instead of building facilities at already flourishing Yakima City (now Union Gap).

To prevent a recurrence of these events (which resulted in the collapse of Yakima City) Shoudy moved to protect his substantial investment in Ellensburg real estate by granting the railroad a sizeable portion of his own land. Apparently, a townplat named Kittitas had already been filed in 1883 by promoter Austin Mires. Located across the Yakima River from Ellensburg, the rival Kittitas would be somewhat more accessible from the railroad's standpoint and would have offered the company greater control over local development. However, Shoudy's offer must have been too good for the company to pass up as the Northern Pacific elected to locate within Ellensburg on property at the end of West Third Street a few blocks west of the downtown commercial core. The original depot was ready to receive passengers when the first train reached Ellensburg in 1886.

By 1888, the Northern Pacific completed its line up the Yakima Valley, across Stampede Pass, and reaching Puget Sound at Tacoma. This line was the first railroad crossing over the Cascade Mountains, and significantly for Ellensburg, provided a direct transcontinental rail link to markets both east and west. Rail connections were important for any community expecting to survive and prosper, and Ellensburg's location on a transcontinental line virtually assured a glowing future. As elsewhere, the arrival of the railroad sparked healthy land speculation and an impressive spate of commercial, residential, and industrial construction. With its railroad connections and reported nearby deposits of iron ore and coal, promoters of the so called "Pittsburgh of the West" set their sights on gaining designation as capital city of Washington once statehood was achieved.

The community's optimism was tragically shattered when a devastating fire engulfed much of downtown Ellensburg in July, 1889. However, the citizenry refused to give up and initiated a frenzy of reconstruction only days after the fire had been extinguished. This second building boom was short lived as the nation entered into a depression following the Panic of 1893. Another setback came when the hard fought battle to become Washington's capital city was won by Olympia.

Despite these reversals, Ellensburg remained the economic and social focus of much of central Washington. As the center of a prosperous agricultural region, Ellensburg suffered less during the 1893 depression than much of the nation. Also in the 1890s, Ellensburg was named home of the state chartered Central Washington State Normal School (now Central Washington University). This educational institution served to diversify the community both economically as well as culturally. Another added economic boost was the arrival of the Chicago, Milwaukee, and St. Paul Railroad (Milwaukee Road) in 1907 giving Ellensburg claim to two transcontinental lines.

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Through these years, Ellensburg had been served by the original railroad depot constructed in 1886. With prosperity and expanding markets following the turn of the century, the wood frame depot at the end of West Third Street came to be perceived as a civic embarrassment. Local clamor for a new depot was satisfied in 1909 when Northern Pacific Railway Co. officials announced plans for construction of a modern brick depot.

Construction on the new building began in late 1909 to the designs of the nationally recognized architectural firm of Reed & Stem. Reed & Stem were architects for a new depot being built simultaneously in Yakima, plus subsequently executed designs in Washington State and the Grand Central Terminal in New York City. To accommodate the new station, the original depot was moved off site to a nearby location. Indeed, the original depot still survives although now functions in an entirely different use.

In the midst of construction, local businessman Henry Kleinberg purchased the property immediately east of the depot on which was located a warehouse. According to newspaper accounts, Ellensburg citizens and Mr. Kleinberg were concerned that the new depot have an appropriate setting befitting the importance of the building. The warehouse would partially block views of the depot from downtown Ellensburg and potentially leave passengers with a less than glowing image of the community. As a result, the warehouse was moved and the underlying property donated to the city for use as a park. Kleinberg Park remains and is a pleasant swatch of green in an otherwise desolate corner of town. For display purposes, an antique caboose has since been placed in the park.

The new depot was completed in November of 1910 at a cost of between \$60,000 and \$75,000. The grand opening was a gala celebration attended by citizens and an entourage of Northern Pacific company officials including president Howard Elliott. Immediately, the depot was an important public building and symbol of Ellensburg's civic aspirations. Located on the transcontinental line, the depot saw multiple arrivals and departures each day in both directions. The building served in this capacity for seventy one years until the last Amtrak train left Ellensburg on Oct. 24, 1981, thus ending 95 years of passenger service to the community. More than a passenger stop, Ellensburg was also a division headquarters for the Northern Pacific Railway. As such, the railroad once maintained a roundhouse (since razed) and offices for dispatchers and other crew members to operate and maintain track on the stretch of line between Easton and Yakima.

Designed by the nationally prominent architectural firm of Reed & Stem, the Ellensburg depot is similar to other depots designed by the firm in Washington and elsewhere. The Northern Pacific depot in nearby Yakima is much like the Ellensburg station. Constructed at the same time (1909-10), the Ellensburg design is more restrained than its Yakima counterpart. Its subdued earth toned brick and isolated setting in Ellensburg contrasts with the buff color brick and prominent location of the Yakima depot.

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Stylistically, the Yakima depot is more expressive of the Mission Revival style as well as being more exuberant in its elements and detailing.

Abandoned in the 1980s by then owner Burlington-Northern Railroad (successor to the several merged railroads including the Northern Pacific) the depot was used briefly during the late 1980s as a restaurant/winery. This unsuccessful venture resulted in the depot being sold to the present owners in 1990. As of this writing, the building awaits rehabilitation and adaptive reuse.

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First Railroad Addition Historic District National Register of Historic Places Nomination, prepared for the Washington State Office of Archaeology and Historic Preservation by Shirley L. Courtois, Dec. 1986.

Harvey, David W., Resource Protection Planning Process (RP3) Study Unit: Transportation, Washington State Office of Archaeology and Historic Preservation, Olympia, 1989.

McGiffin, Joy, ed., Hometown Heritage: A Remembered History of 1910 in Kittitas County, Washington, compiled by the Ellensburg Daily Record from July 4, 1978 to July 4, 1979.

Smith, Leta May, The End of the Trail (Hicksville, New York: Exposition Press, 1976).

Tacoma Daily Ledger, Tacoma, Washington, May 2, 1911.