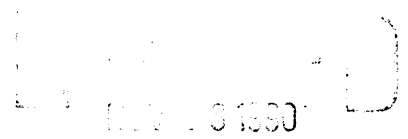


United States Department of the Interior
National Park Service



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 The Depot

2. Location

street & number 416 North Second Avenue not for publication
city, town Walla Walla vicinity
state Washington code WA county Walla Walla code 071 zip code 99362

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	1	—
<input type="checkbox"/> public-State	<input type="checkbox"/> site	—	—
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	—	—
	<input type="checkbox"/> object	—	—
		1	0
			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.
Signature of certifying official [Signature] Date 10/26/90
Washington State Department of Community Development 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. 12/6/90
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain:) _____
Signature of the Keeper [Signature] Date of Action _____

6. Function or Use

Historic Functions (enter categories from instructions)
Transportation: rail-related

Current Functions (enter categories from instructions)
Commerce/Trade: specialty store, restaurant

7. Description

Architectural Classification
(enter categories from instructions)

Late 19th and Early 20th
Century American Movements

Materials (enter categories from instructions)

foundation stone
walls brick

roof other: composition
other

Describe present and historic physical appearance.

The Northern Pacific Railway Passenger Depot in Walla Walla is a one and one half story brick structure built in 1914 on the northern edge of the downtown business district. The building, which is oriented on a north-south axis, is bounded on the western street facade by Second Avenue, a major arterial leading into the city center. East of the structure are adjacent parking areas for the depot. To the south, the property is bordered by Oak Street. The building is surrounded by brick paving laid in a herringbone pattern and by grassy lawns. The immediate neighborhood includes residential and low-scale commercial/industrial structures. Immediately to the north of the depot is the elevated ramp of Highway 12, the major east-west beltline that skirts the city's north side. The original freight house located across the tracks to the east no longer stands. Allowed to deteriorate for several years, the passenger depot was sold in the late 1980s, and the new owners completed a substantial certified rehabilitation, approved by the National Park Service, in 1988.

The depot is rectangular in plan, and measures approximately 145 feet on the long east and west elevations (parallel to the tracks and Second Avenue). The structure is composed of a one and one-half story hipped roof central block, measuring 40 feet square. The central cube is flanked on the north and south by lower one story hipped roof wings recessed slightly from the main block and measuring 40 feet along the facade and 34 feet wide. A subsidiary freight annex, with lower roofline and recessed further from the plane of the building, extends on the north end 25 feet. In 1988, during rehabilitation, a one story extension was built off the south end, projecting 16 feet and reflecting the roof pitch and form of the original north annex.

The entire structure is sheltered by a series of integrated hipped roofs (steeply pitched on the central block and main wings and gently pitched on the north and south annexes), with broadly extended boxed eaves. A hipped roof dormer window projects from the roof on the west side on the main block, and on the east trackside facade a projecting three story square tower rises to a bracketed pyramidal roof, originally affording a view of the rail yards.

The depot rests on a sandstone foundation, and is faced in dark reddish brown pressed brick laid in common bond. The roof is covered with composition shingles. A sandstone belt course at the window sill level extends across the building. Fenestration is composed of rectangular flat headed wood frame windows, with original one-over-one double hung sash and transoms. Most doors on the exterior are single leaf oak units with glazed panels (replacing the original deteriorated single leaf doors) surmounted by transoms. The three original sliding freight doors were replaced with oak double doors with glazed panels during rehabilitation.

On the Second Avenue facade, the central block is lighted by three double hung one-over-one windows flanked by single leaf entry doors. Elsewhere on the west facade are paired windows and single leaf doors. The dormer window above the central bay features three double hung windows and is sheltered by a bracketed hip roof. The east (trackside) facade is dominated by the central tower which rises a full story above the main roofline, and projects outward three and one-half feet from the facade. The tower is lighted by 17 one-over-one double hung windows placed in groups of three on the third story and east facade of the second story. The first story of the tower was originally lighted by two double hung windows on the east facade, replaced by two oak doors during the rehabilitation. A glass canopy was also added to the tower base to shelter the entry. North of the tower are a series of single leaf doors with transoms; to the south are paired windows. The north end of the building is lighted by two double hung windows. The new addition off the south end is a wood frame structure enclosed with glass and sheltered by a gently pitched hipped roof sheathed in copper.

The interior of the depot originally featured five general divisions: a general passenger waiting room and ticket office in the central block; an express storeroom and baggage room in the northern wing; and a large ladies' private waiting room in the south wing. The interior plan and finishes remain relatively intact (although some sheetrock walls were installed to create retail space). The interior includes original maple and tile floors (uncovered during rehabilitation after linoleum had been removed), tongue and groove wood ceilings, simple millwork trim including door and window surrounds, and white tile wainscoting. Even the original wood benches, mentioned in the opening day news accounts, remain, as do the original porcelain bathroom fixtures (relocated to a new central bathroom). The two freight rooms have exposed brick walls, which

See continuation sheet

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

1914-1940

Significant Dates

N/A

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Architectural Office, Engineering DepartmentNorthern Pacific Railway

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

A landmark for travellers entering the city since its construction in 1914, the Northern Pacific Railway Passenger Depot is historically significant for its close association with the development of transportation and trade in Walla Walla County. The depot was the largest and last of the city's rail terminals, serving a great transcontinental route and distinguished by a three story tower and broad hipped roof. Rehabilitated in 1988, the depot remains a dominant feature at the northern entry to the city's historic downtown.

Historical Background: Located amid the rolling foothills and rich bottomlands of the Walla Walla Valley, the city of Walla Walla has long been an important site of human activity dating back perhaps 10,000 years. The Nez Perce Trail, a prehistoric route across the interior of Eastern Washington, passed through the city along a path that includes part of today's Main Street. Walla Walla, blessed with many streams, was also used as a council grounds and meeting place by the Cayuse, Nez Perce, Umatillas, Yakima, Palouse, and Walla Wallas. The earliest routes used by American pioneers to the Northwest passed through or near the city, too, including the route of explorers Lewis and Clark, the Oregon Trail used by early American settlers, and the Mullan Road built by the U. S. Army between Walla Walla and Spokane in 1859-62. Following the discovery of gold in Idaho in 1860, Walla Walla served as an outfitting center and trade depot; its population swelled to 3,000; and it became the largest city in Washington Territory. By the 1870s, however, agriculture replaced mining as the dominate focus of the regional economy, and Walla Walla become a chief trading center for the prosperous wheat belt of southeastern Washington and northeastern Oregon. To facilitate shipments of wheat and other products in the early 1870s, Dr. Dorsey S. Baker constructed the Walla Walla and Columbia River Railroad, a pioneer steam railway that linked Walla Walla with the Columbia River at Wallula. The 32 mile road reached Walla Walla in 1875. The combination of railroad and river barge made it possible to move Eastern Washington wheat to ocean ports, and from there by schooner to the rest of the world--and placed Walla Walla firmly at the center of that trade.

Walla Walla remained the focal point of important transportation systems for the next several decades. In the 1880s, two lines connected the city with the great transcontinental networks that were spanning the region. The Oregon-Washington Railroad and Navigation Company (which acquired Baker's road) was eventually connected with the transcontinental Union Pacific system of Henry Villard. The line joined the main line at Wallula on the Columbia, and from there to Portland. Meanwhile, the Washington and Columbia River Railroad, begun in 1889, was sold to the Northern Pacific line of James J. Hill in the early 1890s. By 1907, it had become a part of the Northern Pacific system, and its route went north to Spokane where it joined the main line.

But Walla Walla did not dominant transportation in Washington in the 1890s or beyond. Although the arrival of the transcontinental railroads ushered in an era of great prosperity for all of Eastern Washington, Walla Walla was only on secondary routes. The main lines of the Northern Pacific, Great Northern, and Milwaukee Road crossed the Rockies at northern points, converging on Spokane.

Nevertheless, the railroads played a vital role in the region's economy. In the 1890s, the Northern Pacific alone carried out 130,000 tons of grain from Walla Walla, and 20,000 tons of other freight. By 1908, the Northern Pacific had 127 miles of track in Walla Walla County, with 38 shipping points along those routes. It afforded access to the Puget Sound ports as well as Portland for the area's grain and cereal products (as well as for the city's cattle, hogs, fruit and agricultural machinery). It also went north to the mines and ranches of northern Idaho and southern Montana, North and South Dakota, and, through its Billings connection, to Denver and other points in Colorado. By 1914, the line provided local service from Walla Walla to Dayton and Pasco and on to Spokane, Seattle, Tacoma, Portland, Pendleton, and numerous cities beyond.

See continuation sheet

9. Major Bibliographical References

Robert Bennett, Walla Walla: A Town Built to be a City, 1900-1919 (Walla Walla: Pioneer Press Books, 1982)S. B.

Calderhead, "Railroad and Shipping Facilities," Coast Magazine, March, 1908, p. 187.

W. D. Lyman, History of Old Walla Walla County (Chicago: S. J. Clarke Publishing, 1918) pp. 164-167

"New Northern Pacific Depot Valuable Asset to Walla Walla", Walla Walla Union Bulletin, November 27, 1914, p. 1.

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 #

See continuation sheet

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

Walla Walla, WA 7.5 USGS quad

UTM References

A	<u>11</u>	<u>396250</u>	<u>5102580</u>
	Zone	Easting	Northing

B			
	Zone	Easting	Northing

C			
	Zone	Easting	Northing

D			
	Zone	Easting	Northing

See continuation sheet

Verbal Boundary Description

The nominated property is a rectangular parcel described thusly:

Beginning at the Northeast corner of the intersection of W. Oak Street and N. Second Avenue, proceed northwesterly along the east curb line of N. Second Avenue to a point 80 feet north of the Northeast corner of N. Second Avenue and W. Pine Street; then turn 90° and proceed northeasterly 75 feet; then turn 90° and proceed southeasterly to the north curb of W. Oak Street; then proceed southwesterly along the north curblines of W. Oak Street to the point of beginning, in the City of Walla Walla, Walla Walla County, Washington.

See continuation sheet

Boundary Justification

The nominated parcel includes the immediated property associated with the passenger depot, but not the auxiliary freight and rail yard parcels once owned by the Northern Pacific, which have since lost integrity.

See continuation sheet

11. Form Prepared By

Name/title L. Garfield
organization Office of Archaeology and Historic Preservation
street & number 111 West 21st Avenue, Mail Stop KL-11
city or town Olympia

date August 1990
telephone (206) 586-2901
state Washington zip code 98504

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were cleaned during rehabilitation to remove paint. Other rehabilitation measures included cleaning the exterior brick with a gentle power wash.

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The importance of the rail lines was reflected in their terminals. In 1907, OWR&N built a new facility at the foot of West Main Street, while at the same time the Northern Pacific had a frame depot at the northwest corner of E. Main and Palouse in the downtown area. In 1914, S. B. Calderhead of the Northern Pacific Railway announced that company engineers had been authorized to start \$160,000 worth of improvements to the facilities in Walla Walla, including a new passenger terminal, a freight terminal, and several miles of tracks in the yard. The design was signed by the Office of the Chief Engineer of the railroad's St. Paul office, dated January 31, 1914.

The new depot was larger than the OWR&N depot downtown (although the two looked very similar) and featured a dramatic square tower that rose above the building and served as both visual landmark and a observation deck for the rail yards and freight houses to the east. The building included a large waiting room, a ladies' waiting room, an express storeroom, and a baggage room. The structure cost \$30,000 to build, with an additional \$70,000 spent on other improvements.

The Northern Pacific Depot was the last great terminal built in the city. Almost at once, it became a symbol of the community, and a vital link to the outside world. In June, 1916, for example, over 10,000 citizens came to the depot to watch soldiers depart for the Mexican border. And for fifty years afterward the depot served wheat farmers (who often patronized the railroad's drawing room cars); students attending Whitman College; outdoorsmen; travelling businessmen; and others arriving in or departing the city.

The facility underwent a minor remodelling in 1931, when the lobby area was reduced; the baggage area increased; and the men's and women's waiting areas combined. The last passenger train went out in 1956 and freight service was discontinued in the mid-1980s. Over the next few years the station was allowed to deteriorate. But in 1988, it was rehabilitated by new owners in accordance with the Secretary of the Interior's standards and opened as a restaurant and shops. Today the depot is again a familiar landmark at the northern gateway to the city center.