

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Washington
 COUNTY: Thurston
 FOR NPS USE ONLY
 ENTRY DATE: DEC 27 1974

1 NAME

COMMON: Tenino Depot
 AND/OR HISTORIC:

2 LOCATION

STREET AND NUMBER: ~~West side of town~~ WA 507
 CITY OR TOWN: Tenino CONGRESSIONAL DISTRICT: #3 - Honorable Julia B. Hansen
 STATE: Washington CODE: 53 COUNTY: Thurston CODE: 067

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"/> Both	<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	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input type="checkbox"/> Transportation
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input checked="" type="checkbox"/> Other (Specify) not in use
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious	
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific	

4 OWNER OF PROPERTY

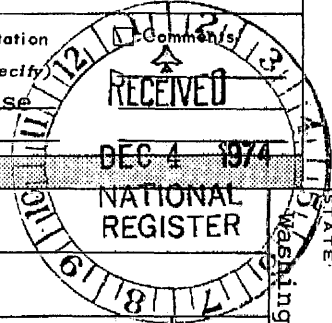
OWNER'S NAME: Burlington Northern
 STREET AND NUMBER: 176 East Fifth
 CITY OR TOWN: St. Paul STATE: Minnesota CODE: 027

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Thurston County Courthouse
 STREET AND NUMBER: 11th & Capitol Way
 CITY OR TOWN: Olympia STATE: Washington CODE: 53

6 REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: None
 DATE OF SURVEY: Federal State County Local
 DEPOSITORY FOR SURVEY RECORDS:
 STREET AND NUMBER:
 CITY OR TOWN: STATE: CODE:



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 ENTRY NUMBER: 1014
 DATE: DEC 27 1974

7. DESCRIPTION

CONDITION

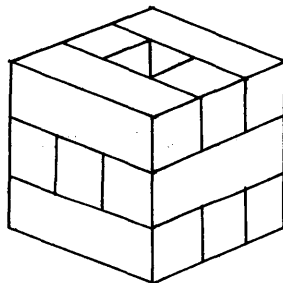
(Check One)					
<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
(Check One)			(Check One)		
<input type="checkbox"/> Altered		<input checked=""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

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Tenino Depot is a small single-story building approximately 40 feet by 80 feet constructed of high grade native gray sandstone from a nearby quarry. It is built on grade with wood joist roof framing and floor system over a crawl space excavation. This is a typical rural combined freight and passenger station located on the main line from Portland to Tacoma and points north with a spur track running behind it.

In plan it is a simple rectangle interrupted only by a depot agent's bay window centered in the facade toward the tracks between the waiting room and the baggage and freight handling areas. The roof is a gabled hip of moderate pitch with a slight bellcast beginning a few feet before the overhang. There are wide eaves with exposed rafter tails. Originally the roofing was cedar shingles, although it has since been replaced with composition material.

There are two short chimneys positioned asymmetrically in the ridge. These are built of sandstone blocks and mortar where the length of each block is three times its width. They are spaced by partial blocks and arranged in this manner:



Formerly the chimneys were both crowned with a simple one piece decorative cap, although the top portion of one of these has been rebuilt with brick.

The outside walls have a structural backing of thick sandstone blocks sheathed in a more uniform three-inch veneer. The exterior treatment consists of alternating courses of rock faced and finished material, the former being the same tone of gray but considerably smaller in vertical thickness. Where the first narrow layer would otherwise occur near the ground there is instead a finished water table of intermediate dimension. Above this, the second narrow layer is a belt course upon which all window sills rest. Farther up the wall at the head of the windows and doors, segmental arches spring from a point along the bottom edge of a double width rock faced course. The smaller rock faced arches are of three piece construction with the large keystone sitting between two

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SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) 1914

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 checked="" 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 type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input checked="" type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

From its earliest beginnings, Tenino has been located on the major route of north-south transportation in Western Washington. This was once the trail used by the Hudson's Bay Company from Fort Vancouver to Fort Nisqually and Puget Sound. Prior to the building of the first railroad north from the Columbia River, overland access to the Puget Sound region was quite difficult. Interior travel was limited to the hazardous mountain passes, or to the use of flatboats down the Columbia River to the Cowlitz River and thence up that stream to Cowlitz Landing. From there, the road to Olympia and sheltered inland waters was a quagmire of mud for many months of the year. At best there were three stage coaches a week, and passengers were sometimes obliged to get out and push. During this period Tenino was known as Hodgden's Station, and settlement in the area was primitive and sparse. In the summer of 1872 Northern Pacific Railroad survey crews moved through the area and grading and track-laying crews soon followed. This line was a single set of rails with construction proceeding northward from the town of Kalama on the Columbia River. The contract expired in October 1872, when they reached a point near Hodgden's Station, construction came to a halt, and there the railroad stopped. At the north end of the track Northern Pacific built a wood frame office and depot, naming it Tenino. This was the first commercial structure on the Tenino townsite. A turntable was then installed so that the train could return from there to Kalama.

Tenino's first retail business was established by Fred Brown, who had previously followed the railroad with his tent store to serve the construction crews. When work ceased, Brown decided to set up a permanent store to supply residents of the area. The following year the local post office was transferred there from a place called Coal Bank, its name changed to Tenino and Fred Brown was appointed postmaster.

The railroad was not extended northward for almost a year, and the reason for delay is unclear. It has been said the Northern Pacific was in financial difficulties, although it is known that surveying activities continued in the Puget Sound region during this period while several towns including Olympia, Tacoma, Seattle and others were negotiating for the important northern terminus. Tenino is probably as far as construction could proceed geographically while maintaining the greatest number of alternative routes and therefore improving the railroad

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Blankenship, George. Early History of Thurston County. Olympia, 1914.

Dwellely, Art. Tenino, the First Hundred Years. Tenino: Tenino Independent, 1971.

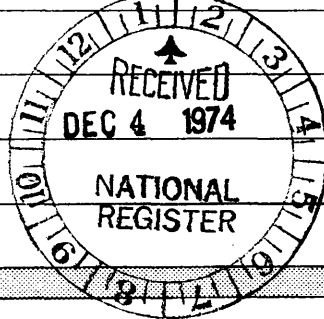
10. GEOGRAPHICAL DATA

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
NW	° ' "	° ' "		46°	51'	20"
NE	° ' "	° ' "		122°	51'	34"
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
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



VTM
10/51073
5188641
CD

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: David M. Hansen, Thurston County Liaison

ORGANIZATION: _____ DATE: March 27, 1973

STREET AND NUMBER: P.O. Box 1128

CITY OR TOWN: Olympia STATE: Washington CODE: 53

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

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
 Title: Director - Washington State Parks & Recreation Commission

Date: Nov. 26, 1974

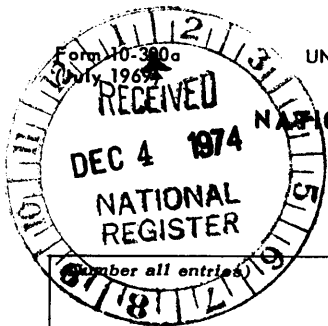
I hereby certify that this property is included in the National Register.

[Signature]
 Director, Office of Archeology and Historic Preservation

Date: 12/27/74

ATTEST:
[Signature]
 Keeper of The National Register

Date: 12-19-74



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#7 - Description
Tenino Depot

one piece sandstone curves that are notched into the adjacent coursework being fitted along a radial cut. These begin at the corner of the window and continue the course across with the same width. The keystone itself extends well above and just below, and it projects slightly forward from these curves. The larger arches spanning six feet are visually similar, although the curved portions are each assembled from four radially tapered sections.

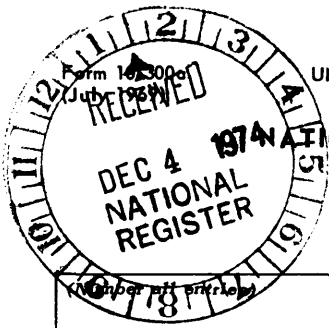
There are large wooden freight doors in front and in back of the building near the south end. Corresponding to these on both sides of the waiting room toward the north end is an airy window and door grouping in an opening of a size equivalent to the freight entrance. Between these are smaller doors and windows serving the office and baggage areas. Additional windows are positioned in the end walls. The depot agent's bay window is glazed on all sides with tall double hung frames divided into smaller panes providing an unobstructed view of the loading apron and the tracks in both directions. All remaining windows are the multi-pane double hung type with a rounded transom light filling in to the arch above. A similar transom is used over each door.

There was formerly a semaphore tower directly in front of the agent's bay, and a flagpole stood on the roof centered over the south end wall.

With high ceilings, the interior is divided into spaces by stud-walls. The outer walls of the freight and baggage area are bare sandstone, while the other rooms are finished in plaster. There are, apparently, two adjoining passenger waiting areas, one small and heated by an oil stove, and the other large and unheated. These are plain, simple spaces although the windows add a very pleasant and decorative effect. They are tied together by narrow horizontal wooden moldings at the sills and at the spring of the arches dividing the walls into three broad bands. These mouldings are deliberately equivalent to the exterior wall treatment with its emphasized rock faced courses at top and bottom of the windows as previously described.

Presently, all the glass is boarded up and there are definite signs of vandalism and deterioration. With minor exceptions the building remains essentially unaltered.

The Tenino Depot is an artfully proportioned, dignified structure of an exceptionally sturdy appearance resulting from the use of this unusual modernized Richardsonian stonework on a small scale building.



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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#8 - Significance
Tenino Depot

bargaining position.

When construction resumed, the line was built to Tacoma and Olympia was completely bypassed. From 1872 to 1878, Tenino was Olympia's sole overland connection with the railroad. Passengers and freight for the state capitol came to Tenino and then were hauled by stagecoach and wagon to Olympia. In July, 1878, the Olympians completed their own narrow gauge line connecting with the Northern Pacific at Tenino under the name Thurston County Railroad Construction Company. The name was later changed to the Olympia and Chehalis Valley Railroad, and eventually it became the Port Townsend Southern. This was purchased in 1914 by the Northern Pacific and abandoned upon completion of Northern Pacific's new line from Tacoma to Tenino via East Olympia and Plumb Station.

For the first time the railroad made genuine industrial activity possible in the Tenino area by providing access to distant markets. Lumbering and important sandstone quarrying operations soon were underway. A spur connected the quarry with the Northern Pacific. Many of the Northwest's finest buildings, including Olympia's old capitol building and the beautiful Pittock mansion in Portland, were built with Tenino stone. Railroad construction crews, loggers and quarrymen all increased the local population, and the town grew rapidly for several years.

In the 1890's, the Northern Pacific relocated their original depot down the track to the west of the existing town and near to a new real estate development and sawmill operation. Two men named Joe Snyder and J. B. Stevens had purchased a large tract of land and were at that time promoting a new town on the site. The Port Townsend Southern responded by relocating their tracks from the old right-of-way near the center of town to connect with the new depot on the main line. Several buildings were actually moved westward to the development and the promotion nearly succeeded; however, a determined effort by citizens and merchants resisted these pressures, and the original townsite prevailed.

In 1914 the Northern Pacific completely rerouted the section of track from Tenino to Tacoma, taking a more direct path and leaving the town's second station sitting on an abandoned line. A new depot was then authorized (the building now nominated) and Luther Twichel, a Tacoma architect, was commissioned to draw the plans. His design specified the native sandstone so important to Tenino's prosperity, and he used this material with skill and directness. The original architect's water color rendering survives

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#8 - Significance (2)
Tenino Depot

to the present signed Nelson Hansaker and dated March, 1914. Never to be constructed commercial buildings are shown in the background behind the proposed station. This building served passengers until the early 1950's, and it continued operation in freight handling until the 1960's.

The sandstone Tenino Depot is the last surviving railroad structure in this municipality. It is thought to be unique among small town depots in Washington State because of the type of construction and materials used. It is significant as the last reminder of the Northern Pacific in a town that was so strongly affected by the policies of that railroad.



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In September, 1975, the Tenino Depot was relocated from its original site to a new location about one quarter mile east. The building had been given to the City of Tenino by Burlington Northern Inc., which had surplused the structure and planned to demolish it.

The site selected for the relocation was on city owned property adjacent to the tracks of the former Northern Pacific - Great Northern main line to Tacoma. The property is level but rises abruptly to the rear of the relocated depot and the rise itself is heavily wooded; the site of the depot before its relocation was an open area covered with grass and light brush. The area of the depot's relocation was part of a quarrying operation that produced substantial amounts of sandstone for building projects throughout the northwest in the early part of this century; the quarry has therefore considerable historic significance in its own right. However, a line of trees and vegetation is placed between the relocated structure and the quarry and there is no visual continuity between the two elements. The area of the relocation was examined to ensure that no archaeological remains significant to the operation of the quarry would be destroyed or altered; the ground appeared to have been disturbed some years before by heavy equipment and test pits indicated only a random mixture of quarry spalls. Since the area was located some distance from the stone finishing activity this was probably a dump site of fairly recent origin and perhaps created when the quarrying operation went out of business in the 1930's.

The relocation has had little effect on the historical integrity of the structure. It is positioned in relationship with a rail line much as it was originally and it is still on the perimeter of the town. It now stands alone with no other structures nearby and is somewhat more conspicuous than in its original location where it was hidden by residential development that had occurred in the years subsequent to its construction. Structurally the building remains sound and has been placed on a concrete foundation as it was originally. The former site has been filled and graded and there is little evidence of the depot occupying the property; it resembles other portions of the existing right of way.

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UTM References:

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