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United States Department of the Interior
National Park Service

OCT 8 1987

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 10-900a). Type all entries.

1. Name of Property

historic name Great Northern Depot
other names/site number n/a

2. Location

street & number "R" Avenue & Seventh Street not for publication
city, town Anacortes vicinity
state Washington code 053 county Skagit code 057 zip code 98221

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	_____ 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	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.

James E. [Signature] Date 9/29/87
Signature of certifying official
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. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): _____

Andrew Byer Entered in the National Register 11-5-87

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)

Recreation and Culture: museum

7. Description

Architectural Classification
(enter categories from instructions)

Late 19th and 20th Century Revivals:
Tudor

Materials (enter categories from instructions)

foundation concrete
walls stucco

roof asphalt
other brick
stone
wood

Describe present and historic physical appearance.

The Anacortes Great Northern Depot, constructed in 1911, is an exceptionally well-preserved wood frame railroad depot which was in regular use from its construction until about 1930, when passenger service was discontinued. It remained in use as a freight depot until 1957. The depot is in excellent condition and retains integrity of design, materials, location, and workmanship.

The depot is located on Block 23, in Bowman's Central Ship Harbor Waterfront Plat to Anacortes in Skagit County, Washington. It is located on the eastern perimeter of the city's historic commercial core at the east side of the intersection of Seventh and "R" Avenues. The area east and north of the depot is vacant, filled tidelands zoned for industrial use. To the southeast lies Cap Sante Marina, a large recreational and fisheries marina operated by the Port of Anacortes. Across "R" Avenue to the west lies a mixed-use transition area, primarily residential in nature, between the downtown commercial core and the depot. This area includes several prominent historic buildings.

The axis of the building is oriented north-south, paralleling the tracks of the original railway, which still exist and are located approximately 30 feet east of the building. Several years ago the tracks of a narrow gauge line were laid between the standard tracks and the depot. Approximately 150 yards in length, they carry the cars of a working model railroad designed and constructed by local rail historian Tommy Thompson. Two buildings associated with the model railroad and constructed at the same approximate time are located in the vicinity of the nominated property. To the south of the depot is a small frame ticket office and to the north a somewhat larger storage building which houses the engine and cars of the new line. These buildings and track are not included as a part of the nominated property. Immediately south of the depot is the historic Puget Sound stern-wheeler dredge, the W.T. Preston, which was moved to the depot site. The presence of the Preston creates a nonhistoric relationship between the vessel and depot and, therefore, detracts from the integrity of the site. However, the Preston does not impact on the physical integrity of the depot itself.

Exterior: The Anacortes Depot is a one-story building of frame construction. The roof has deep eaves and is covered with composition shingles. It is gabled in form on the north half and hip in shape on the south. The northern portion of the roof rises several feet higher than the hip portion and has an interior brick chimney at the approximate point where the two roofs intersect. Large wood signs, typical of railroad stations, hang from the eaves of the north, south, and east elevations with "Anacortes" painted on each of them. The building has a poured concrete foundation and a 23 by 30 foot basement located beneath the baggage room which was originally used for the steam heating plant and the storage of fuel.

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Exterior walls are sheathed in brick to a height of approximately four feet and capped by a water table of Chuckanut sandstone. Above this the walls are stuccoed and inlaid with boards simulating half-timbering which are stained dark brown. Windows are primarily large one-over-one, double-hung sash with simple surrounds which form a shallow point at the head. There are six windows on the west elevation, one of which is barred; seven on the east, three of which are located in a shallow rounded bay; three on the north, one of which is a small narrow, horizontally placed window, with fixed panes, in the upper gable end; and two narrow windows similar to the one in the upper gable end of the north elevation in the south elevation.

There are five doors on the west elevation: three large paneled freight doors which access the baggage and freight rooms and two paneled and glazed single doors which access the passenger portion of the depot. The doors of the east elevation mirror those of the west elevation with an additional single multi-paneled wooden door located between the middle and northernmost freight doors.

The only alteration to the exterior of the building was the replacement by composition shingles of the original roof material, Bangor slate from Slatington, Pennsylvania, trimmed with red tile.

Interior: The interior of the depot consists of four large rooms: two passenger waiting rooms, baggage room and freight room. The waiting room is divided into two sections, each 20 by 30 feet, one of which was for men and the other for women. Each waiting room has an eight by ten foot restroom. A 15 by 16 foot ticket and telegraph office is located between the two waiting rooms. It has two windows, the larger of which was used for ticket sales and the other by trainmen. Each window originally had a brass grill; however, only one remains.

Floors in the passenger end of the depot are terrazzo tile in an octagon pattern. Wainscoting of Tiffany enameled tiles to a height of five feet is found throughout the waiting rooms with plastered walls above, which are finished to a cove above the ceiling. Windows and doors are finished in natural birch from Stillwater, Minnesota. Fixtures, hinges, and locks are of brushed brass.

Adjacent to the passenger area is a 23 by 30 foot baggage room. It contains two smaller rooms, one for storage and another called a "warm room" for the storage of perishable goods. The largest room in the depot is the freight room adjacent to the baggage room. The wall boards in the north end of the freight room are embellished with graffiti dating to 1913. The floors in both of these rooms are clear, vertical-grain fir and walls are unfinished. The basement is accessed through the baggage room.

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)

Architecture
Transportation

Period of Significance

1911 - 1937

Significant Dates

1911

Cultural Affiliation

n/a

Significant Person

n/a

Architect/Builder

Bartlett, Samuel L. (architect)
Broderick, J.D. (builder)

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

The Great Northern Depot is a well-preserved and locally significant example of an early 20th century railroad depot, closely associated with the history of transportation in the area. Constructed in 1911 and designed by architect Samuel Bartlett, the structure is one of the few examples of a half-timbered (or Tudor) style depot in Washington State. From its construction until the early 1930s, the structure served the city as a passenger depot and was a vital link between Anacortes and outside world.

Prior to 1890 the site of present day Anacortes consisted of isolated settlements, scattered along the waterfront. Water was the primary means of transportation. In 1876, Amos Bowman, a civil and mining engineer, arrived in the area on a geological expedition for government railway interests. He was impressed by the deepwater harbor and foresaw it as a major seaport and terminus for the projected transcontinental railroad. He began to actively promote Anacortes to this end and by 1889 enormous enthusiasm was generated throughout the area. Soon, the city was filled with promoters, financiers, and land speculators.

The boom was fueled in large part by the Seattle and Northern Railway Company. In its articles of incorporation it projected a railroad connecting Anacortes with Spokane, a distance of 300 miles, there to join the Northern Pacific transcontinental railroad. If built, the line would make Anacortes the official terminus. In anticipation, railroad magnates and other prominent investors began buying up large parcels of land in the city.

The Seattle and Northern Railroad began building at Anacortes in June 1889, grading and bridging the route 20 miles up the Skagit Valley. Construction was discontinued in August, but resumed in 1890 with the Oregon Improvement Company owning most of the contracts for bridges, trestles, and telegraph lines.

The construction stimulated a boom-town atmosphere. Newspapers reported that the population grew from approximately 40 people in January to almost 3,000 in mid-March of that same year. The young city was a bustling, dynamic center, although its future lay in the hands of distant financiers and political interests.

Hopes were dampened when the Northern Pacific established a transcontinental terminus in Tacoma and most outside investors sold their Anacortes land. Some, however, retained their holdings hoping that the Northern Pacific would take control of both the Seattle and

See continuation sheet

9. Major Bibliographical References

Anacortes American. "Let Us Get Better Acquainted," April 1907.
Best, Gerald M. Ships and Narrow Gauge Rails, Howell-North Books, Berkeley, 1964.
Thompson, Thomas G., Jr. "The Anacortes Depot," unpublished typescript, n.d.
Thompson, Thomas G., Jr. Interview, June 17, 1987, Anacortes, Washington.
Wollam, Dan. The Anacortes Story, Anacortes Museum of History and Art, Anacortes, 1965.

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

Acreeage of property less than one

UTM References

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Zone Easting Northing

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Zone Easting Northing

C

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See continuation sheet

Verbal Boundary Description

The nominated property includes that portion of vacated Blocks 23 and 26, Bowman's Central Ship Harbor Waterfront Addition to Anacortes lying within the eaveline of the Great Northern Depot, within the West half of the Northwest quarter of Section 18, Township 35 North, Range 2 East, Willamette Meridian, and described thusly: beginning at the northeast corner of the intersection of "R" Avenue and Seventh Street proceed southerly along the east curb

See continuation sheet

Boundary Justification

The land area contained in the single holding is rather large and encompasses much more area than that taken up by the subject building. None of the remainder of the property has historical significance in relation to the depot, except for abandoned railroad tracks which have not been used in connection with the depot for 31 years.

See continuation sheet

11. Form Prepared By

name/title Julie Koler
organization Koler/Morrison Consultants date June 30, 1987
street & number 3121 N.E. 35th Place telephone (503) 249-1949
city or town Portland state Oregon zip code 97212

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Northern and the Seattle, Lakeshore and Eastern railroads and run trains into Anacortes. In October 1890, the Northern Pacific completed a dock and warehouse at the end of "P" (now Commercial) Avenue, further reassuring citizens that the lines would merge to make Anacortes the terminus.

In 1890 the Oregon Improvement Company resumed work on the Seattle and Northern rails; however, six miles short of Hamilton, the company ran out of funds and had to discontinue the railroad. In the end it was Great Northern railroad that acquired the line running up the Skagit Valley. But the company made Seattle its terminus when it completed its line to Minneapolis in 1893 and its north-south line between New Westminster and Everett went through Burlington. In Burlington the line made connections with the tracks to Anacortes, but this fell far short of the dreams that had fueled the boom and which initially built Anacortes.

During the feverish activity associated with the boom, five depots were constructed in Anacortes. Today only one remains. It was moved from its original location and has been altered beyond recognition with the application of stucco over all exterior walls, removal of all original doors and windows and complete remodeling of the interior. It is currently in use as a restaurant.

The nominated depot was constructed in 1911 for \$25,000. It replaced a wooden structure located a few blocks away which had reportedly served as a passenger depot since 1890. One source writes that the newly completed building was "a model of construction, arrangement and finish, and far ahead of any other depot of its size in the northwest" (Thompson, pg. 1). The June 28, 1911, issue of the Anacortes American reported that the "exceptionally fine facility" was largely a result of the enthusiasm of L.C. Gilman, Vice President of the Great Northern, who had maintained an interest in Anacortes since the 1889-90 boom, over 20 years earlier.

The depot was designed by Samuel L. Bartlett and constructed by J.D. Broderick. The depot in Newport, Washington, is a twin to the Anacortes building and the two are believed to be the only examples of the half-timbered design in the state. The depot officially opened on Wednesday, June 28, 1911. Mr. George Krebs was agent. Six trains arrived and departed from the station regularly.

The depot was built at the height of what may be described as Anacortes' second boom. Between 1900 and 1920 the city experienced a tremendous increase in population, primarily the result of the burgeoning lumber and fishing industries which were attracting people from far and wide. Construction of the depot was a result of the need for improved transportation facilities which could handle the increasing numbers of people coming to the community.

By 1930, however, ridership had drastically declined due primarily to the increased popularity of the automobile. A gas electric car called The Galloping Goose ran for several years beginning in the late 1920s but by the early 1930s regular passenger service was discontinued. Excursion trains ran intermittently between that time and 1956. The building continued in use as a freight depot until 1973 when a depot was constructed in the nearby town of Mt. Vernon. At that time all freight service was moved to the new facility. The Anacortes Depot was vacant for several years. In 1981, the City of Anacortes purchased

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it from Burlington Northern. It is currently leased to the Anacortes Arts and Crafts Foundation which plans to restore the building for use as a community center.

The majority of the city's historic buildings were constructed during the first two decades of the 20th century. The depot, however, is unique among those that survive for having retained an unusually high degree of interior and exterior physical integrity. With the exception of the roofing, it has been virtually unaltered since construction over 76 years ago. As such it remains an exceptionally well-preserved example of an early 20th century building. In addition it is one of only a few buildings in the community with architectural features associated with the Tudor style.

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of "R" Avenue approximately 75 feet to a point parallel to the south wall of the depot; then proceed easterly approximately 50 feet along the south wall of the depot to the west edge of the tracks, then proceed northerly along the west edge of the tracks approximately 150 feet to a point parallel with the north wall of the depot, then proceed westerly along the north wall of the building to the east curb of "R" Avenue, then proceed southerly along the east curb of "R" Avenue to the point of beginning.