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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Northern Pacific Railway Depot - Pullman

other names/site number "Pufferbelly Depot", "Pullman Depot Heritage Center"

2. Location

street & number 330 N. Grand Ave. not for publication

city or town Pullman vicinity

state Washington code WA county Whitman code 075 zip code 99163

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria

A B C D

Allyson M
Signature of certifying official/Title

7-16-19
Date

WASHINGTON STATE SHPO

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register determined eligible for the National Register

determined not eligible for the National Register removed from the National Register

other (explain): _____

[Signature]
Signature of the Keeper

8/26/2019
Date of Action

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5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only **one** box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
1	0	buildings
		district
		site
0	2	structure
		object
1	2	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Number of contributing resources previously listed in the National Register

N/A

None

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 20th Century Revivals:
Flemish Revival

Materials
(Enter categories from instructions.)

foundation: Sandstone

walls: Brick

roof: Steel

other: Wood, glass

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

The Northern Pacific Railway Depot is an excellent example of a style of architecture commonly used for train depots in small-and medium-sized towns prior to World War II, especially in the western United States. Roughly Flemish Revival in style, the depot is built of brick and has three main sections: the central section, which has a gabled roof; the south section or covered platform, which has a hip roof; and the north section or freight room, which also has a hip roof. The building features Dutch gables on the dormer windows, tall double-hung windows on the main floor, and large square columns that support the roof of the covered platform. Original features remain in the interior, including terrazzo floors, tile wainscoting in all but the freight room (which has brick walls), original fixtures in the restrooms, unpainted oak woodwork, and exposed rafters (currently concealed under an easily removed dropped acoustical tile ceiling).

Constructed in 1916, the Northern Pacific Railway combination passenger and freight depot is located on the northwestern edge of Pullman's downtown business district. The nominated property is bounded on the west by the railroad right of way, the South Fork of the Palouse River, and Grand Avenue, the main north-south route through Pullman. To the north, the property is bounded by Whitman Street, and to the south, Kamiaken Street. The building is surrounded by vitrified brick platform in a herringbone that extends along the trackside between Whitman and Kamiaken streets. Three railroad passenger cars and a caboose are located on tracks along the west facade of the depot. A parking area for the depot extends along the north, east, and south facades of the property. The immediate neighborhood includes residential and low-scale commercial and industrial structures.

Exterior

Set on the inside of curving tracks, the building is a rectangular plan, 178 feet in length, roughly aligned north-south, and 39 feet at its widest point. The depot rests on a sandstone foundation and is surrounded by original vitrified brick paving, arranged in a herringbone pattern that forms the station platform; the brick platform extends along the tracks the entire length of the lot. The exterior of the building is clad with red pressed brick with sandstone belt course extending around the entire building at sill level. The roof of the building is a large cross gable with wide boxed eaves. The central west-east gabled main roof is raised one-half story above the longer north-south hipped roof. Originally constructed with a tile roof that was replaced in the late 1960s with asphalt composition shingles, the current roof of standing seam metal was installed in the early 1990s. Two small dormers were removed from the freight room roof in the late 1960s.

The building is composed of discrete sections symmetrically arranged in a linear pattern. The central section served as the primary public space with general waiting room and ticket office. It is the tallest and most decorated section of the building, providing an architectural focus. It includes a one-and-a-half story end-gabled roof with cast stone parapets and a centered gable with parapet and three windows in stair-step pattern that are identical at each facade. A 12-foot long rectangular bay window protrudes three feet from the west façade allowing the operator an unobstructed view of the tracks. A brick chimney extends from the east façade.

Flanking the central section, the south and north wings, inset from the main structure, are nearly identical with differences representing the passenger and freight functions of the depot. The southern wing, which housed the women's waiting room and restroom, has a hipped roof with broad boxed eaves, and it is connected to a covered platform supported by two square columns with brick exterior and sandstone bases and sills that match the rest of the building.

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The north wing is also inset from the central section and includes two distinct units representing the baggage and freight rooms under hipped roof. Wide boxed eaves continue with the baggage room but do not extend to the freight room which is angled from the rest of the building to accommodate the location on the inside curve of the tracks. A raised concrete and timber loading dock with ramp is attached to the north façade of the freight room.

The central structure and south wing include wood one-over-one double hung wood sash windows painted white and a single-pane transom. In 1958, the waiting room was modified for office use. Original double entry doors were removed and replaced with windows matching the original design, while original windows were replaced with doors. These changes in fenestration closely match the original construction.

The freight room includes two original horizontal wood sash 5-pane windows on either side of the freight door on both the west and east façade. The original elevated wood freight doors positioned at sill level have been framed in place with the panels removed and a single large glass pane installed. The freight door at the north façade was replaced with glass door and windows with aluminum surround. These changes in fenestration do not resemble the original construction, but are reversible.

Interior

The building's form reflects its various functions. The central portion of the depot contained the general waiting room, ticket and express office, smoking room, and men's restroom. A basement under the central portion originally housed the coal-fired boiler for heating, and the original radiators remain throughout the passenger portion of the building.

The interior of the depot retains many of the original features. The walls are painted plaster. Oak door and window surrounds as well as white glazed brick wainscoting are present throughout the passenger section of the building. The original terrazzo floor survives under a removable elastomeric coating in the reconfigured waiting room space, which includes an original wood bench and the train bulletin board set into the brick wainscoting on what was originally the smoking room wall. The ticket office includes the original bank of three ticket windows opening to a counter that has been replaced; the original counter with drawers remains on the inside of the ticket office. Marble restrooms retain original restroom fixtures. Exposed brick walls are retained in the freight room, along with original door runners for the original three sliding freight doors.

The interior was remodeled twice. In 1958, the railroad partitioned most of the central and south wings of the depot containing the general waiting room and women's waiting room into separate office spaces. A small central waiting room was created for passengers with access for the ticket window. At the same time, the smoking room was converted to the women's restroom. A lowered ceiling was also installed throughout the passenger area of the depot, lowering the ceiling to just above the window surrounds. In the process, the original decorative plaster ceiling in the waiting room was obscured, but initial investigation shows that it remains intact and in good condition.

Additional modifications took place circa 1988 after the railroad sold the depot. A second lowered ceiling was suspended throughout the reconfigured office space, bringing it to just below the transoms. Walls were added in the ticket and express office and the baggage and express room to create additional office space. The ramp and passageway between the baggage and express room and the freight room was eliminated and a bathroom and a closet housing the HVAC equipment were added to the freight room.

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Non-contributing Structures

Two pieces of railroad rolling stock located on the west façade of the depot are also included in the nomination. Both are located on a rail spur referred to as the "House Track" by the railroad. The purpose of the spur was to allow freight cars to be spotted for unloading at the freight room and the 130-foot long wood-plank platform that extended from the north end of the freight room towards Whitman Street.

Northern Pacific Day Coach (No. 513) – Non Contributing, Structure

Located outside the freight room is former Northern Pacific 56-seat streamlined Day Coach No. 513.

Constructed by the Pullman Standard Railway Co, the coach was built as part of an eighteen car order by the Northern Pacific in 1946 (numbered 500-517). It was purchased for us on their *North Coast Limited* line. The car is 85-foot long and 10-foot wide and is of all-steel construction.

The "streamlined" car exterior is composed of welded steel panels with smooth seams and an arched roof. Three smoke pipes extend from the roof of the Day Coach. The east and west exterior walls are painted two-tone green with light green extending up to the sill-level of the windows where a white stripe separates the light and dark greens. The dark green continues from the sill-level over the roof. Steel grab bars are located on the south end of the roof on the east wall, and the north end of the roof on the west wall. Additional vents have been added to the roof approximately 20 feet from the south and north walls.

The east and west walls of the Day Coach are symmetrical, with 18 single-light fixed windows per side that taper gradually at the ends of the car. An L-shaped grab bar is located at the north end of the west wall, above a step fabricated from structural steel. At the south end of the west wall, a multi-piece door system with transposable floor/step-up opens to a vestibule accessed by steel steps with raised-diamond anti-slip tread pattern to the car side. Bracketing the door opening are vertical grab bars, with a third grab bar on the end seam of the west wall above a step fabricated from structural steel; the east wall is a mirror of the west wall but has the addition of a metal passageway constructed from the vestibule to the cement loading dock at the north end of the depot's freight room. The Northern Pacific logo is centered under the windows on both the east and west walls; above the windows, white adhesive lettering reads: "NORTHERN PACIFIC." An exhaust vent has been added to the west wall between the second and third windows from the north wall.

The north and south walls of the Day Coach are composed of riveted steel panels. The north wall has a centered opening where the door has been removed and a metal-frame passageway allows access to the caboose that is coupled to the north end of the Day Coach. Two louvered vents are located west of the door. The south wall is composed of riveted steel panels, with a framed exterior opening and retractable step; two steel loops extend from the south wall just above the opening. West of the door on the south wall is a steel housing with a chain that activates the Day Coach's braking system. Within the vestibule is an interior wall with flush metal door and a single fixed-light window. The Day Coach's underframe is steel with original trucks and eight steel wheels.

The interior of the car was stripped of original appliances and utilized as office space. From the north wall a restroom extends 10-feet along the west wall, and the remaining interior space is open. The ceiling arches slightly from the east and west walls with central recessed lighting. A brake wheel is located inside the vestibule above the steps on the west wall. Due to modifications of the interior, the coach has a low level of integrity and is considered a non-contributing structure.

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Burlington Northern Caboose (No. 12182)—Non Contributing, Structure

Coupled to the Day Coach is an all-steel caboose of a common design referred to as an “extended-vision” caboose due to the cupola extending over the car sides. Originally numbered 12182, the paint and lettering have no historic basis for this caboose, which was constructed in Washington state by PACCAR, Inc. for the Burlington Northern Railroad (BN) in 1978.

The cupola has a shallow gabled roof composed of welded steel panels with metal rod grab bars along the east and west edges. The east and west walls of the cupola contain two horizontal sliding windows, while the north and south walls have two single-light fixed windows. The shallow gable roof of the caboose is composed of metal panels with welded seam joints. A metal stove pipe extends from the caboose roof and is braced to the south wall of the cupola. Exhaust vents extend from the caboose roof near the north wall of the cupola. The cupola and caboose roof are painted black.

The west and east walls of the caboose are composed of eight welded steel panels with curving grab bars on the north and south ends. The west and east walls are mirror images of each other: two square fixed-light windows are located at the north and south ends, with a slightly smaller window with rounded corners centered on the north end of the caboose between the south edge of the window and the north end of the cupola. A small vent has been added under the north window on the east wall. The east and west walls of the caboose are painted red with a Great Northern Railway logo centered under the cupola; the paint and lettering have no historic basis for this caboose.

The north and south ends of the caboose are virtually identical with walls composed of welded steel panels. Each wall has a center door. The north wall has a flush metal door with one-over-one-light window, with an additional single fixed-light window west of the door. The south door has been removed and a wood passageway constructed that allows access to the Day Coach coupled to the south end of the caboose; a single fixed-light window is located to the right of the door opening. The platform and the two steps to each side, located at both ends of the caboose, are composed of an open steel grid work with anti-skid gripping surface. The outside end of each platform includes a tubular steel railing with a brake wheel; the railing on the south end was cut for installation of the passageway. The caboose’s underframe is welded steel with original trucks and eight steel wheels. HVAC piping has been added to the underframe of the caboose to provide heating and cooling.

The interior of the caboose has been stripped of most of its original features. A tubular steel grab bar extends along the ceiling from both the north and south walls to the cupola opening. At the cupola opening two lockers with flush metal doors with recessed handles bracket the ladder accessing the cupola. Two original bi-directional chairs are located in the cupola. Tubular steel railings extend up into the cupola opening. Along the east wall and south end of the cupola opening a flush metal door with recessed handle opens into what was originally a bathroom. An electrical service panel has been added to the south wall, west of the door. A steel desk original to the caboose has been relocated within the caboose to the cupola’s south wall, where it is supported by a tubular steel leg.

The 12182 was a common caboose design owned by both the Burlington Northern and its predecessor Northern Pacific Railway, and represents the type of caboose regularly used on trains through Pullman. Although utilized for additional office space, the 12182 was not significantly modified and retains much of its original exterior and interior appearance and strongly reflects the form and purpose of the original design. However is built dates falls outside of the period of significance for the depot and is therefore classified as non-contributing.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

Period of Significance

1916 to 1966

Significant Dates

1916 – construction of depot

1966 – discontinuation of passenger service

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Koren, Jess D. - Northern Pacific Engineering
Office (Architect)

Sound Construction & Engineering Co. (Builder)

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Narrative Statement of Significance

(Provide at least **one** paragraph for each area of significance.)

The Northern Pacific Railway combination passenger and freight depot in Pullman, Washington is historically significant under Criterion A for its direct connection with railroad and transportation history of Pullman, and the surrounding Palouse region. In addition, the depot represents a strong association with the interrelated history of growth and development of the community and the adjacent university campus. The depot was constructed in 1916, after Pullman residents as well as the State College of Washington effectively lobbied the railroad for a new, larger, depot to more adequately serve the growing city. It served as a local headquarters for railroad operations in the Palouse region, as well as the focal point of the community, distributing express and freight shipments as well as passengers, most notably with passenger specials bringing students to and from college. The period of significance begins in 1916, the date of construction, and ends in 1966 when rail passenger service was discontinued through Pullman.

The Palouse country of southeastern Washington is defined by rolling hills typically ranging from 1,000 to 3,000 feet in elevation. The area extends generally from Spokane in the north to the Snake River in the south. Wind-deposited loess soil of the Palouse was initially covered by bunchgrass, but farmers quickly discovered that these locations were also favorable for wheat cultivation. European settlement of the Palouse followed the pattern previously established in the Walla Walla region of scattered livestock and sheep grazing.

By the 1880s, and with the development of the Walla Walla country well established, farmers pushed northward into the Palouse, but were restricted by the lack of transportation with which to ship their crops. Pullman, initially referred to as "Three Forks" for its location where Dry Fork and Missouri Flat Creek meet the South Fork of the Palouse River, developed as one of the pioneer ranching communities in the Palouse. In 1881, the town was incorporated as Pullman, reputedly named for George M. Pullman, who owned the Pullman Palace Car Company that manufactured railroad sleeping cars, and who served on the board of directors of the Union Pacific Railroad. The Columbia & Palouse Railway (which later became the Oregon Railway & Navigation Co., a Union Pacific subsidiary), was the first to reach Pullman (in 1885) with a branch line from Palouse Jct. (later Connell) to Colfax, the seat of Whitman County, and through Pullman to Moscow, Idaho.

Agricultural development of the Palouse region relied upon the railroad to transport grain to market and to bring manufactured goods to local communities. In addition, railroads provided vital passenger transportation between local communities and the national rail system. The potential for Palouse wheat traffic had not gone unnoticed by railroad companies including the Northern Pacific Railroad, which was the first northern transcontinental railroad completed in 1883, the mainline of which skirted the northern Palouse west of Spokane, Washington. The Union Pacific Railway also had a strong interest in the regional wheat traffic, having extended lines into the Pacific Northwest and to Portland, Oregon, through its subsidiary Oregon Railway & Navigation Co. Both railroads were eager to construct branch lines to increase traffic, and fiercely competed for territory during the latter two decades of the nineteenth century.¹

¹ For the settlement of eastern Washington and the Palouse see Donald W. Meinig, *The Great Columbia Plain: A Historical Geography, 1805-1910*, Weyerhaeuser Edition (Seattle: University of Washington Press, 1995). Philip F. Beach, *Wheat Country Railroad: The Northern Pacific's Spokane & Palouse and Competitors* (Pullman, WA: Washington State University Press, 2018) is a comprehensive account of railroad construction and completion in the Palouse.

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Ultimately, a web of branch lines was extended across the Palouse, all vying for the grain traffic. The competitive zeal of the Northern Pacific and Union Pacific, as well as the desire of local residents to have multiple railroads at each town and to keep freight rates in check, and resulted in both railroads serving many of the same communities. At the end of the construction era in 1910, the Palouse, and Whitman County in particular, had one of the most extensive railway systems of any rural area in the nation: one mile of track for every 4.6 square miles of land area, a ratio higher than any of the Midwestern states. (Washington state average was one mile of track for every twelve square miles). As such, railroad construction significantly transformed the environment of the Palouse, “from a handful of prospective towns and homesteads, to a thickly settled agricultural landscape in which railroad sidings were spaced, on average, less than five miles apart.”²

One of the most important rail lines in the Palouse was Northern Pacific’s Palouse & Lewiston Branch extending 138 miles from the mainline connection at Marshall, Washington, west of Spokane, to Lewiston, Idaho. In 1886, the Northern Pacific chartered the Spokane & Palouse Railway to construct the line from Marshall through Pullman to Genesee; rails reached Pullman in 1887 and Genesee the following year. Construction of the line east and south through Moscow and Troy to Lewiston was completed as far as Juliaetta in 1891, finally reaching Lewiston in 1898. When constructed, the Palouse & Lewiston Branch connected many of the more important towns on the Palouse, including Rosalia, Oakesdale, Garfield, Palouse, Pullman, Moscow, Troy, and Kendrick. The line was a major outlet for grain traffic in the Palouse as well as shipments from the Clearwater River and Lewiston, Idaho, areas. Branch lines to Genesee and Farmington (built in 1890) also contributed additional traffic to the Palouse & Lewiston Branch.³ With the established railroad network, wheat production in Whitman County increased from fewer than 2 million bushels in 1890 to 6.4 million bushels in 1900.

Although Pullman was not the principle objective of either railroad in the Palouse, the founding of Washington Agricultural College in 1892 brought additional population to the city. Founded as a land grant school, the name changed to State College of Washington in 1917 (often referred to as Washington State College or WSC) and to Washington State University in 1960. As the college grew, Pullman’s population steadily increased, from 868 in the 1890 to 2,602 in 1910, in addition to more than 1,000 students. By 1930, Pullman’s population eclipsed Colfax, the Whitman County seat, and it remains today the largest city in the county.⁴

In an era before automobiles, Pullman’s growth was dependent upon the railroad for transportation of wheat and other products, as well as passengers to and from the college town. At various times during the year, passenger specials advertised as “Cougar Specials,” after the college’s mascot, were operated to Pullman by both the Union Pacific and the Northern Pacific for special events such as football games and at the beginning and end of the academic year. Both railroads constructed depots on the northern edge of Pullman’s downtown business district: Union Pacific’s west of Grand Ave on the south bank of the South Fork of the Palouse River, and Northern Pacific’s in a predominantly industrial area two blocks north and just out of view of downtown. Competition for both freight and passenger business was high, but due to its location on a through route, the Northern Pacific developed a larger presence in Pullman.

² Marc A. Entze, “Deconstructing the Countryside: Agriculture and Railroad Abandonment in the Pacific Northwest Wheat Belt, 1900-1990,” 2010), 34; track density 55-56.

³ Beach, *Wheat Country Railroad*.

⁴ State of Washington Department of Education, *Twentieth Biennial Report of the Superintendent of Public Instruction for the Two Years Ending June 30, 1910*.

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By 1910, Pullman was being served by six daily passenger trains, two on Union Pacific and four on the Northern Pacific. Whereas the Union Pacific train was a local that operated between Moscow, Idaho, and Ayer, Washington, (where connections were made to Lewiston, Spokane, and Portland) regular passenger service on the Northern Pacific operated from Spokane through Pullman to Lewiston. The four trains included the *Palouse and Lewiston Special* with a scheduled station stop at 11:00 a.m. eastbound (to Spokane) and 11:55 a.m. westbound. A lunch counter near the depot provided meals. As the name implies, the *Twilight Limited's* station stop was at 5:25 p.m. eastbound and 7:50 p.m. westbound. While the train names were not retained, the pattern of service remained for the next four decades.⁵

The Northern Pacific Pullman depot also served as an important hub of local freight operations. A through freight train operated from Spokane to Lewiston daily in each direction. Crews working the Genesee Branch were based out of the Pullman depot, as were crews on the daily except Monday local freight trains operating in each direction between Pullman and Lewiston that provided switching service to the local communities en route.⁶ As a result, Pullman had a coal dock and other servicing facilities for steam locomotives. Local railroad activity, combined with a growing population, placed Pullman at the center of railway operations between Spokane and Lewiston.

At the depot, the railroad's agent and clerical staff handled express packages and other less-than-carload freight shipments of manufactured goods and supplies destined to Pullman. In addition, United States Mail was delivered by the railroad's Railway Post Office service, which sorted and delivered mail to communities at the depot. The depot also served as the Western Union telegraph office, with the agent delivering telegrams to the community. In 1907, there were eighteen agents performing similar work at smaller depots along the Palouse & Lewiston Branch.⁷

Washington State College also worked directly with both railroad's agents for a variety of express and freight shipments. Bids for drayage from the depots to the college campus were contracted annually. In 1917, WSC's new President, E.O. Holland, placed a call for bids in the *Pullman Herald*,
*to cover all drayage to and from depots to college . . . butter deliveries from creamery to down town stores and butter fat and ice cream shipments to and from depots to creamery. Carload shipments are not to be figured in the bid; they will be considered separately as they occur.*⁸

The drayage contracts further illustrate the importance of the railroad to Washington State College. Because of the dependence of rail shipments to the college campus, the first streets paved on College Hill were between the Northern Pacific depot and campus. As such, the depot played a significant role in the integrated social and economic relationship that developed between Pullman and Washington State College.

⁵ Oregon Railroad & Navigation Co., *Washington Division Employees' [sic] Time Table 102*, May 25, 1910; Northern Pacific Railway Co., *Idaho Division Timetable 31E*, July 31, 1910. A brief overview of passenger operations on the Palouse & Lewiston Branch is Ray Poindexter, "Train Operations on the Palouse & Lewiston Branch," *The Mainstreeter* (Spring 1994), 5-12.

⁶ Northern Pacific Railway Co., *Idaho Division Timetable 31E*, July 31, 1910.

⁷ Northern Pacific Railway Co., *List of Officers, Agents, Stations, Etc. No. 4, July 1, 1907*. Does not include agencies between Juliaetta and Lewiston, which were Camas Prairie Railroad employees.

⁸ "Call For Bids," *Pullman Herald*, April 20, 1917.

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Recognizing the importance of the railroad for both the community and the state college, in 1912 local citizens began lobbying the Northern Pacific for a new depot that would signify Pullman's stature. On January 23, 1912, the Pullman Chamber of Commerce wrote Howard Elliott, President of the Northern Pacific, stating, "For some time past there has been a strong sentiment here in Pullman that our railroad depot accommodations were wholly inadequate to meet the demands of our travel."⁹ The following spring, WSC President Enoch A. Bryan also approached Elliott to encourage the railroad to construct a new depot, noting, "the passenger business at Pullman is quite good, and has been for a number of years and is likely to be for all the years to come on account of the college here. I think it would be a great help to have a station here rather better than the ordinary town of this size would have." Likely summing up popular sentiment, Bryan continued, "It helps to make a better and more attractive town, and adds to the prestige of the college community to have it recognized this way by the railways."¹⁰

The request for a new depot reflected Pullman's rapid ascent to a position of prominence. At the time the existing wood frame combination passenger and freight depot was relatively new, having replaced the original 1887 depot in 1902. In addition, the 1902 depot was constructed at a new location closer to the downtown business district. Northern Pacific officials, however, were not as convinced that a new depot was necessary. Replying to Bryan, Northern Pacific President Elliott observed that, "The passenger station question is one of the most difficult confronting the railway managers. We would all like commodious, handsome and better stations at all points than we now have. To accomplish this, however, would mean . . . the expenditure of several millions of dollars, and we do not have this money. Elliott concluded by noting, "We have, I think, now some twenty-five or thirty places where the pressure for a new passenger station is as great, if not greater, than with you."¹¹ Undaunted, Bryan replied, stating that in addition to grain and freight shipping, Pullman "has grown to be perhaps the most important passenger point in the Palouse country."¹²

In the early twentieth century, it was not uncommon for mid-size cities to request new modern depots, a clear indication of the central role depot's played in socio-economic life of the community. Many communities had original frame depots dating to the construction of the railroad, which were no longer adequate. An internal Northern Pacific report from 1913 identified two-dozen cities on the railroad system where new depots were needed; many were in Washington State, including Walla Walla at the head of the list with Pullman near the middle.¹³

When Pullman residents approached the Northern Pacific for a new depot they strongly advocated for a "union depot" that would be shared by both railroads. In addition, both the Pullman Chamber of Commerce as well as WSC President Enoch Bryan wished to locate the proposed union depot at a more favorable location east of Kamiaken Street where on an empty tract of land between the right of way of both railroads that would provide "ample room for a very large crowd." Union depots were common in large cities where several railroads shared the same terminal, and while the idea had been discussed "numerous times" in the past, neither

⁹ C.H. Harrison to Howard Elliott, January 23, 1912. Northern Pacific Railway, President's Subject Files, Box 13D.4.7B.
Correspondence from this collection hereafter cited as MHS.

¹⁰ Enoch A. Bryan to Howard Elliott, May 16, 1913. MHS.

¹¹ Howard Elliott to Enoch A. Bryan, May 22, 1913. MHS.

¹² Enoch A. Bryan to Howard Elliott, May 30, 1913. MHS.

¹³ George T. Slade to R.W. Clark, October 21, 1913. MHS. Walla Walla's Northern Pacific depot was constructed in 1914, the only other comparable branch line depot in the eastern Washington was the large two-story brick depot in Lewiston, Idaho, constructed in 1909 and utilized by the Camas Prairie Railroad, Union Pacific Railroad, and Northern Pacific Railway.

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railroad felt that such a situation was warranted for Pullman. Northern Pacific management did acknowledge that "The location of the building [1902 depot] on the inside of the curve is a bad one, but there seems to be no other way in which to place it."¹⁴

Ultimately, it was in the railroad's interest to provide attractive new depots at important cities, but Pullman's request came at a time of depressed earnings for the railroad. Station revenues for Pullman declined 28% to \$141,384.57 in 1911. Fortunately, revenue increased and stabilized by the outbreak of WWI in 1914, averaging \$168,801.86 in the five years 1911-1915. While freight revenue fluctuated, revenue from passengers steadily increased by almost 20% over the same period, amounting to \$48,086.12 in 1915.¹⁵

After extensive study, Northern Pacific authorized the construction of a new depot for Pullman in the fall of 1915, and passenger revenue played an important role in that decision. An Authorization for Expenditure in the amount of \$28,136.00 was approved for a brick combination depot.

Architectural drawings for the depot were rendered by Jess Didricksen Koren, Northern Pacific's Division Engineer, based out of Spokane, Washington. Koren was born in 1857 in Norway and emigrated to the United States in 1879.¹⁶ His 43 year career with Northern Pacific began in 1890 in St. Paul, Minnesota, where he was stationed until 1907. During those years, Koren was promoted from Assistant Engineer to Chief Draftsman, and eventually Division Engineer.¹⁷

The plan "contemplates nothing elaborate, but will provide a station of sufficient capacity to take care of the business and of a pleasing appearance."¹⁸ Writing to the Northern Pacific Board of Directors, J.M. Hannaford, who succeeded Elliott as President of the Northern Pacific in 1913, explained the decision to construct a new depot at Pullman:

Pullman is rather an important town, as you will note from the station earnings . . . The Washington state agricultural college is located at Pullman, which in part accounts for the passenger earnings, and is a trade, of course, that should be well served as the students are scattered all over the state and become quite an advertising feature.¹⁹

To build the depot, Northern Pacific awarded the contract to Sound Construction & Engineering Company of Seattle, Washington. The firm was established in 1910 when to construction firms, Cawsey & Lohse and Hastie & Dougan joined to form a new construction company. The goal was to take on large building contracts which quickly followed suit and by the 1920s they were being awarded some of the largest construction projects in the Pacific Northwest, including post offices, educational facilities, and military installations. Among their more notable work was the construction of the legislative building in Olympia; the main office for Pacific Telephone & Telegraph Co. and Northern Life Tower in downtown Seattle; Seattle's VA Hospital; several buildings at the University of Washington Campus; and the large Navy blimp hanger in Tillamook, Oregon. Previous work in Pullman included Bryan and College Halls at WSC, and the Rupy block in Pullman's downtown.

¹⁴ Bryan to Elliott, May 16, 1913, Elliott to Bryan May 22, 1913, George T. Slade to J.M. Hannaford, 2-26-1916. MHS.

¹⁵ J.M. Hannaford to Colonel W.P. Clough, March 3, 1916. MHS.

¹⁶ Northern Pacific Railway, Personnel Files, 89102, Box 135.E.4.6F, 484. MHS.

¹⁷ Obit – Jess D. Koren, Spokesman Review, March 16, 1936.

¹⁸ George T. Slade to J.M. Hannaford, February 26, 1916. MHS.

¹⁹ J.M. Hannaford to Colonel W.P. Clough, March 3, 1916. MHS.

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Before Sound Construction could begin working on the new depot the existing frame depot was cut in half, with the freight room moved to the northwest corner of the lot and the ticket office relocated to Kamiaken Street where it would serve temporarily during construction.

Ground was broken for the new depot on June 22, 1916.²⁰ During construction, WSC architecture student Erdman Walter Burkhardt oversaw construction.²¹ After writing a thesis on a then-novel building type, the civic social center, Burkhardt graduated in 1917. He subsequently served as an instructor in the architecture department (1918-20) and went on to receive a master's degree at Columbia University (1922). While working in the college architect's office, Burkhardt served as the draftsman for Community and McCroskey Halls.²² He spent the bulk of his career as head of Alabama Polytechnic Institute (now Auburn University) department of architecture (1929-46) where he taught several generations of students (among them Paul Rudolph). He was also the facilitator of Alabama's participation in the Historic American Buildings Survey during the 1930s and was elected to the American Institute of Architects College of Fellows in 1964.²³

Completed in November 1916 at a total cost of \$40,000, an official opening ceremony for the depot was held March 9, 1917. The *Pullman Herald* reported that a large crowd turned out to celebrate the opening of the depot, and

“filled every inch of floor space in the magnificent new Northern Pacific depot, with scores standing outside on the platform, attested, in a silent but forceful way, the gratitude which Pullman feels toward the Northern Pacific railway company . . . for the erection here of the handsome and commodious station.”

The railroad's Dining Car and Hotel Department provided 2,500 fruitcakes for the occasion. Speakers included the mayor of Pullman, railroad officials, and WSC's President E.O. Holland.²⁴

For the next half-century, the depot served passengers traveling to and from Pullman and Washington State College. Football specials were very popular, and hundreds of people commonly gathered at the depot to send off the team or welcome them home after road trips; occasionally with entire trains chartered for the team and its fans. On one occasion an estimated 500 people welcomed the team home at the depot, loading them on wagons and pulling them up the hill to campus after a resounding victory at Oregon Agricultural College in Corvallis, Oregon. Special trains continued to be operated to Pullman into the early 1960s, including for the Future Farmers of America, which has a strong tie to the land grant origins of WSC.²⁵

The connection to Washington State College was especially important in continuing passenger service to Pullman long after most branch line passenger trains were discontinued due to highway competition. Two of the daily trains were eliminated in December 1950, and conventional passenger trains were discontinued along with

²⁰ “Seattle Contractors Will Build N.P. Depot,” *Pullman Herald*, May 26, 1916.

²¹ *The Evergreen*, December 21, 1916; *The Evergreen*, June 7, 1917.

²² *The Evergreen*, March 21, 1922.

²³ “2017 AIA College of Fellows History & Directory,” https://issuu.com/aiacollegeoffellows/docs/faia_20directory, accessed March 18, 2019.

²⁴ “Opening of New N.P. Depot Attracts Tremendous Crowd,” *Pullman Herald*, March 16, 1917.

²⁵ Darin Watkins, *Chance for Glory: The Innovation and Triumph of the 1916 Washington State Rose Bowl Team* (Pullman: Washington State University Press, 2016), 116-117. On the FFA train, Bruce Butler, personal interview with Marc A. Entze, March 9, 2019.

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railway mail contracts in 1955 and replaced with a self-propelled rail diesel car (RDC). With declining passenger revenue, the Northern Pacific railroad partitioned the depot and converted 1,153 square feet from both the general and ladies waiting room to office space in 1958 at a cost of \$8,885. Stokely-Van Camp, a railroad shipper, constructed a large warehouse on the former site of the coal dock, located about a block north of the depot, occupied space in the main waiting room while the Palouse Soil Conservation District had offices in the former ladies waiting room.

However, daily passenger service remained with the RDC, commonly referred as the “Bug,” until 1966 (Bug was short for doodlebug, a name commonly bestowed by the public on motorized passenger cars.) Analysis of passenger ridership in 1964 showed that no more than 14 passengers rode the 48-seat RDC per trip, generating a net loss of \$78,305 for the Northern Pacific. When the final passenger train departed Pullman for Spokane on Monday February 28, 1966, it was the last branch line passenger train operating in the Inland Empire.²⁶

For Pullman, however, the lack of passenger service was only a temporary setback as the role of the railroad and the depot evolved. Pullman’s central location and the modern brick depot made it a natural base for railroad operations on the Palouse & Lewiston Branch. After Congress amended the Hours of Service Act in 1969, reducing the number of hours a railroad crew could work in a 24-hour period from 16 to 12, the daily Spokane-Lewiston freight train could no longer regularly make the trip to Lewiston in the allotted time. As a result, the Pullman depot became a designated crew change point where a fresh crew took over for the Pullman-Lewiston leg of the run.

While the Pullman depot no longer served as the focal point of the community, it gained in importance during the 1970s when many similar depots were falling into disuse. The postwar years brought the closure of many rural depots due to a combination of changing business practices and centralizing of agency work. As part of the railroad’s centralized agency work, the Burlington Northern Railroad (successor to the Northern Pacific) selected the Pullman depot as one of the stations for their Compass computerized waybill terminal. With this advancement, the Pullman agents were responsible for entering waybills, generating train consists, and other clerical work for a large territory that included the Palouse & Lewiston Branch, the Genesee Branch, as well as overhead traffic going to and from the Camas Prairie Railroad in Lewiston.²⁷

With the centralized functions, work from outlying stations was also moved to the Pullman depot. During the early 1980s, the last remaining agency stations on the Palouse & Lewiston Branch (Rosalia, Washington and Moscow, Idaho, in 1983 and Palouse, Washington, in 1984) were closed, and their duties were transferred to Pullman.²⁸ Significantly, this consolidation also included all remaining former Great Northern stations in the Palouse (which also became part of Burlington Northern in the 1970 merger with Northern Pacific), as well as the former Milwaukee Road branch between Palouse, Washington and Bovill, Idaho (taken over by Burlington Northern after Milwaukee Road’s bankruptcy in 1980). As a result, the consolidated Pullman agency

²⁶ Interstate Commerce Commission, *Finance Docket 23820 Northern Pacific Railway Company Discontinuance of Trains Nos. 311 and 314 Between Spokane, Wash., and Lewiston, Idaho*, February 18, 1966, and “Passenger Train Business Good Before Final Day Run,” *Lewiston Morning Tribune*, February 28, 1966.

²⁷ Steve Koberstein, personal interview with Marc A. Entze, February 22, 2019.

²⁸ Michael Holland, Attorney, Seattle Region, Burlington Northern Railroad, to Barry M. Barr, Secretary Washington Utilities and Transportation Commission, “Closure of Agency Depots at Rosalia, Washington and Davenport, Washington,” September 22, 1983; Lawrence D. Silvernale, Associate General Counsel, Burlington Northern Railroad, to Barry M. Barr, Secretary Washington Utilities and Transportation Commission, “Closure of Freight Agency at Palouse, Washington,” July 19, 1984. Washington State Archives.

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encompassed an expansive network of operations throughout the Palouse region, far greater than the historic Northern Pacific operations. After the consolidation of agency work, Pullman was the last remaining open agency station on the Burlington Northern between Spokane and Lewiston, and one of the last branch line depots still open in the Pacific Northwest.

To compete with trucks, railroads created their own truck lines to handle less-than-carload and express shipments, business formerly handled by rail at local depots. During the 1970s, Burlington Northern Transport (BNT) received scheduled tractor-trailer shipments at Pullman utilizing the freight room and freight dock at the depot. A BNT agent coordinated the shipments from an office in the depot, who along with the railroad's agent occupied office space in what had been the main waiting room previously used by Stokely-Van Camp before its operations ceased in Pullman. Among the general freight items were shipments to Washington State University that included textbooks and other supplies, a pattern of service not unlike the drayage service in the early twentieth century. Typically, a single 28-foot trailer arrived each day Sunday through Thursday until the service was discontinued in the mid-1980s.²⁹

In April 1981, Burlington Northern discontinued through service between Spokane and Lewiston. As a result, the train now terminated at Pullman on Monday and Thursday, returning to Spokane on Wednesday and Saturday, while switching local industry and running from Pullman to Genesee and Juliaetta as needed on Tuesday and Friday. The crews continued to be based out of the depot. With declining shipments, in 1984 Burlington Northern abandoned the railroad between Moscow and the connection with the Camas Prairie Railroad at Arrow, Idaho (near Juliaetta) as well as the branch to Genesee. With reduced workloads and further centralization of agency work to regional customer service centers, the railroad announced their intention to permanently close the Pullman agency and depot on July 29, 1985.³⁰

Following the closure of the Pullman agency the railroad no longer had use for the depot. After sitting empty the depot was sold into private ownership in 1988. The former ticket office, baggage, and freight rooms were further divided into office space and housed, at various times, a real estate office, and the department of motor vehicle licensing, among others. In 2018, Whitman County Historical Society purchased the depot with plans to develop it as a heritage center. A driving school currently occupies the office space of the former waiting rooms, while the historical society has begun holding cultural events in the freight room and is developing plans to rehabilitate the building and return it to a focal point of the Pullman community.

Conclusion

The Northern Pacific Pullman depot remained in continuous use as a railroad station for nearly seventy years and the building today embodies the railroad's vital role in the growth and development of Pullman, Whitman County, and the greater Palouse region—a theme repeated in communities throughout the Pacific Northwest. The region's agricultural bounty and the establishment of a land grant college were favorable conditions, but the catalyst for the community's growth was the railroad because the railroad provided the only practical means of travel to Pullman. Although the railroads were a lifeline for the college town, the Northern Pacific depot was particularly significant in that it was closest to the college and served as a transportation hub for people as well as goods and foodstuffs to and from the surrounding farmlands. Today, the depot retains significance for its role in facilitating the growth and development of the city and the college.

²⁹ Steve Koberstein, personal interview with Marc A. Entze, February 22, 2019.

³⁰ Train schedule is from Holland to Barr, September 22, 1983. Discontinuance of Pullman agency is "Ronald W. Eubanks, General Counsel Seattle Region, Burlington Northern Railroad, to Barry M. Barr, Secretary Washington Utilities and Transportation Commission, "Closure of Freight Agency at Pullman, Washington," July 29, 1985. Washington State Archives.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Koberstein, Steve. Personal interview with Marc A. Entze. February 18, 2019.

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Lewiston Morning Tribune

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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 # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: Minnesota Historical Society

Historic Resources Survey Number (if assigned): _____

Northern Pacific Railway Depot - Pullman
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10. Geographical Data

Acreage of Property Less than one acre
(Do not include previously listed resource acreage.)

UTM References NAD 1927 or NAD 1983

(Place additional UTM references on a continuation sheet.)

1	<u> </u>	<u> </u>	<u> </u>	3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing

Or Latitude/Longitude Coordinates
(enter coordinates to 6 decimal places)

1	<u>46.732188°</u>	<u>-117.179547°</u>	3	<u>46.731125°</u>	<u>-117.179007°</u>
	Latitude	Longitude		Latitude	Longitude
2	<u>46.732089°</u>	<u>-117.179297°</u>	4	<u>46.730933°</u>	<u>-117.179201°</u>
	Latitude	Longitude		Latitude	Longitude

Verbal Boundary Description (Describe the boundaries of the property.)

The Northern Pacific Pullman Depot is located Section 5 of Township 14, Range 45, East of the Willamette Meridian in Whitman County, Washington. It is legally described as Lots 3-10 of Block 37 of the original Plat of Pullman. It is otherwise known as Parcel No. 108150037100000.

Boundary Justification (Explain why the boundaries were selected.)

The nominated boundary encompasses the entire urban tax lot that is occupied by the Northern Pacific Railway Depot. It does not include the adjacent main railroad tracks, but does include a siding containing several pieces of static rolling stock.

11. Form Prepared By

name/title Marc A. Entze, Allison Munch-Rotolo, Kathleen Ryan (Edited by DAHP Staff)
organization Whitman County Historical Society date May 22, 2019
street & number PO Box 67 telephone (509) 595-1266
city or town Colfax state WA zip code 99111
e-mail mentze@gmail.com, amr_wa@yahoo.com, designnorth.ryan@gmail.com

Northern Pacific Railway Depot - Pullman
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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)



Google Earth Map

Northern Pacific Railway Depot

1 46.732188° -117.179547°
 Latitude Longitude

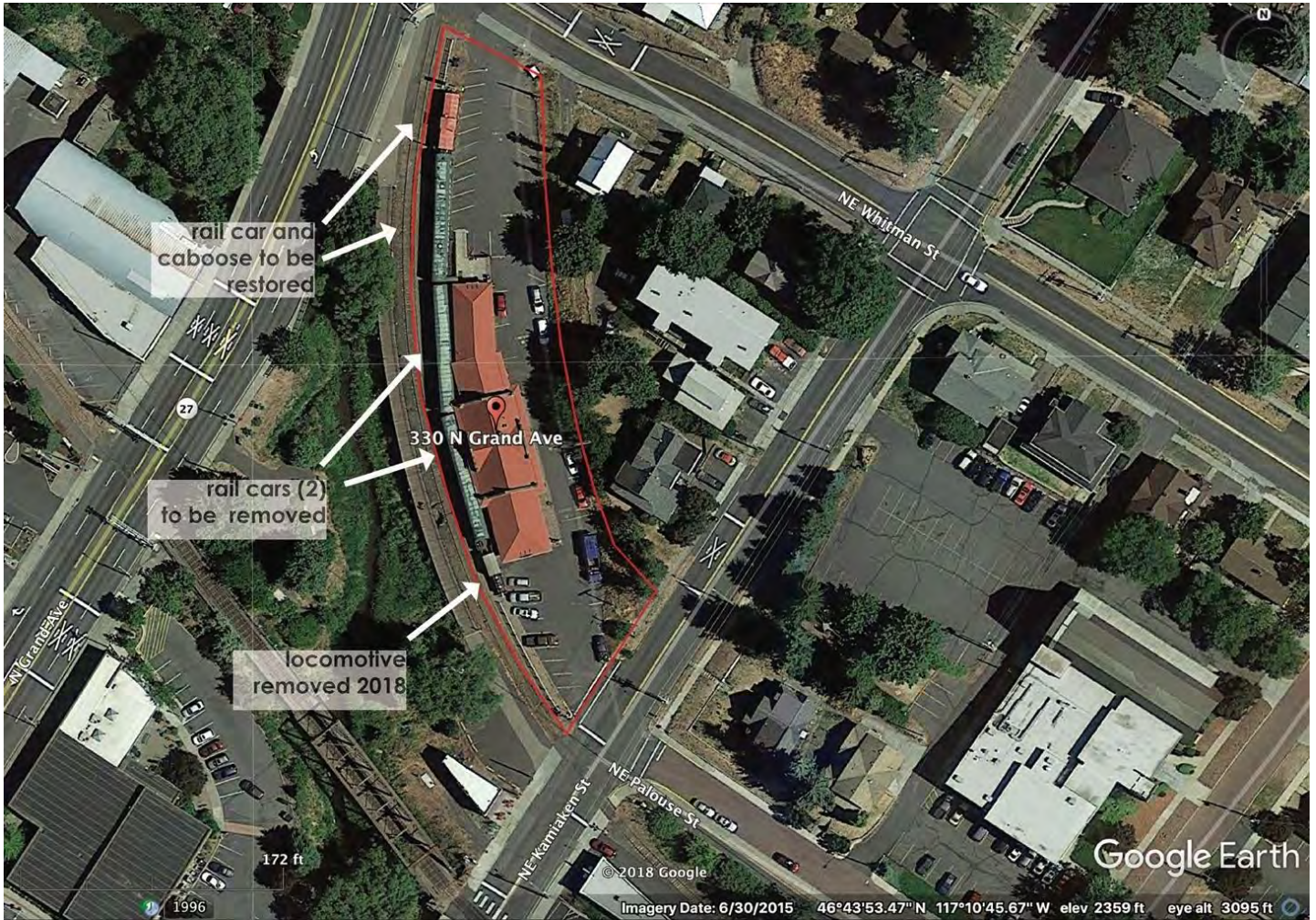
3 46.731125° -117.179007°
 Latitude Longitude

2 46.732089° -117.179297°
 Latitude Longitude

4 46.730933° -117.179201°
 Latitude Longitude

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Rolling Stock Removal Plan Map
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Aerial view of Pullman, Washington, looking southward with the Northern Pacific depot (center bottom) prominently located between the downtown business district and residential neighborhoods.

Collection of Manuscripts, Archives and Special Collections, Washington State University Libraries, Negative pc149_78-354. Photographed by Graves Studio, 1921.



View of Pullman depot from looking west.

Walt W. Ainsworth Collection, Pacific Northwest Railroad Archives, camera looking northwest.

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View of the west facade of the Pullman depot with a passenger train.
Walt W. Ainsworth Collection, Pacific Northwest Railroad Archives.



View of the Pullman depot looking north.
Walt W. Ainsworth Collection, Pacific Northwest Railroad Archives, camera looking northeast, circa 1980.

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Busy time at the Pullman, Washington, railroad station. Additional trains were employed before and after semesters of school at the State College of Washington to accommodate the great number of students arriving or leaving the area. Camera looking north.

Collection of Washington Rural Heritage. Photo courtesy of Manuscripts, Archives, and Special Collections, Washington State University Libraries, Identifier pc002b09f29n130. Photographed by Myron Samuel Huckle, c. 1922-1924.



A crowd of people waits to board a train.

Photo courtesy of Manuscripts, Archives, and Special Collections, Washington State University Libraries, negative pc002b09f29n112. Photographed by Ralph Raymond Hutchison, October 10, 1929. Camera looking north.

Northern Pacific Railway Depot - Pullman

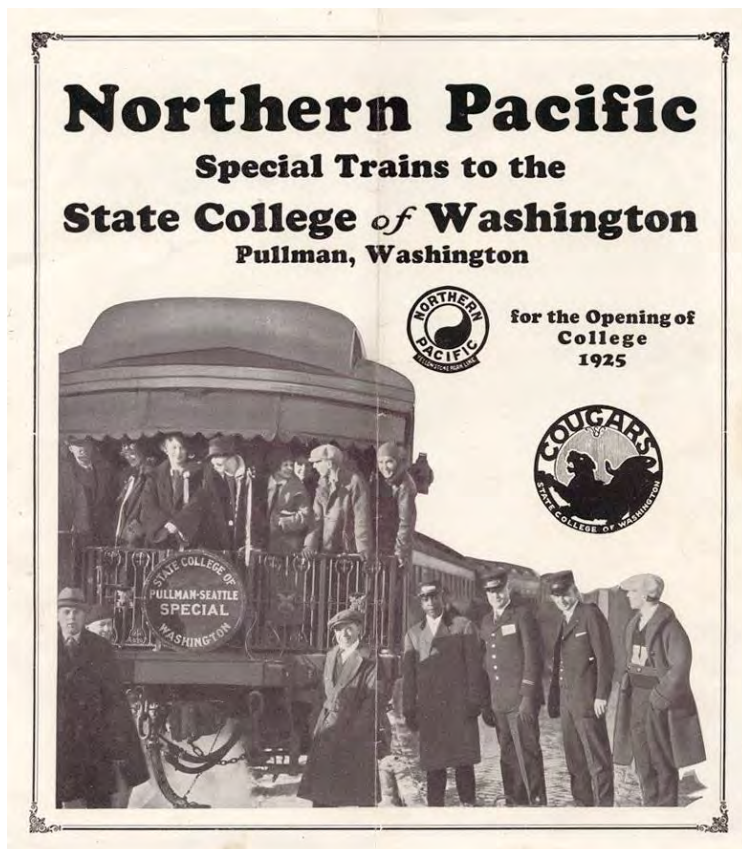
Name of Property

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View of Pullman depot freight room looking to the southeast.
Robert Johnston Photo, Ainsworth Collection at PNRA. Photographed June 1969.



Promotional brochure, circa 1925. "Special trains to the State College of Washington, Pullman, Washington: for the opening of college 1925."

Collection of Washington State Historical Society, Catalog ID Number: 2006.5.71.

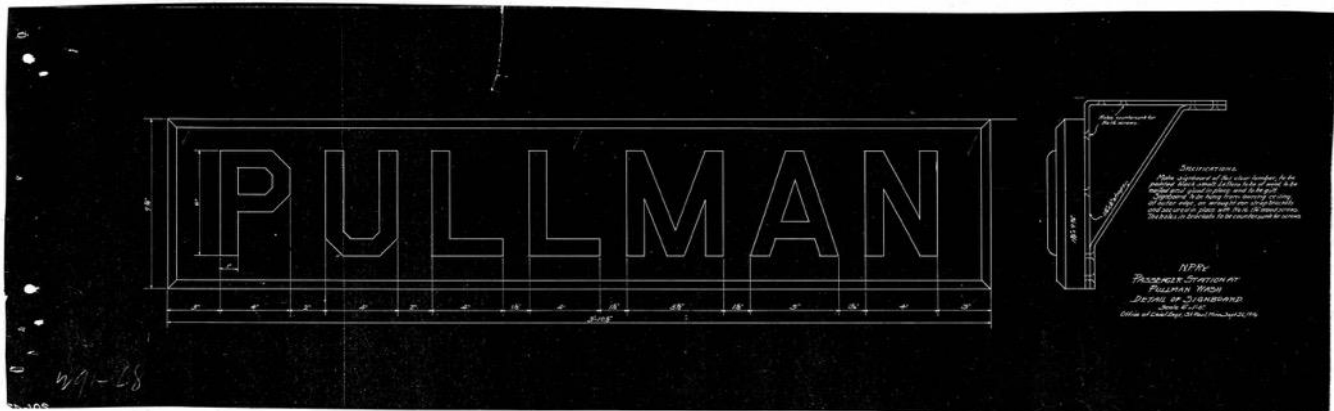
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Architectural Drawings 1916 - Elevations.

Collection of Northern Pacific Railway, at Minnesota Historical Society. Used with permission.

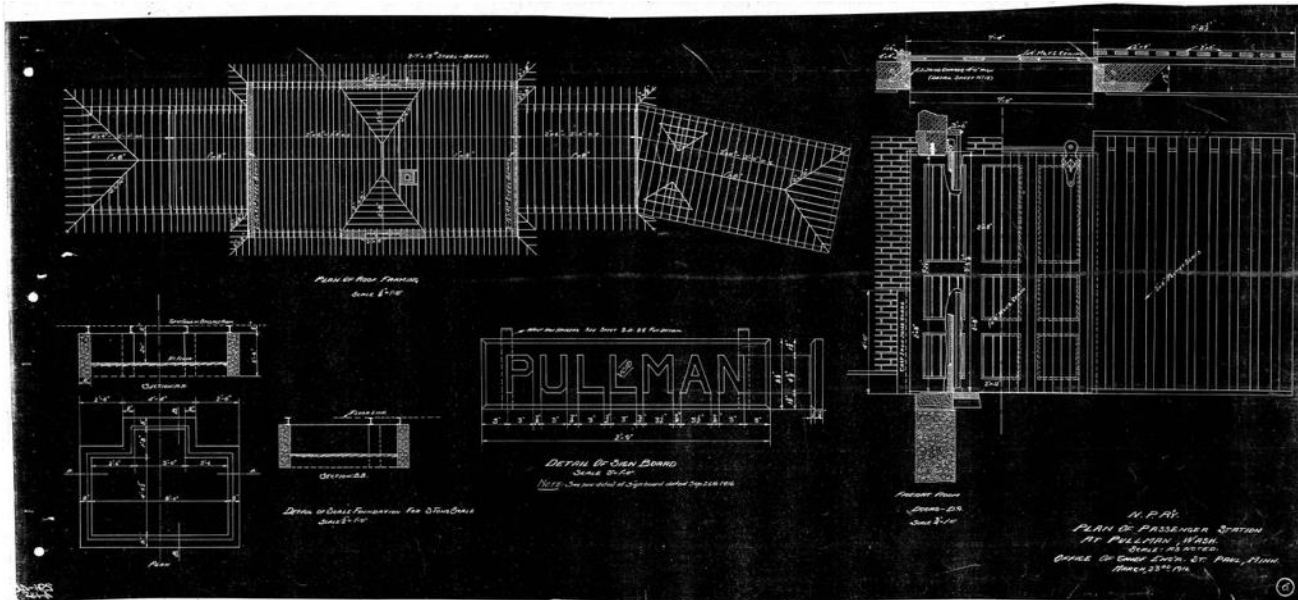


Architectural Drawings 1916 - Sign.

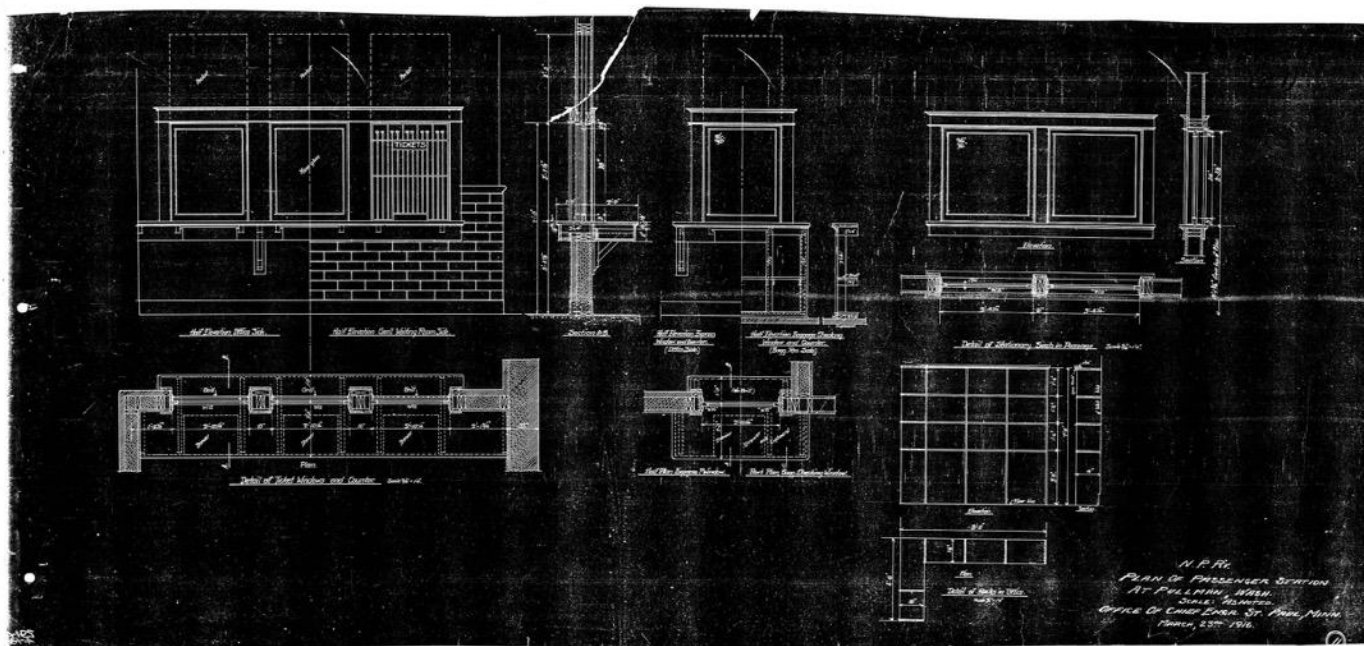
Collection of Northern Pacific Railway, at Minnesota Historical Society. Used with permission.

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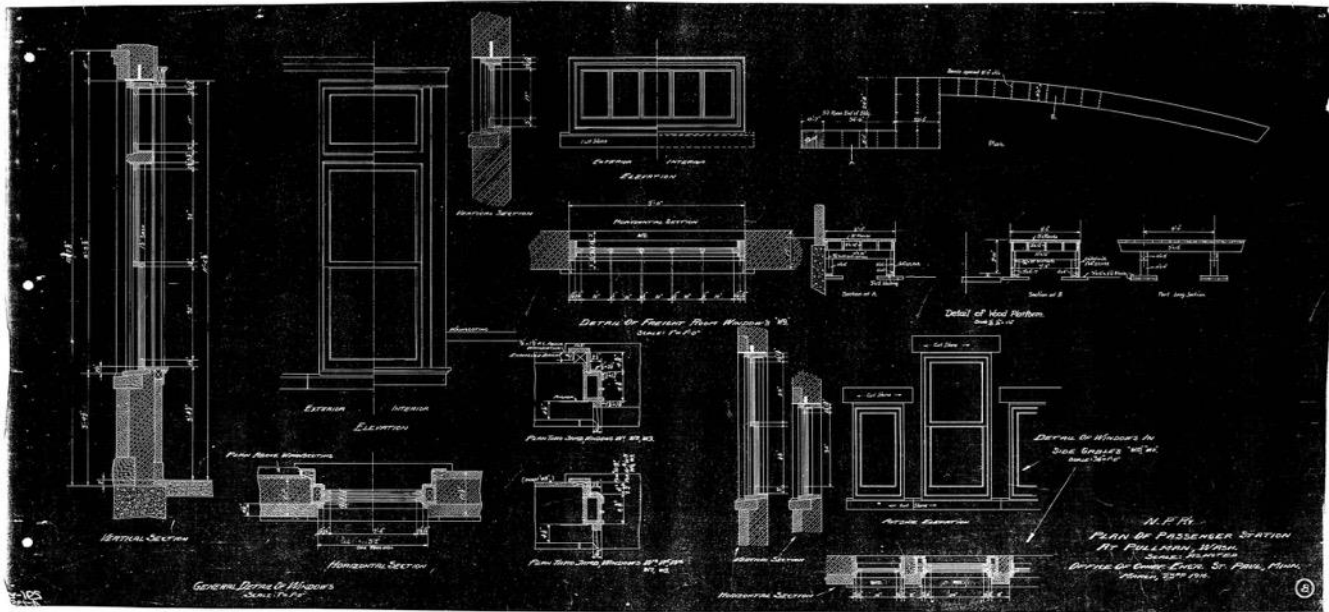
Architectural Drawings 1916 - Truss system, Sign.
Collection of Northern Pacific Railway, at Minnesota Historical Society. Used with permission.



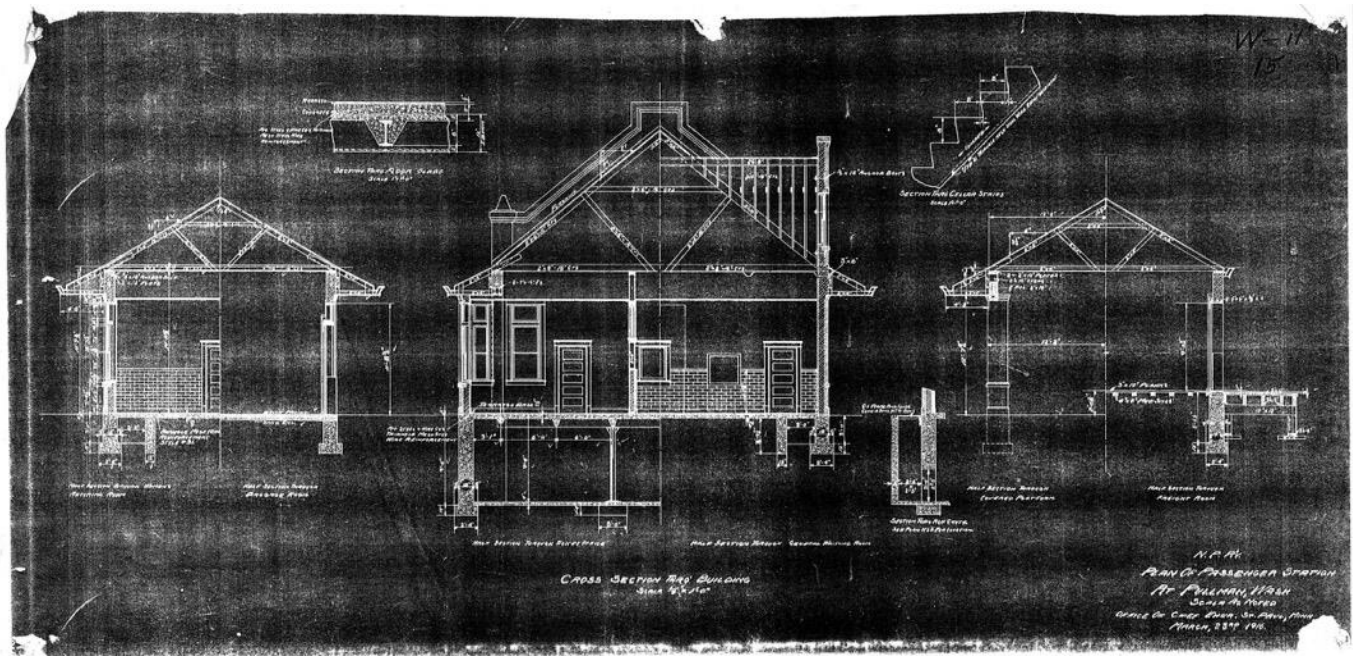
Architectural Drawings 1916 - interior window details.
Collection of Northern Pacific Railway, at Minnesota Historical Society. Used with permission.

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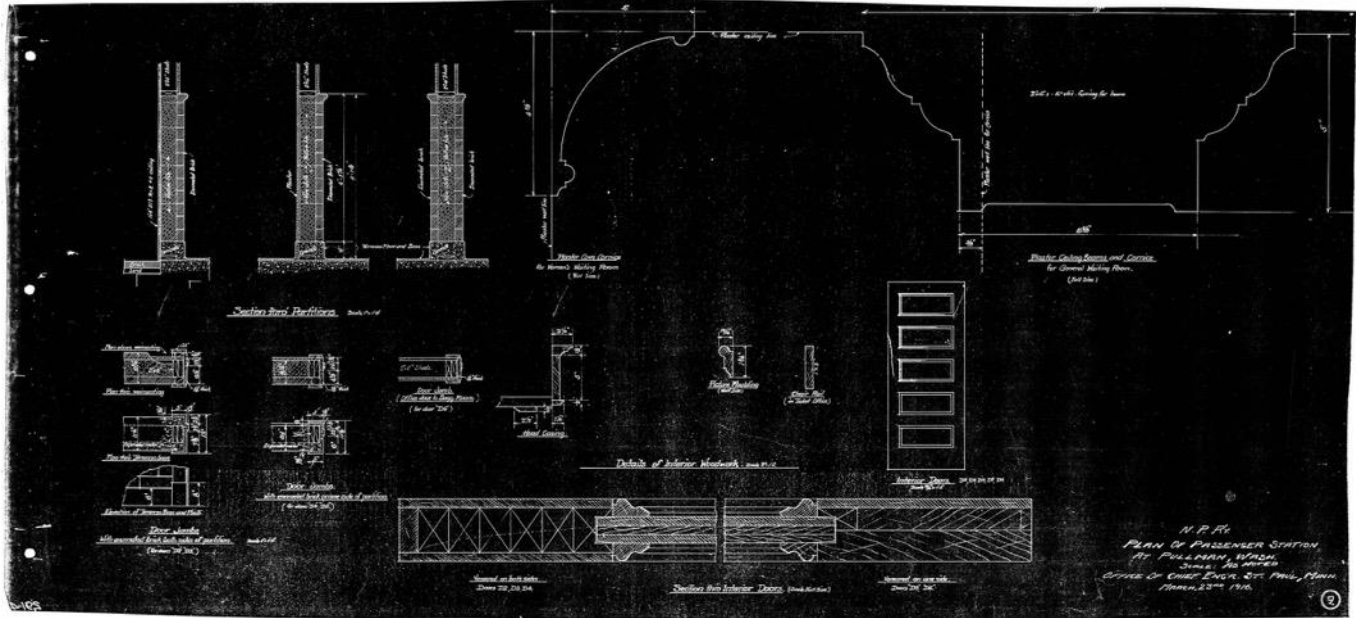
Architectural Drawings 1916 - exterior window details.
Collection of Northern Pacific Railway, at Minnesota Historical Society. Used with permission.



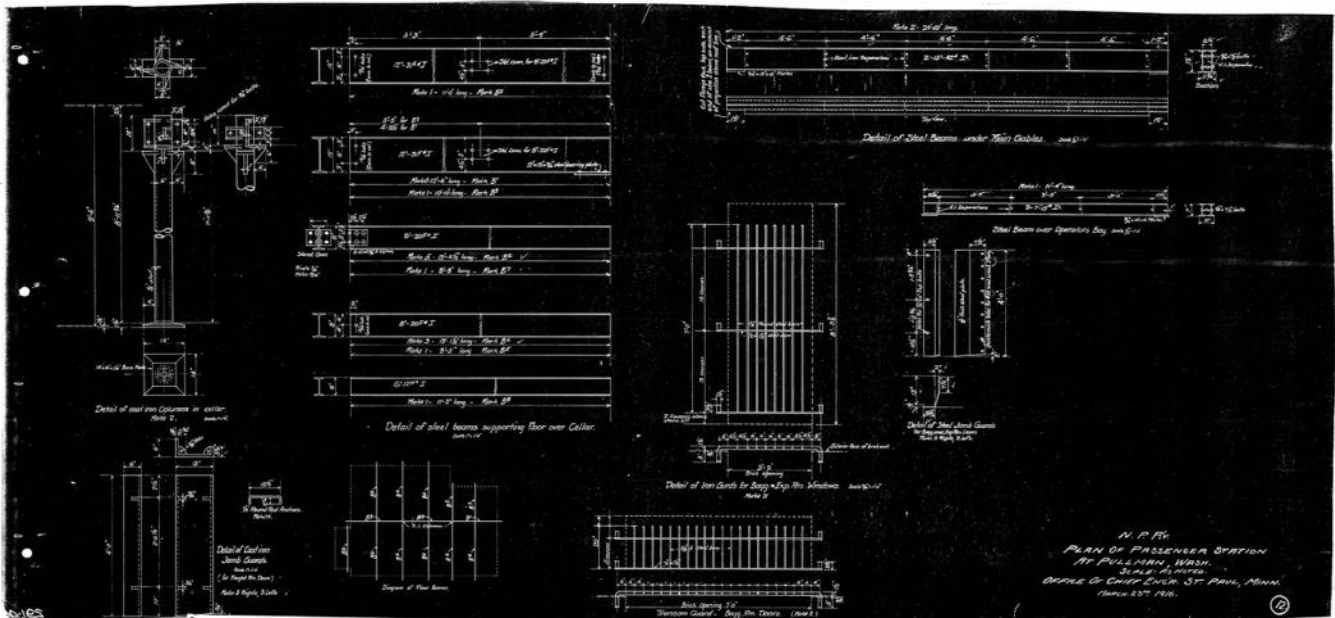
Architectural Drawings 1916 - interior elevations / sections.
Collection of Northern Pacific Railway, at Minnesota Historical Society. Used with permission.

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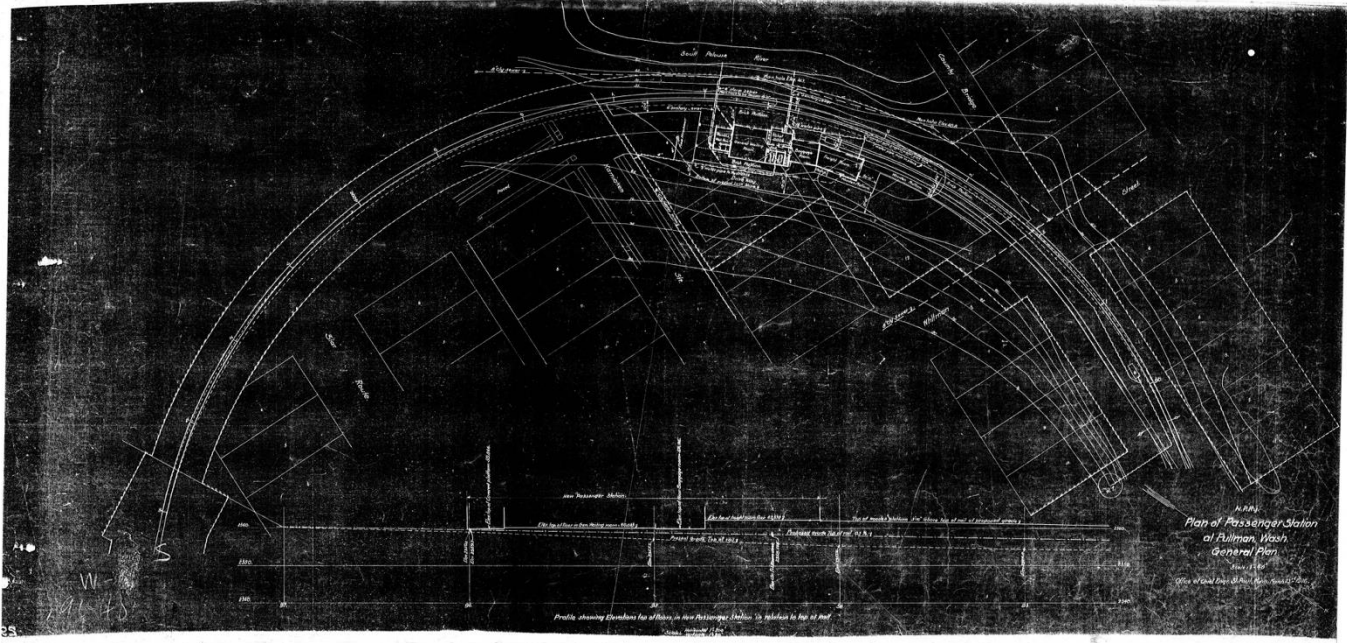
Architectural Drawings 1916 - interior woodwork-plaster details.
Collection of Northern Pacific Railway, at Minnesota Historical Society. Used with permission.



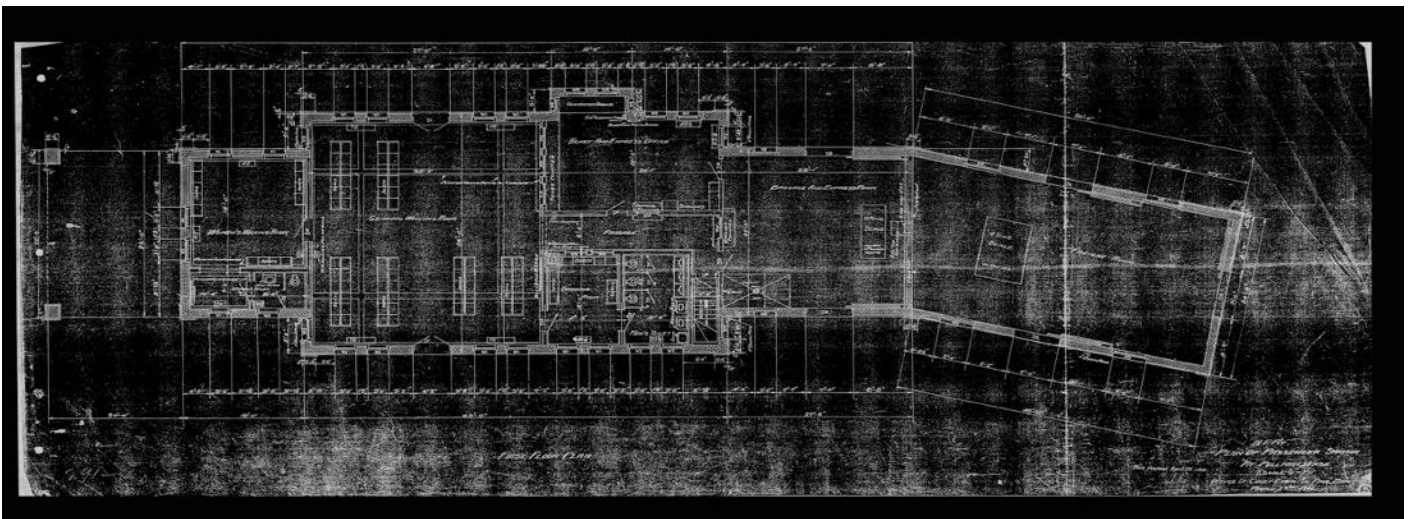
Architectural Drawings 1916 - iron-steel work.
Collection of Northern Pacific Railway, at Minnesota Historical Society. Used with permission.

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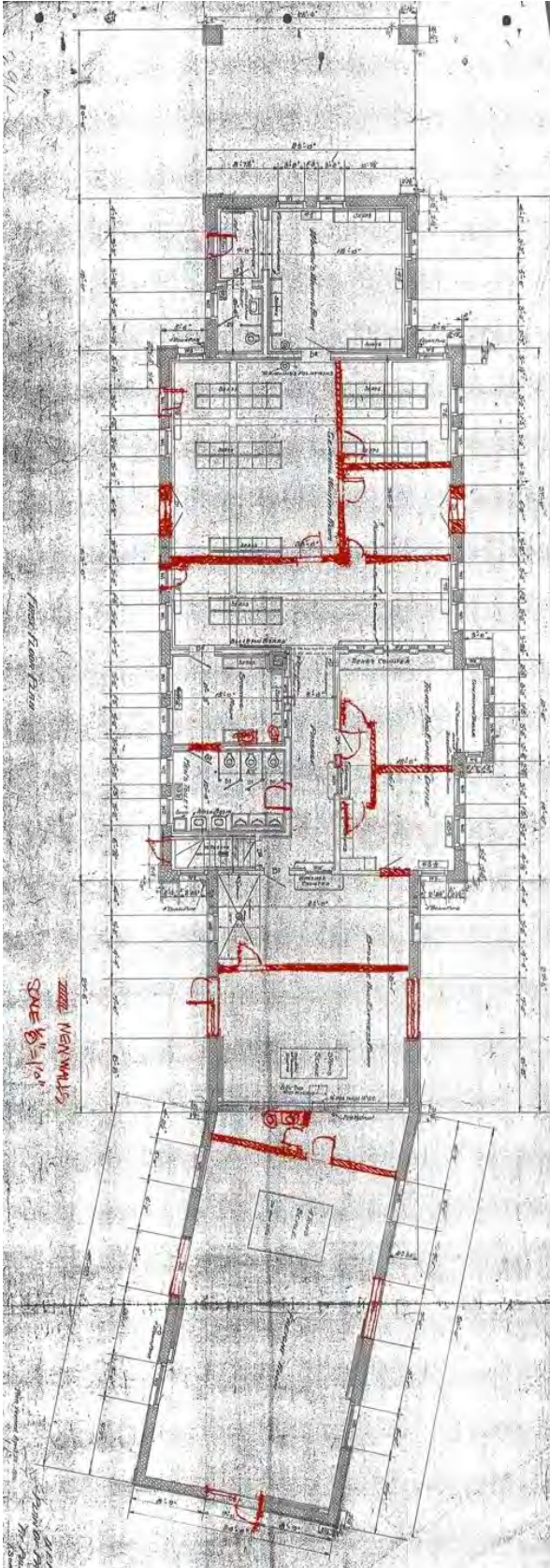
Architectural Drawings 1916 - site.
Collection of Northern Pacific Railway, at Minnesota Historical Society. Used with permission.



Architectural Drawings 1916 - 1st floor plan.
Collection of Northern Pacific Railway, at Minnesota Historical Society. Used with permission.

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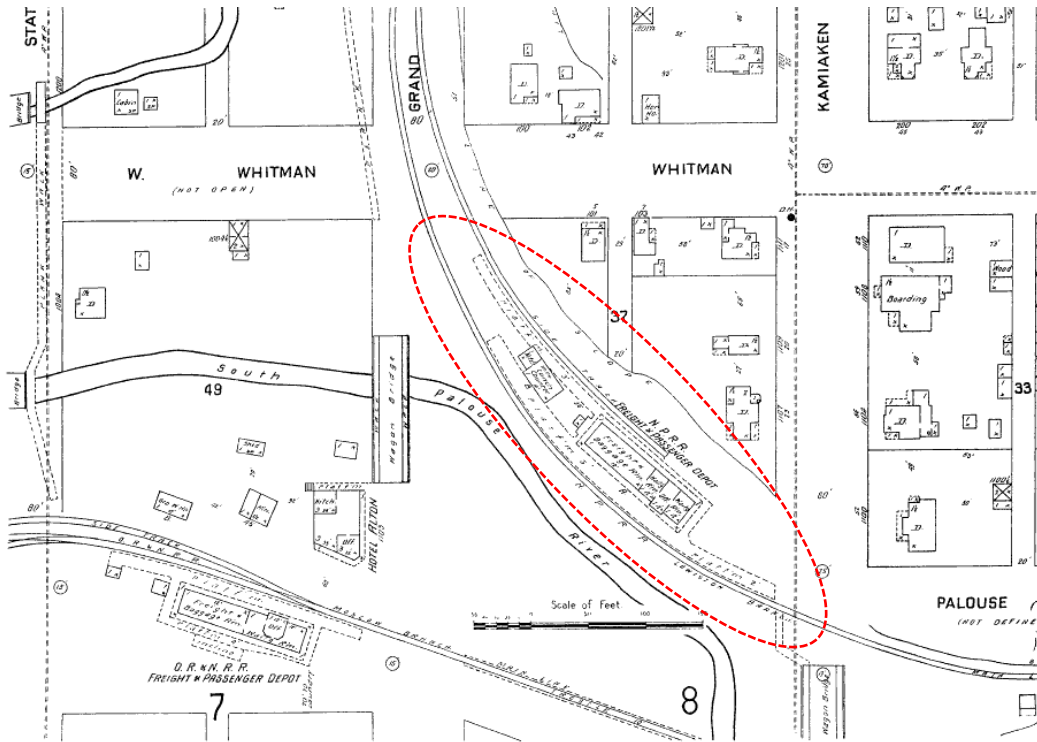
Floorplan showing current wall configuration.

Northern Pacific Railway Depot - Pullman

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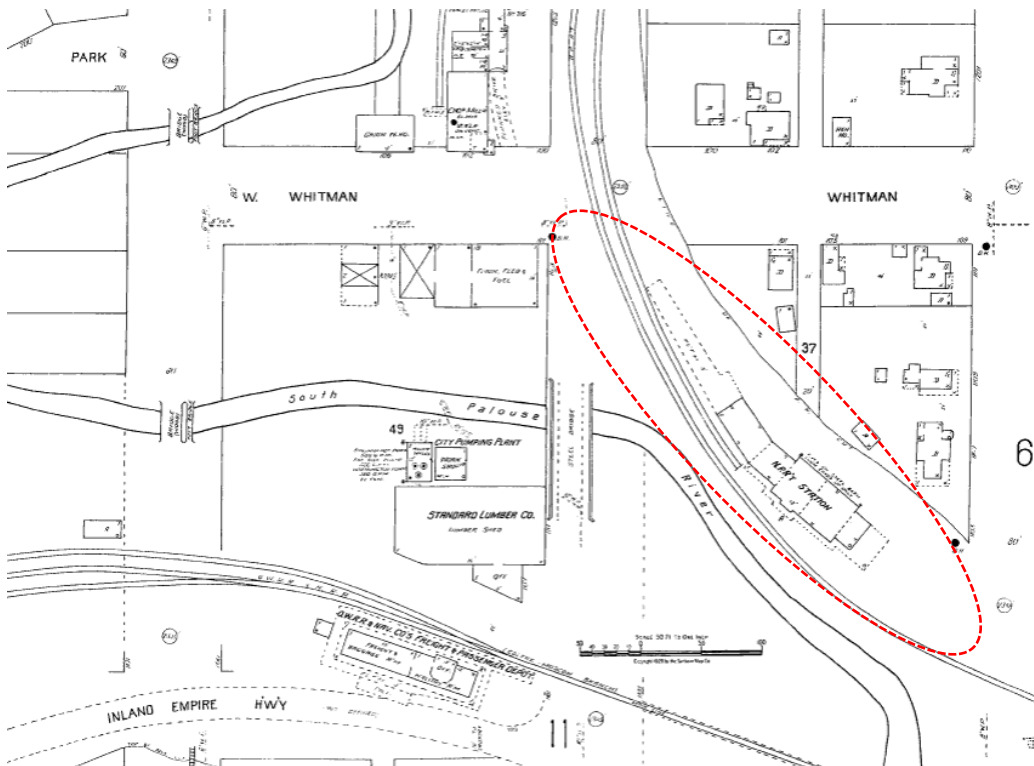
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Northern Pacific Railway Depot

Sanborn Map – 1908, Sheet 5



Northern Pacific Railway Depot

Sanborn Map – 1929, Sheet 5

Northern Pacific Railway Depot - Pullman
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Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Northern Pacific Railway Depot - Pullman
City or Vicinity: Pullman
County: Whitman **State:** Washington
Photographer: Kathleen Ryan
Date Photographed: 01/26/2019, 3/21/2019, 04/12/19, and 04/29/19

Description of Photograph(s) and number:



1 of 35: Covered Platform at south end, camera looking north.

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2 of 35: Covered Platform and east elevation. View from south end, camera looking northwest.



3 of 35: Freight Room platform and east elevation. View from north end, camera looking southwest.

Northern Pacific Railway Depot - Pullman
Name of Property

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County and State



4 of 35: Baggage Room entry and east elevation. View from north end, camera looking southwest.



5 of 35: South end platform, trackside. View from south end, camera looking northeast.

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Name of Property

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County and State



6 of 35: Depot trackside. View from northwest end, rail car in foreground to be retained, camera looking southeast.



7 of 35: Depot trackside. View of west elevation, two cars slated for removal, camera looking southeast.

Northern Pacific Railway Depot - Pullman
Name of Property

Whitman County, WA
County and State



8 of 35: East elevation. Former main door opening into passenger lobby (center with single window), camera looking west.



9 of 35: East elevation. Baggage Room door opening, camera looking west.

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Name of Property

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County and State



10 of 35: East elevation. Freight Room door opening, camera looking west.



11 of 35: Parapet at south end of main lobby center section; camera looking west.

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12 of 35: Interior - north end of general waiting room, center section, camera looking east.



13 of 35: Interior - north end of general waiting room, center section ticket windows, camera looking west.

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Name of Property

Whitman County, WA

County and State



14 of 35: Interior - north end of general waiting room, center section corridor to Baggage Room, camera looking north.



15 of 35: Interior - north end of general waiting room, center section corridor at Express Window, camera looking south.

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County and State



16 of 35: Interior-south end of original general waiting room, current classroom, camera looking south east.



17 of 35: Interior-south end of original general waiting room, current classroom_main lobby-classroom, camera looking east.

Northern Pacific Railway Depot - Pullman
Name of Property

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County and State



18 of 35: Interior-south end of depot, women's waiting room, currently used as an office, camera looking south.



19 of 35: Interior-south end of depot, women's restroom, camera looking north.

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Name of Property

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20 of 35: Interior-center section of depot, baggage room, camera looking north



21 of 35: Interior-center section of depot, Express-baggage corridor, camera looking south.

Northern Pacific Railway Depot - Pullman
Name of Property

Whitman County, WA
County and State



22 of 35: Interior-center section of depot, main lobby, camera looking east.



23 of 35: Interior-freight room main entry door, camera looking north.

Northern Pacific Railway Depot - Pullman
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County and State



24 of 35: Interior-freight room west wall, camera looking west.



25 of 35: Interior-freight room display wall, camera looking south west.

Northern Pacific Railway Depot - Pullman
Name of Property

Whitman County, WA
County and State



26 of 35: Interior-freight room display wall, camera looking south.



27 of 35: Interior-freight room display wall, camera looking south east.

Northern Pacific Railway Depot - Pullman

Name of Property

Whitman County, WA

County and State



28 of 35: Caboose and Day Coach trackside, camera looking southeast.



29 of 35: Caboose and Day Coach from east, camera looking southwest.

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Name of Property

Whitman County, WA

County and State



30 of 35: Day Coach from west, camera looking southeast.



31 of 35: Day Coach from east, camera looking west.

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Whitman County, WA
County and State



32 of 35: Day Coach interior, camera looking south.



33 of 35: Caboose interior, camera looking north.

Northern Pacific Railway Depot - Pullman
Name of Property

Whitman County, WA
County and State



34 of 35: Caboose interior, camera looking south.



35 of 35: Caboose interior, camera looking SW.

Property Owner: (Complete this item at the request of the SHPO or FPO.)

name Whitman County Historical Society, CO: Valoree Gregory, Director
street & number PO Box 67 telephone (509) 553-9729
city or town Colfax state WA zip code 99111

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



[Faded white sign on the red roof]

[White door with a small yellow sign]

[Large, weathered metal sign leaning against the building]

[Small white sign on the brick pillar]

[Red and dark cars parked on the street]





SPEED
LIMIT
10











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AND STANDING
ALLOWED IN THE
PARKING



BAGGAGE ROOM

MEN

BAGGAGE ROOM

EXPRESS WINDOW











Job Safety and Health Law

OSHA

1. Every employer must provide a safe and healthful workplace for his employees.

2. Every employer must inform his employees of the hazards in the workplace.

3. Every employer must train his employees in the safe use of tools and equipment.

4. Every employer must provide his employees with the proper safety equipment.

5. Every employer must provide his employees with a safe and healthful workplace.

6. Every employer must provide his employees with a safe and healthful workplace.

7. Every employer must provide his employees with a safe and healthful workplace.

8. Every employer must provide his employees with a safe and healthful workplace.

9. Every employer must provide his employees with a safe and healthful workplace.

10. Every employer must provide his employees with a safe and healthful workplace.



BAGGAGE ROOM

BAGGAGE ROOM



MEN

EXPRESS WINDOW





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SPOKANE		



EXIT

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OPEN

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NORTHERN PACIFIC



NO PARKING
10





KEEP FROZEN





UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Northern Pacific Railway Depot - Pullman

Multiple Name: _____

State & County: WASHINGTON, Whitman

Date Received: 7/18/2019 Date of Pending List: 8/9/2019 Date of 16th Day: 8/26/2019 Date of 45th Day: 9/3/2019 Date of Weekly List: _____

Reference number: SG100004328

Nominator: SHPO

Reason For Review: _____

Accept Return Reject 8/26/2019 Date

Abstract/Summary Comments: The Northern Pacific Railway Depot-Pullman is locally significant and meets National Register Criterion A in the area of Transportation. Constructed in 1916 from Northern Pacific RR plans by company architect/engineer Jess D. Koren, the depot served as local headquarters for railroad operations in Pullman and the surrounding Palouse region. A combination passenger and freight depot, the handsome brick building was a center point for local transportation development.

Recommendation/ Criteria: Accept NR Criterion A

Reviewer Paul Lusignan Discipline Historian

Telephone (202)354-2229 Date 8/26/2019

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



Allyson Brooks Ph.D., Director
State Historic Preservation Officer

July 19, 2019



Paul Lusignan
Keeper of the National Register
National Register of Historic Places
1849 "C" Street NW, MS 7228
Washington, D.C. 20240

RE: **Washington State NR Nominations**

Dear Paul:

Please find enclosed new NR nominations for:

- **Northern Pacific Railway Depot - Pullman - Whitman County, WA**
(an all-electronic nomination)
- **George & Irene Matzen House - King County, WA**
(an all-electronic nomination)
- **Baring Bridge - King County, WA**
(an all-electronic nomination)
- **McMillen-Dyar House - Spokane County, WA**
(an all-electronic nomination)

Should you have any questions regarding these nominations please contact me anytime at (360) 586-3076. I look forward to hearing your final determination on these properties.

Sincerely,

Michael Houser

State Architectural Historian, DAHP
360-586-3076

E-Mail: michael.houser@dahp.wa.gov

