

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

| |
|----------------------------------|
| STATE: Washington |
| COUNTY: King |
| FOR NPS USE ONLY |
| ENTRY DATE JUL 24 1974 |

1. NAME

| |
|------------------------------------|
| COMMON: Snoqualmie Depot |
| AND/OR HISTORIC: |

2. LOCATION

| | | | |
|--|--------------------|--|---------------------|
| STREET AND NUMBER: 109 King Street | | | |
| CITY OR TOWN: Snoqualmie | | CONGRESSIONAL DISTRICT: #3 - Honorable Julia B. Hansen | |
| STATE: Washington | CODE: 53 | COUNTY: King | CODE: 033 |

3. CLASSIFICATION

| CATEGORY (Check One) | OWNERSHIP | STATUS | ACCESSIBLE TO THE PUBLIC |
|---|--|--|--|
| <input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure | <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both | <input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress <input type="checkbox"/> In Process <input checked="" type="checkbox"/> Being Considered | Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No |
| PRESENT USE (Check One or More as Appropriate) | | | |
| <input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment | <input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum | <input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific | <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ |

4. OWNER OF PROPERTY

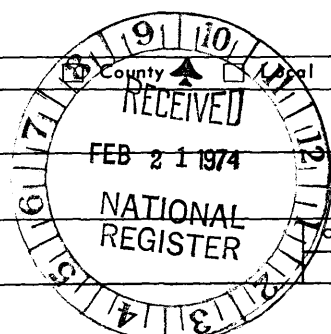
| | |
|--|-----------------------------|
| OWNER'S NAME: Burlington Northern Inc. | STATE: Washington |
| STREET AND NUMBER: 176 East 5th Street | |
| CITY OR TOWN: St. Paul | |
| STATE: Minnesota | CODE: 27 |

5. LOCATION OF LEGAL DESCRIPTION

| | |
|---|------------------------|
| COURTHOUSE, REGISTRY OF DEEDS, ETC.: King County Courthouse | COUNTY: King |
| STREET AND NUMBER: 5th & Jefferson | |
| CITY OR TOWN: Seattle | |
| STATE: Washington | CODE: 53 |

6. REPRESENTATION IN EXISTING SURVEYS

| |
|--|
| TITLE OF SURVEY: None |
| DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local |
| DEPOSITORY FOR SURVEY RECORDS: |
| STREET AND NUMBER: |
| CITY OR TOWN: |
| STATE: |



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| |
|-------------------------------------|
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7. DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The station is a large frame building about 125 feet long and 50 feet wide with generous nine-foot eaves. It has a central transverse triangular dormer. A bay window on the track side marks the station office. Probably the most outstanding existing architectural feature is the semi-circular north end. The eaves are supported by wooden pillars and diagonal braces and scroll work decorates the intersection of the braces with the eaves and the pillars.

The structure is now considerably different than when first built. Originally the bay window continued up through the roof and formed an octagonal tower a full story in height. A two sash window with a semicircular upper sash appeared on each face of the tower and a prominent cornice separated the tower body from the steeply pitched roof. The roof was decorated with fancy butt shingles and capped with a finial. A large swept dormer was placed in the southern part of the main structure above the freight section. Cast iron cresting and fancy butt shingles decorated the roof of both the main body and the transverse dormer. Chimney placement remains as in the original but they have been rebuilt in a more straight forward design. The freight dock, which now appears only as a small porch in front of a single sliding freight door, was wider originally and ran the length of the entire rear third of the station. It is not known when these features were removed or altered.

The exterior south end of the building has been slightly modified in an apparent attempt to add additional room for a section crew. The modification was fairly recent, perhaps in the 1920's and does little to disturb the visual continuity of the building.

The interior originally contained a passenger waiting room, freight office and station agent's office. When passenger service was discontinued in the mid-1920's, the waiting room was broken up into several smaller rooms and converted into living quarters for the station agent. The ceiling was lowered subsequently as well. No plans of the station as originally built exist in the Seattle or St. Paul offices of Burlington Northern.

It is apparent that the Northern Pacific, builders of the station, wished to make a favorable impression with their construction, but were also cost-conscious. Gingerbread, decorative barge boards and fish scale shingles appear only on the side of the station that faces the main street.



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8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian | 16th Century | 18th Century | 20th Century
 15th Century | 17th Century | 19th Century

SPECIFIC DATE(S) (If Applicable and Known) **1889-90 to date**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|---|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input checked="" type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | <u>Railroad</u> |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | <u>Architecture</u> |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input checked="" type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

The Snoqualmie Station is representative of a type of building that once was the pride of every community of any size across the nation. It meant that the town was on the railroad, the magician of transportation and communication, and it could reach the rest of the world. Stations such as this one are fast disappearing in an age of modern railroading that has reduced the romance of the last century to a freight service for the shipment of containerized cargo.

All stations had a functional purpose, to be sure, but the value of constructing an attractive building was not lost on the railroad firms. Good architecture was an exercise in good advertising as well as company pride. As a result, the Snoqualmie Station is an example of the fanciful and beautifully engineered buildings that covered the nation as "happy symbols of American expansiveness."

The station is also significant in that it once served as the terminal for an early recreation area. In this sense it is an atypical design for a rural combined freight-passenger depot since few of the genre were so lavishly decorated. The original architecture reflected well the holiday spirit of the vacationers. Many visitors from Seattle and the surrounding area came to enjoy hunting and fishing as well as Sunday excursions to Snoqualmie Falls. Located on the former Northern Pacific mainline to Seattle, the first railroad to reach that city, it also served regional hop and timber industries.

SEE INSTRUCTIONS



9. MAJOR BIBLIOGRAPHICAL REFERENCES

Interview with Burlington Northern officials

Alexander, Edwin P. Down at the Depot. New York: Clarkson N. Potter, Inc., 1970.

Droege, John A. Passenger Terminals and Trains. New York: McGraw Hill, 1916.

10. GEOGRAPHICAL DATA

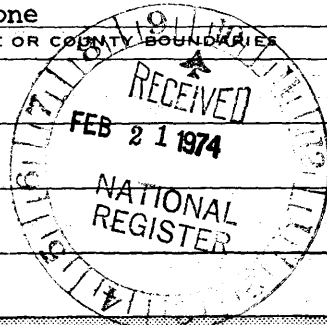
| LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY | | | | O R | LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES | | | | | | | |
|--|----------|---------|-----------|---------|---|---------|-----------|---------|---------|-----|----|----|
| CORNER | LATITUDE | | LONGITUDE | | LATITUDE | | LONGITUDE | | | | | |
| | Degrees | Minutes | Seconds | Degrees | Minutes | Seconds | Degrees | Minutes | Seconds | | | |
| NW | ° | ' | " | ° | ' | " | 47 | 31 | 44 | 121 | 49 | 27 |
| NE | ° | ' | " | ° | ' | " | | | | | | |
| SE | ° | ' | " | ° | ' | " | | | | | | |
| SW | ° | ' | " | ° | ' | " | | | | | | |

10/588496
5264360

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: Less than one

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| STATE: | CODE | COUNTY | CODE |
|--------|------|--------|------|
| | | | |
| | | | |
| | | | |
| | | | |



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
David M. Hansen

ORGANIZATION: **Washington State Parks & Recreation Commission** DATE: **Nov., 1970**

STREET AND NUMBER:
P.O. Box 1128

CITY OR TOWN: **Olympia** STATE: **Washington** CODE: **53**

12. STATE LIAISON OFFICER CERTIFICATION **NATIONAL REGISTER VERIFICATION**

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name Charles H. Odegaard
Charles H. Odegaard

Title Director - Washington State Parks and Recreation Commission

Date February 8, 1974

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

Richard W. Hartman
Director, Office of Archeology and Historic Preservation

Date 7/24/74

ATTEST:

Wm. B. Sturtevant
Keeper of The National Register

Date 7-19-74