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Form 10-300  
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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

STATE Washington	
COUNTY Spokane <i>SP 54</i>	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Type all entries - complete applicable sections)

**1. NAME**

COMMON  
Great Northern Railway Depot

AND/OR HISTORIC  
same

**2. LOCATION**

STREET AND NUMBER  
West 400 block, South Bank of Havermale Island

CITY OR TOWN  
Spokane

STATE  
Washington

CODE  
53

COUNTY  
Spokane

CODE  
063

**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 checked="" type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Yes <input type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input checked="" type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input checked="" type="checkbox"/> Other (Specify)	
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious	<u>BN Engineering uses offices</u>	
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific		

**4 OWNER OF PROPERTY**

OWNER'S NAME  
~~Burlington Northern Inc.~~ *CITY OF SPOKANE*

STREET AND NUMBER  
~~176 East Fifth Street~~

CITY OR TOWN  
~~St. Paul~~

STATE  
~~Minnesota~~

CODE  
27

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE REGISTRY OF DEEDS ETC  
Engineering Dept., City of Spokane

STREET AND NUMBER  
City Hall, North 221 Wall Street

CITY OR TOWN  
Spokane

STATE  
Washington

CODE  
53

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE OF SURVEY  
Resurvey and Addition to Spokane Falls

DATE OF SURVEY  
 Federal  State  County  Local

DEPOSITORY FOR SURVEY RECORDS  
Engineering Dept., City of Spokane, City Hall

STREET AND NUMBER  
North 221 Wall Street

CITY OR TOWN  
Spokane

STATE  
Washington

CODE  
53

SEE INSTRUCTIONS

STATE  
Washington

COUNTY  
Spokane

ENTRY NUMBER

DATE

FOR NPS USE ONLY

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
	Slightly (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 physical appearance of the Great Northern depot is virtually the same now as when it was designed more than seventy years ago. It is one of the finest examples of railroad architecture in the United States. It is one of Spokane's most important focal points, containing a one-hundred and fifty-five foot tall tower, and being located on a small island in the Spokane River in the center of the City of Spokane. The building stands across the south river channel from a partially similar four story structure, the Union Pacific station. The two, when viewed together, form a scene reminiscent of the Piazza del Duomo in Italy, except for the substitution of a reflecting river pool in place of the paved court.

The Great Northern depot can best be described as a very fine example of the "Eclectic School".<sup>1</sup> The tower is primarily from the Italian Romanesque period, while the main structure is styled after Sir Christopher Wren's English Renaissance which was heavily influenced by the Italian Renaissance school.

The structure is 316 feet long by 56 feet deep. It rests on a cut granite plinth (which is purported to have been imported from England). The remainder of the facade is buff colored face brick (almost white) with granite sills, native sandstone trim, and metal ornamentation. The brick remains in excellent condition, but requires steam cleaning and repointing. The roof is clay tile, apparently in fine condition.

The clock tower gracing the structure is perhaps the most distinguished feature of the building. Rising over 155 feet above ground level the tower is an established member of the Spokane skyline. The statistics pertaining to the clock itself are quite impressive. The nine foot diameter clock faces made it the largest timepiece in the Pacific Northwest. The glass dials total over 1400 pounds. The zinc pendulum rod weighs nearly 500 pounds and is 8-1/2 feet in length. The total weight comes to 7050 pounds for the entire piece. The clock was placed in service at high noon on June 20, 1902.

1. In the 19th Century, architects split into two groups--those concerned with classical form, and those concerned with individual expression. The classical form group used Greek forms for their inspiration and developed the "Neo-Classic" style, typical of government buildings. The individual expressionists rejected single styles and borrowed elements from many styles, and are now known as the "Eclectic School".

SEE INSTRUCTIONS

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(Continuation Sheet)

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7. Description (continued)

The interior consists primarily of plaster walls, ceilings and ornamentation. The ground floor level has a marble floor (now tile covered?), enameled brick wainscoting, satin finished oak cabinetry and woodwork, and leaded glazing. There has been some (very ill-advised) remodelling in the first floor area; however, it seems feasible to restore the area to a "near original" condition without undue cost.

The second and third floors were designed as open loft areas. The second floor has been divided into smaller office spaced from its original one large room. This was done with partitions of wood and frosted glass. A hall runs the length of the floor dividing the space equally. The offices on the north and south sides are of approximately equal sizes. The restroom is in the north east corner. The stairway from the second floor to the ground floor is in the same corner to the east of the restroom. There is another stairway in the southwest corner, serving all three floors.

The third floor has also been partitioned off in the same manner as the second, but to a much lesser extent. The north side is mostly open as one large room. There is a small office in the northwest corner (possible 12 x 12).

There is no frosted glass in the divider, which runs from east to west to divide the third floor into north and south sections. It is more like a counter or half wall. The south side is also open, and the safe in the tower structure opens directly into the room from the west face of the tower wall. There is some office space at the east end which is partitioned off by a full wood wall.

This partitioning of the loft areas was probably done about opening day, and has undoubtedly been somewhat modified since then. All partitions were non-load bearing and should lend themselves to remodelling easily if desired.

The nearly 100 electric arc lights illuminating the structure made it the best lighted building in Spokane during its early years.

**8. SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

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

SPECIFIC DATE(S) (If Applicable and Known) 1902

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

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

One of the most prominent buildings in the development and history of Spokane is the Great Northern Railway depot. Situated in the heart of the city this structure has been a focal point of activity throughout Spokane's growth.

The Great Northern depot had the distinction of being the finest railroad station west of Chicago upon completion. Work on this building was begun May 8, 1901 and completed in just over a year's time on May 30, 1902.

Being built during the early 1900's makes the Great Northern worthy of preservation, especially when you consider it has been basically unaltered since dedicated. It was conceived during the most significant time in Spokane's growth. This building would serve well as a monument to the effect the railroads have had on Spokane's economy. Railroads and Spokane are inseparable in this aspect. Spokane never would have attained its status as the hub of the Inland Empire without the railways. It also would never have grown to its present size.

This station has served as a crossroads of commerce for the Inland Empire. Rail lines from the north (specifically the Spokane Falls and Northern) connected Spokane with the rich farming and lumbering areas of northeastern Washington, as well as uniting Spokane with Canada. The Spokane and Inland Empire Railway brought Spokane together with northern Idaho and the wheat country to the south. These smaller railroads along with their future parent, the Great Northern, helped make Spokane the headquarters for mining operations in the north and east as well.

Another notable railroad operated out of the Great Northern station--the Spokane, Portland and Seattle Railway. This line began operation in 1908. "The Northwest's Own Railroad" connected Spokane with Pasco, the Big Bend country, and the seaport of Portland.

SEE INSTRUCTIONS

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(Continuation Sheet)

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COUNTY	
Spokane	
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(Number all entries)

8. Significance (continued)

The station facilities on Havermale Island, site of the Great Northern depot, have been prominent in the passing of one of America's most well known passenger trains, the "Empire Builder". Other lesser known trains that were to be found using the station included the "Cascadian", the "Fast Mail", the "Oriental Limited", and the "Western Star".

Countless persons have begun or terminated their journeys within the walls of the Great Northern depot. Its heritage of a period of time when the train represented the ultimate mode of travel is worth preserving. The atmosphere surrounding the Great Northern depot serves well to honor this heritage.

Finally, the Great Northern Railway depot commemorates the life and accomplishments of James Jerome Hill, founder of the Great Northern Railway. To many Mr. Hill was known as the most dynamic railroad builder of all time. The road he built was the only transcontinental railroad to be constructed without government aid or land grants. It was built so soundly that during the lean years of the early 1900's the Great Northern paid their gills and passed out dividends while other roads of comparable size were going into receivership. Mr. Hill gave Spokane its most financially secure railroad and opened up hundreds of miles of land to future development.

Spokane went to great lengths to assure that the Great Northern mainline would not bypass the city, as had been originally planned. By building through Spokane, the railroad created stiff grades in both directions, along with the lifetime of attendant increased operating costs which resulted. It was not convinced to alter its planned water level route without considerable effort on the part of the then fathers of the city.

The efforts of these farsighted men, and the contributions made to the city and region by Mr. Hill and his railroad must be recognized and commemorated.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Kensel, William H., "Economic History of Spokane, Washington 1881-1910," unpublished doctoral thesis, Dept. of History, Washington State University, 1962  
 Fahey, John, Inland Empire: D.C. Corbin and Spokane, Seattle, University of Washington Press, 1965.  
Spokane Spokesman, (newspaper) Feb. 10, 11, 12, 19, 1892.  
Spokane Review, (newspaper) Feb. 21, 1892.  
 Several Biographies of James J. Hill and the Great Northern (especially Stewart H. Holbrook).

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	Degrees Minutes Seconds	
NW	° ' "	° ' "		47° 39' 43"	117° 25' 04"	
NE	° ' "	° ' "				
SE	° ' "	° ' "		North	West	
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY One (1)

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

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME AND TITLE  
Eric Charles Johnson, Chapter Historian

ORGANIZATION  
Inland Empire Chapter, National Railway Historical Society

DATE  
April 28, 1972

STREET AND NUMBER  
East 1840 Ninth Ave.

CITY OR TOWN  
Spokane

STATE  
Washington

CODE  
053

12. STATE LIAISON OFFICER CERTIFICATION

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

National  State  Local

Name Charles H. Odegaard  
 Title Director - Washington State Parks and Recreation Commission  
 Date \_\_\_\_\_

NATIONAL REGISTER VERIFICATION

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

\_\_\_\_\_  
 Chief, Office of Archeology and Historic Preservation

Date \_\_\_\_\_

ATTEST

\_\_\_\_\_  
 Keeper of The National Register

Date \_\_\_\_\_

SEE INSTRUCTIONS

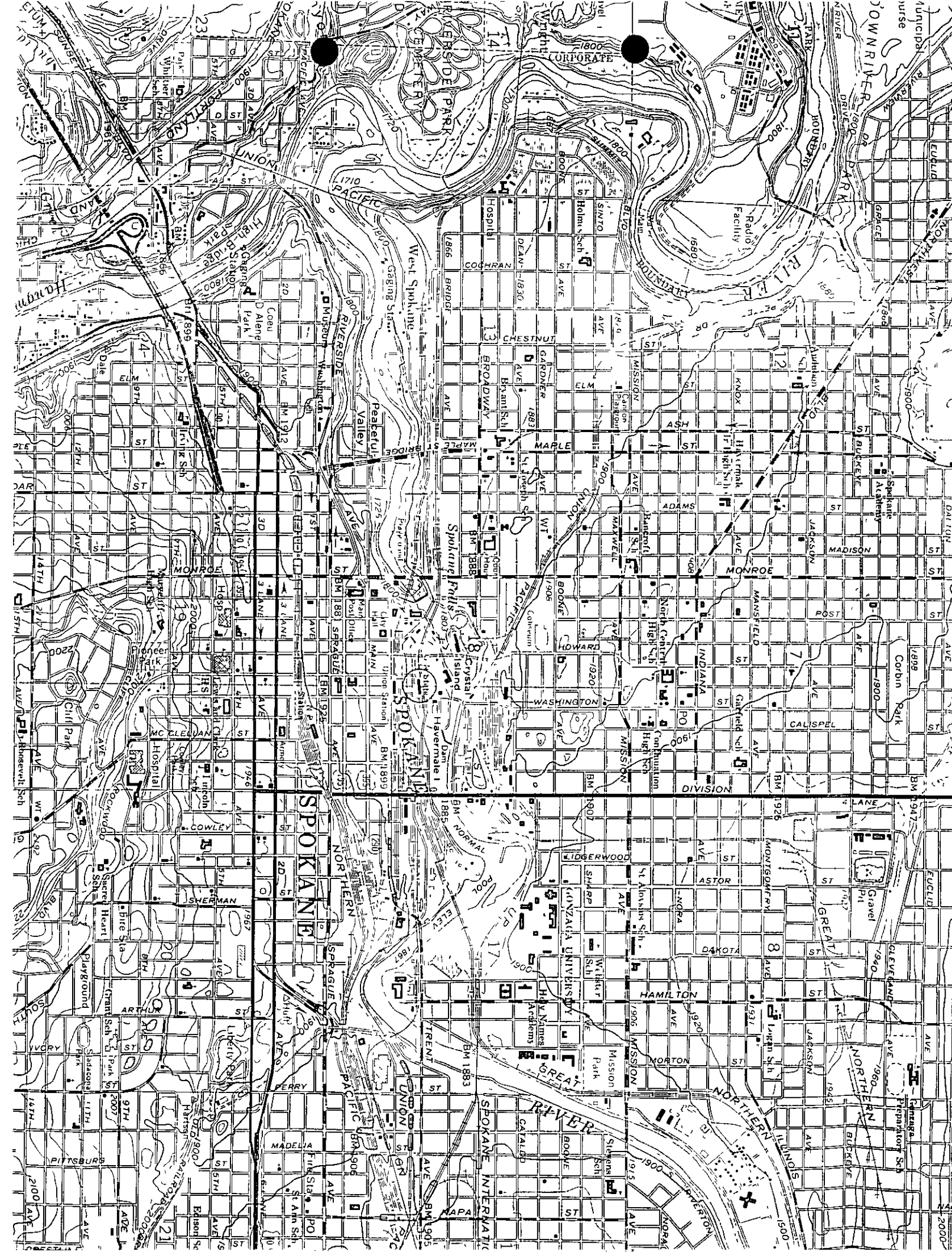
NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE	WASHINGTON	
COUNTY	SPOKANE	
FOR NPS USE ONLY		
ENTRY NUMBER	DATE	

SEE INSTRUCTIONS

1 NAME			
COMMON	Great Northern Railway Depot		
AND/OR HISTORIC	same		
2. LOCATION			
STREET AND NUMBER			
West 400 Block, South Bank of Havermale Island			
CITY OR TOWN			
Spokane			
STATE	CODE	COUNTY	CODE
Washington	53	Spokane	063
3 MAP REFERENCE			
SOURCE			
United States Department of Interior-Geologic Survey "Spokane and Vicinity"			
Polyconic Projection			
SCALE 1:24000			
DATE 1927 US North American Datum			
4 REQUIREMENTS			
TO BE INCLUDED ON ALL MAPS			
1 Property boundaries where required			
2 North arrow			
3 Latitude and longitude reference			







Inspection is  
 17° 40' 00" North  
 11° 25' 00" West

SPOKANE

Race Track

SEAKANE INTERNATIONAL

GREAT

NORTHERN

ILLINOIS

Underhill

ALTAMONT

STONE

STONE

PITTSBURG

MADELVA

ST. ANTHONY'S

ST. ANTHONY'S

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VORY

SOUTH

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UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE <b>WASHINGTON</b>	
COUNTY <b>SPOKANE</b>	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME

COMMON **Great Northern Railway Depot (Station)**  
AND/OR HISTORIC: **same**

2. LOCATION

STREET AND NUMBER:  
**West 400 Block, Havermale Island on South Bank.**

CITY OR TOWN:  
**Spokane**

STATE <b>Washington</b>	CODE	COUNTY <b>Spokane</b>	CORD
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3. PHOTO REFERENCE

PHOTO CREDIT **Eric C. Johnson**

DATE OF PHOTO **Jan. 30, 1972**

NEGATIVE FILED AT  
**E. 1840 Ninth Ave., Spokane, WA**

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC  
**Photo 4: View from southwest. Showing tower, main building, and storage areas (low portion). Also former resturant location (under stack).**



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STATE <b>WASHINGTON</b>	
COUNTY <b>SPOKANE</b>	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME			
COMMON: <b>Great Northern Railway depbt (station)</b>			
AND/OR HISTORIC: <b>same</b>			
2. LOCATION			
STREET AND NUMBER: <b>West 400 Block, South Bank of Havermale Island</b>			
CITY OR TOWN: <b>Spokane</b>			
STATE: <b>Washington</b>	CODE	COUNTY: <b>Spokane</b>	CODE
3. PHOTO REFERENCE			
PHOTO CREDIT: <b>Eric C. Johnson</b>			
DATE OF PHOTO: <b>Jan. 30, 1972</b>			
NEGATIVE FILED AT: <b>IE Chapter, NRHS, E. 1840 Ninth Ave, Spokane, WA</b>			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC <b>Photo 1: View from the Southeast, showing tower, main building and part of Baggage area.</b>			



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STREET AND NUMBER: <b>West 400 Block, Havermale Island, on South Bank</b>			
CITY OR TOWN: <b>Spokane</b>			
STATE: <b>Washington</b>	CODE	COUNTY: <b>Spokane</b>	CODE
3. PHOTO REFERENCE			
PHOTO CREDIT: <b>Eric C. Johnson</b>			
DATE OF PHOTO: <b>Jan. 30, 1972</b>			
NEGATIVE FILED AT: <b>E. 1840 Ninth Ave., Spokane, WA</b>			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC. <b>Photo 6: View from the Northeast. Showing tower, main building, canopy, and part of platform.</b>			



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WASHINGTON

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**West 400 Block, South Bank of Havermale Island**

CITY OR TOWN:

**Spokane**

STATE:

**Washington**

CODE

COUNTY:

**Spokane**

CODE

3. PHOTO REFERENCE

PHOTO CREDIT: **Eric C. Johnson**

DATE OF PHOTO: **Jan. 30, 1972**

NEGATIVE FILED AT:

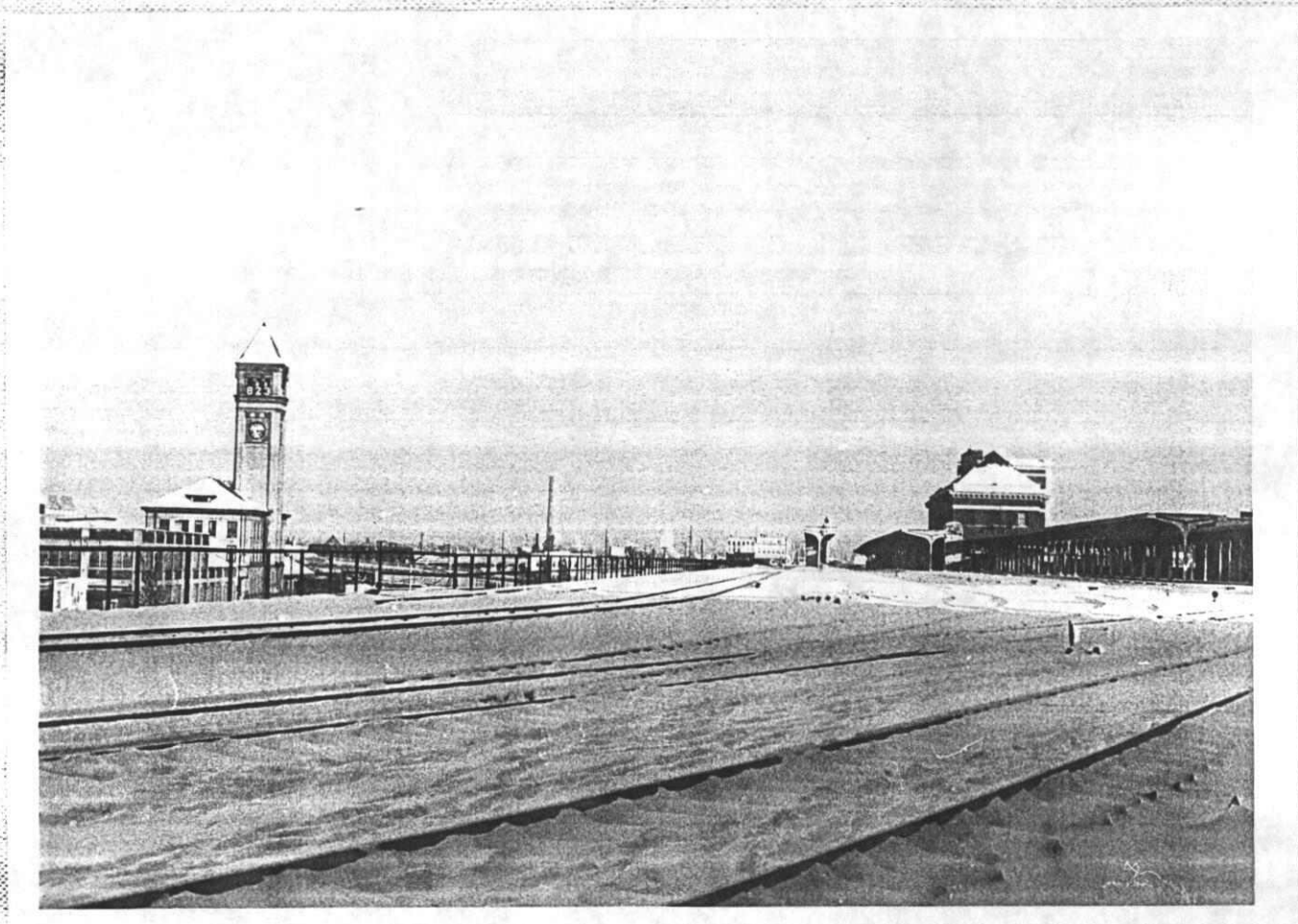
**E. 1840 Ninth Ave., Spokane, WA**

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

**Photo 10: View from the west end of UP Viaduct. Showing the proximity of Union Station and the Great Northern Station, and their relative sizes. (Everything in this photo to be destroyed with the exception of the GN Tower.)**





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CITY OR TOWN:  
**Spokane**

STATE:  
**Washington**

CODE COUNTY:  
**Spokane**

CODE

3. PHOTO REFERENCE

PHOTO CREDIT: **Charles Fattu**

DATE OF PHOTO: **immediately prior to April 30, 1971**

NEGATIVE FILED AT:  
**E. 8206 Utah, Spokane, WA**

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

**Photo 9: View of Interior of main waiting room prior to closure of station, April 30, 1971. Bottom ten feet of room have been remodelled to an extent, with new chairs, etc. Buff colored section with windows added in 1960's. Chairs, other furnishings since transferred to present BN Amtrak station, First and Bernard, Spokane.**



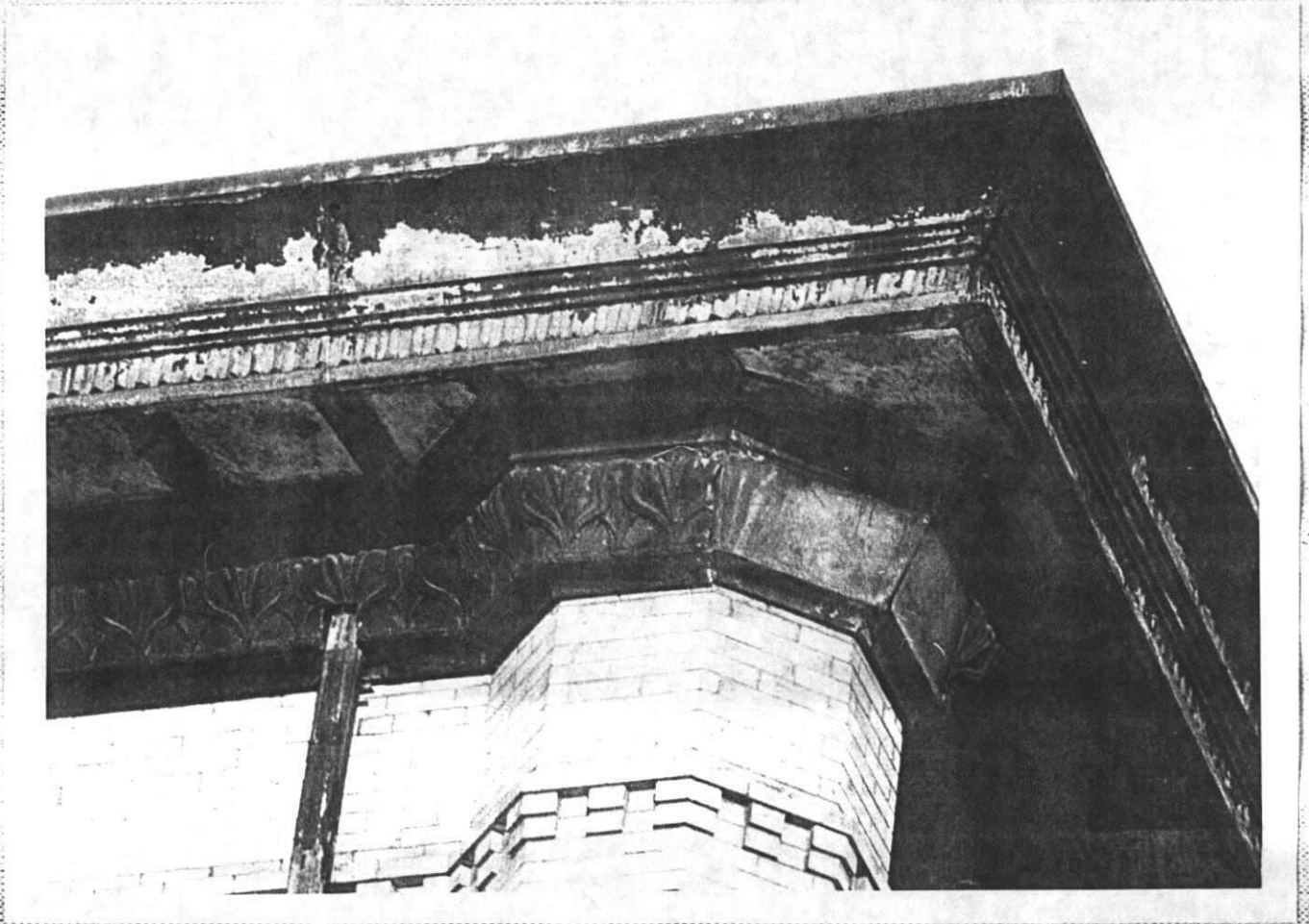
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STATE: Washington	CODE	COUNTY: Spokane	CODE
3. PHOTO REFERENCE			
PHOTO CREDIT: Eric C. Johnson			
DATE OF PHOTO: Jan 30, 1972			
NEGATIVE FILED AT: E. 1840 Ninth Ave., Spokane, WA			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC. Photo 8: Close up detail of southwest corner of main building. Showing the cast metal moldings, trim and roof edge strips and eave plates. Also portions of the masonry trimwork on main building.			



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3. PHOTO REFERENCE

PHOTO CREDIT: **Eric C. Johnson**

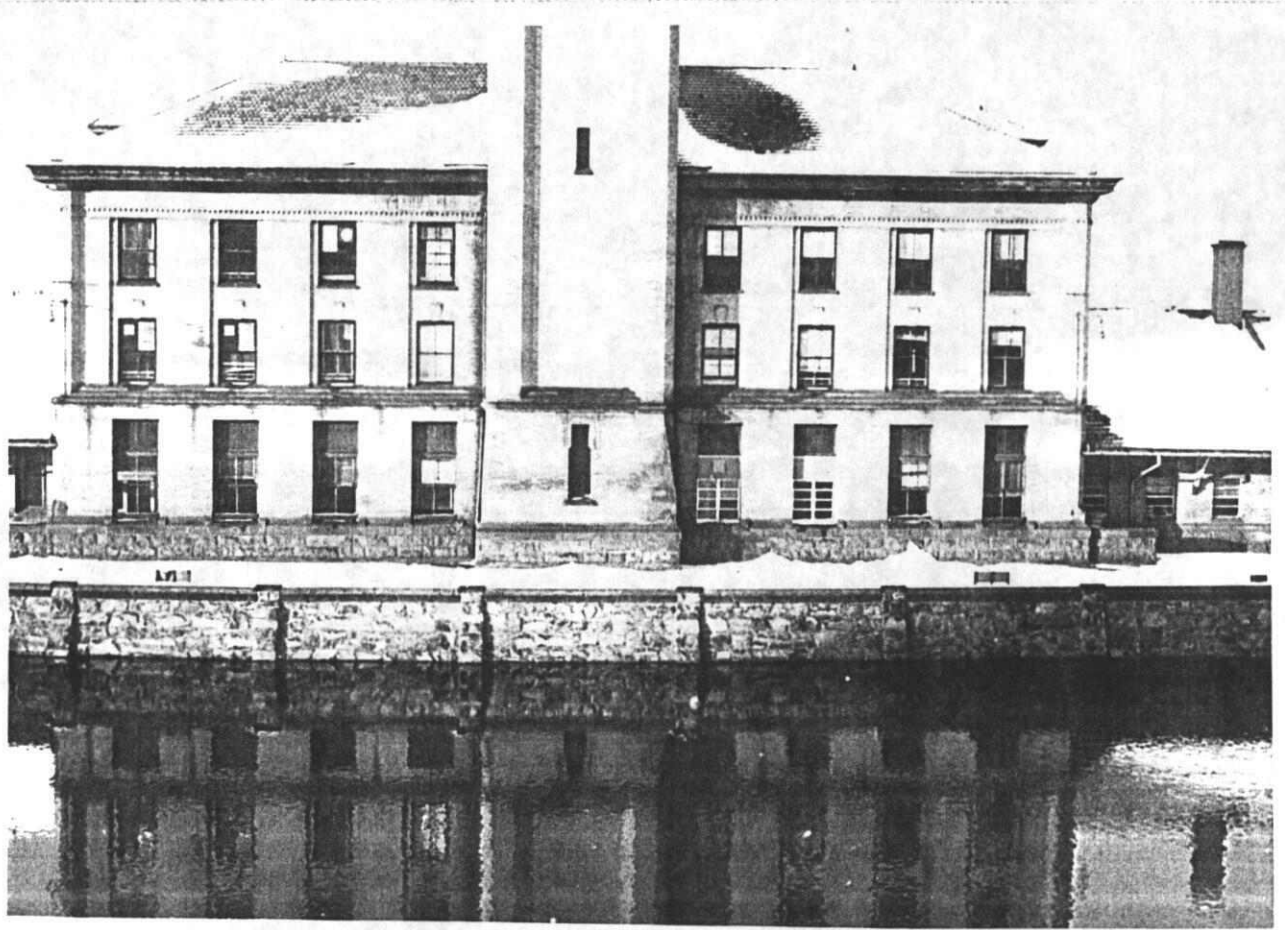
DATE OF PHOTO: **Jan. 30, 1972**

NEGATIVE FILED AT:  
**IE Chapter, NRHS, E. 1840 Ninth Ave., Spokane, WA**

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

**Photo 2: View from South. Showing main portion of building, retaining wall and reflecting river pool.**



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NEGATIVE FILED AT: E. 1840 Ninth Ave., Spokane, WA			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC. Photo 7: View of west face of tower. Shows in detail the brickwork and stone-work around the arches upper area of the tower. Also the cast metal decorative trim at the edge of the roof line. The metal grill work was where the lighted green "GN" and "SP&S" letters were attached.			





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**West 400 Block, South Bank of Havermale Island**

CITY OR TOWN:  
**Spokane**

STATE: <b>Washington</b>	CODE	COUNTY: <b>Spokane</b>	CODE
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3. PHOTO REFERENCE

PHOTO CREDIT: **Eric C. Johnson**  
DATE OF PHOTO: **Jan. 30, 1972**  
NEGATIVE FILED AT:  
**E. 1840 Ninth Ave., Spokane, WA**

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.  
**Photo 3: View of top of tower from Southwest, showing clock, arches and roof.  
Also some of stonework detail.**



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE <b>WASHINGTON</b>	
COUNTY <b>SPOKANE</b>	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

<b>1. NAME</b>			
COMMON: <b>Great Northern Railway Depot (Station)</b>			
AND/OR HISTORIC: <b>same</b>			
<b>2. LOCATION</b>			
STREET AND NUMBER: <b>West 400 Block, South Bank of Havermale Island</b>			
CITY OR TOWN: <b>Spokane</b>			
STATE: <b>Washington</b>	CODE	COUNTY: <b>Spokane</b>	CODE
<b>3. PHOTO REFERENCE</b>			
PHOTO CREDIT: <b>Eric C. Johnson</b>			
DATE OF PHOTO: <b>Jan. 1972</b>			
NEGATIVE FILED AT: <b>E. 1840 Ninth Ave., Spokane, WA</b>			
<b>4. IDENTIFICATION</b>			
DESCRIBE VIEW, DIRECTION, ETC. <b>Photo 5: from the west-northwest. Showing the west end of structure, tower, and north face, with some tracks and platform. And Canopy.</b>			



Great Northern Depot  
Spokane, WA

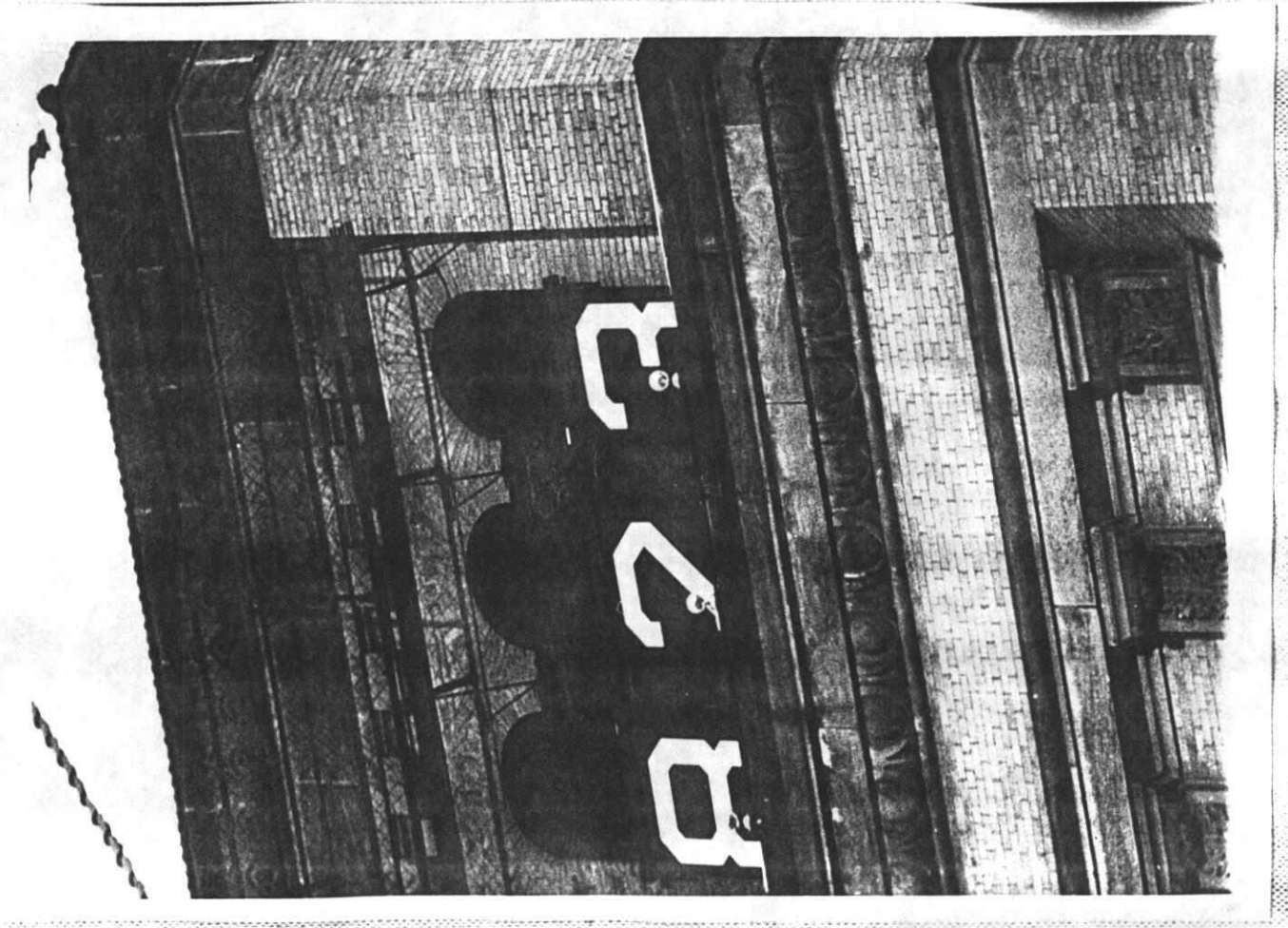
View from the Northwest showing Main building and tower.



Great Northern Depot  
Spokane, WA

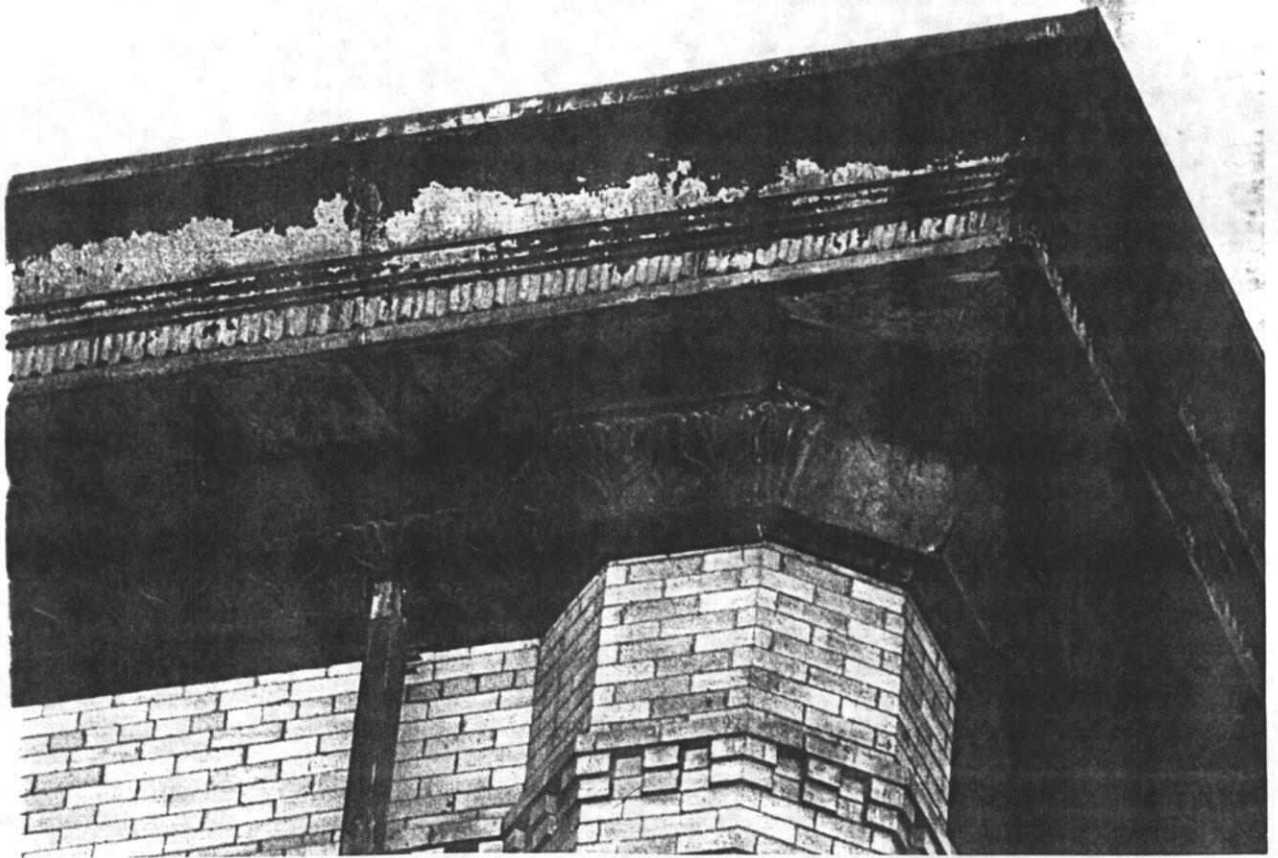
Close up of detail of arches and Top of tower.





Great Northern Depot  
Spokane, WA

closeup of roof edge casting detail.



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(Type all entries - attach to or enclose with photograph)

STATE Washington	
COUNTY Spokane	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

<b>1. NAME</b>			
COMMON: Great Northern Railway depot			
AND/OR HISTORIC: same			
<b>2. LOCATION</b>			
STREET AND NUMBER: West 400 Block, South Bank of Havermale Island			
CITY OR TOWN: Spokane			
STATE: Washington	CODE 53	COUNTY: Spokane	CODE 063
<b>3. PHOTO REFERENCE</b>			
PHOTO CREDIT: Eric C. Johnson			
DATE OF PHOTO: Jan. 30, 1972			
NEGATIVE FILED AT: IE Chapter, NRHS, E. 1840 Ninth Ave., Spokane			
<b>4. IDENTIFICATION</b>			
DESCRIBE VIEW, DIRECTION, ETC.  View from the Southeast, showing tower, main building and part of baggage area.			

