

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 Bachtold Building - Interurban Depot

other names/site number Bachtold Building

## 2. Location

street & number 330 W. Main Street  not for publication

city or town Walla Walla  vicinity

state Washington code WA county Walla Walla code 071 zip code 99362

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X 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 X local

Applicable National Register Criteria

X A     B X C     D

Signature of certifying official/Title \_\_\_\_\_ 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 of the Keeper \_\_\_\_\_ 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		buildings
		district
		site
		structure
		object
1		<b>Total</b>

**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

COMMERCE/TRADE: Business

**Current Functions**  
(Enter categories from instructions.)

WORK IN PROGRESS

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY

AMERICAN MOVEMENT: Sullivanesque

**Materials**  
(Enter categories from instructions.)

foundation: CONCRETE

walls: BRICK

roof: SYNTHETICS: Rubber

other: \_\_\_\_\_

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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 Bachtold Building- Interurban Depot completed in 1910 is a highly ornate 2-story brick building designed in the Sullivanesque style. Constructed during Walla Walla's period of significance growth, the Building contributed directly to the character and variety of downtown building stock. The exterior brickwork is highly detailed and complex, creating a visual tour of brick construction methods. The building retains its original integrated trolley barn at the southeast corner of the building. The first floor storefront space, originally the waiting room for the depot, underwent alterations in the 1950s and has recently been rehabilitated. Inside the second floor retains a high level of original finishes, including unusual wooden partition walls.

Overall the building is in good condition and retains a high degree of integrity of location, design, setting, materials, workmanship, feeling and association.

### Approximate Building Dimensions

Basement: 48 by 97 feet; maximum interior height: 121"  
Boiler Room: 9 by 19 feet; maximum interior height: 121"  
Retail Space: 50 by 41 feet; maximum interior height: 180"  
Stock Area: 50 by 18 feet; maximum interior height: 180"  
Train Room: 15 by 41 feet; maximum interior height: 143"  
Shipping Area/Freight Room: 39 by 40 feet; maximum interior height: 143"  
Addition Area: 17 by 20 Feet;

### Site conditions

The Bachtold Building- Interurban Depot sits on the northeast corner of W Main Street and N 6<sup>th</sup> Avenue, directly across the street from the Walla Walla County Courthouse. The building is oriented to the south facing main street, although a secondary storefront system is located on 6<sup>th</sup> Avenue. The site is flat and void of trees. The building sits adjacent to the sidewalk and encompasses a majority of tax lot. The rear of the building, adjacent to the alley, is pulled back approximately 15 feet to accommodate entry into the building by a trolley car. Here vestiges of the original RR tracks can be found. Some tracks connecting the building to the larger trolley system can be found on adjacent streets... but the tracks which ran down main street have been removed. In 1926, a one-story gable roof addition was added onto the north elevation.

### Building Development Sequence

Historical deed and building permit records from 1909-1910 indicate that the Bachtold Building- Interurban Depot was constructed in a single phase over the course of one year, with an addition added sometime after 1926. The site was purchased by Charles Acherman and Alfred Bachtold as the western 50 ft of lot 6 in block 5<sup>1</sup>. The site was purchased and remained undeveloped land until construction began in 1909. In June of 1909 a party wall agreement was made with the owner of the building to the east side of the site to allow for a brick building with a concrete basement to be constructed. In September 1909 a building permit was acquired and construction on the Bachtold Building- Interurban Depot began<sup>2</sup>. The Bachtold Building- Interurban Depot was completed in 1910 within 1 year of its start date. By comparing historical photos, the addition was added to the northside of the building circa 1973. In 2018 construction started for historical restoration and a restaurant build-out.

<sup>1</sup> "History of 328 West Main Street, Walla Walla, WA" Title and Occupant History, Walla Walla 2020, 1995

<sup>2</sup> "1907-13 Building permit book" Whitman Archives, Walla Walla, WA, pg. 74

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## **Exterior Descriptions**

### **Overall Brick Work**

The exterior of the Bachtold Building-Interurban Depot is highlighted by detailed brick work. Starting at the base of the building we find a regular stacked red brick pattern spanning to the top of the first-story. Between the first and second-stories the brick starts to protrude from the wall in horizontal bands. This is in a AA, BBBB, AAA, CCC, BBBB, A, C, A pattern where A = medium protrusion, B = flush with wall and C = maximum protrusion. After this pattern on the frieze of the building, the brick switches to a corbeled checkerboard pattern directly beneath the second story-windows. The corbeling design is carried around the second story windows. Above the Second story windows and just below the parapet wall is a second corbeled brick design. This pattern contains corbeled brick in a checkerboard pattern along with a brick modillion directly beneath the parapet. The parapet is stacked brick with a brick cap.

### **Overall Windows**

The windows on the second story are grouped in two patterns where A = one-over-one rectangular double hung and B = grouped one-over-one rectangular double hung, one-over-one square double hung, and one-over-one rectangular double hung. On the south elevation they are in an overall pattern of A, B, B, A. The east elevation has a pattern of A, B, B, B, B, A, and the north elevation is A, A, A, A with a rounded header over the north elevation's windows.

### **South Elevation**

#### **Storefront**

The south elevation of the Bachtold Building- Interurban Depot consists of the exterior facing walls of the retail space. Beginning with the southeast corner of the building, the south elevation storefront consists of a corbeled red brick parapet. This leads into a checkered corbelled brick pattern that runs east to west across the building and surrounds the tall wooden framed rectangular windows on the 2<sup>nd</sup> story. The name Bachtold is carved prominently in a dark stone within the checkered pattern. The 1<sup>st</sup> story wood-framed transom windows and glazing are still intact. Overall, the brick façade on the south elevation is in good shape but will need repointing in select locations. On the first-floor, southwest corner, there is a large red brick column supporting a full brick entablature, with two slightly smaller columns opposite of it on the west side. On the east side of the south elevation the original door and main entrance leads to the upstairs office space. The original cast iron column remains outside the front door. The overall appearance of the south elevation is symmetrical in pattern and design.

### **West Elevation**

The west elevation of the Bachtold Building- Interurban Depot consists of the exterior walls of the Retail Space, Stock Area, and the Train Room. The roof slopes gradually down towards the back of the building, creating a shallow slope, allowing for water on the roof to drain towards the north elevation of the building. The exterior wall is made of red brick and is similar in design to the south facing façade. The parapet continues the corbeled pattern of red brick from the front of the building, along with the checkerboard pattern directly under the parapet. Large wooden mullion windows make up the 2<sup>nd</sup> story as referenced in the overall window description. On the first floor, the right portion when facing east is where the original waiting room for streetcar passengers existed. The streetcars would also stop to load and unload outside this portion of the west elevation<sup>3</sup>. The first-floor originally consisted of wooden framed floor to ceiling storefront windows like those found on the south elevation. This gave a sleek and modern design to the appearance of the building. In the

<sup>3</sup> "Walla Walla Traction Co. Station" State of Washington Department of Community, Trade, & Economic Development, Historic Property Inventory Form, October 1994

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middle of the wall there are two small arch shaped windows at the top of the first floor with corbeled red brick at the bottom. The train room is located on the left side of the west elevation when facing east. On the first floor the original wood trolley carriage door remains. This door is a French door/ Arch Top with 6 windows in the transom of the door.

### **North/ Rear Elevation**

The north elevation consists of stacked red brick exterior wall. Originally, the north elevation housed the train room, allowing a space for the Electrified streetcar to be pulled into the building for loading and unloading freight. The north elevation does not have a parapet, instead uses brick coping around the top of a flat traditional stacked red brick wall, allowing the flat roof to be seen. The original drain spout for the roof is located on the western side a few feet under the coping. Narrow double hung wooden windows with corbeled brick surrounding the top and bottom are located on the second story. The transoms are arched and made of painted wood. On the first floor there are two large, 6 panel wooden doors with a wooden transom. In 1910 the first floor contained, a shipping bay with a metal rolling overhead door. Outside the door was a wooden deck used for loading and unloading along with stairs leading to west<sup>4</sup>. The original overhead door is still there, however, according to pictures sometime after 1926 an addition was built over the original freight door and deck. The addition is located of the north elevation and has an open gable roof, beige painted wood for the walls, and a concrete foundation. The wooden walls start approximately 3 feet from the ground, resting on top the concrete foundation. The east side of the north elevation consists of the freight portion. On the first floor was a rolling overhead door. The door has corbeled brick over the top along with a steel beam. The rolling overhead door has been filled and two new doors have been added, one where the original freight door was, and a second on the west side next to the addition.

### **East Elevation**

The east elevation shares a party-wall with the other building for the first floor while the second floor is stacked red brick with no windows or corbeling. There is a ghost sign that reads in paint "Snyder-Crecelius paper co. Wholesale" with an advertisement for Coca-Cola beneath it readings "Better with Coke" and the Coca-Cola logo (Figure 4). The date for the ghost sign is unknown.

### **Interior Description**

#### **Basement Interior.**

The basement spans the entirety of the building except for the boiler room which is in the northeast end of the basement. The walls are board formed concrete with stacked brick on top. The floors are concrete slab on grade. Unenclosed ceilings expose the floor joists from the main floor and a maximum height of 83 inches. In the center of the basement is the original freight elevator. Large wooden beams run north south through the basement while the floor joists run east to west. There is one staircase in the basement on the southeast side of the building that connects to the first-floor retail room. At the northwest wall of the basement is a doorway that according to plans originally lead to stairs up to the train room. The doorway was filled with brick at some point and is no longer accessible.

#### **Boiler Room Interior.**

At the northeast corner of the basement is the boiler room. The floor of the boiler room is made of poured concrete and is part of the same slab as the rest of the basement. The east and north walls of the boiler room are board formed concrete with red brick on the top. The south and west walls are constructed from red brick similar to the brick used on the outside of the building. The walls span to the bottom of the first-floor joists.

<sup>4</sup> "Freight and Express Office at the New Interurban Depot" Historic Photo, [Wallawalladrazanphotos.blogspot.com](http://Wallawalladrazanphotos.blogspot.com), Interurban Depot of the Walla Walla Valley Traction Company, March 2013

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There is no ceiling, and the floor joists from the first floor are exposed. The maximum height of the boiler room ceiling is 121 inches and the boiler is located on the east half of the room.

#### Retail Space Interior.

The retail space of the Bachtold Building- Interurban Depot originally housed the general waiting room. The floors are original hardwood and run throughout the property. Original large wooden beams and columns are inside the waiting area. Overtime these got painted and covered by interior partition walls. The original plaster ceilings are at a maximum height of 180 inches. After the Paper company moved in, the ceilings were lowered covering the beams and the 1<sup>st</sup> story transom windows on the west and south sides. The ceilings are lowered and constructed of gypsum board. Partition walls have been constructed dividing up the area into smaller spaces. These partition walls are paneled with a vertical wood pattern. There is also counter space built on top of a few partition walls.

#### Stock Area Interior.

The stocking area is north of the retail space. Originally, this area was used to store inventory for the paper company along with office space for the traction company. The floors in the stock area contain original hardwood and there are large wooden columns throughout. The ceilings have been restored to their original height. The bathrooms are in the original location against the west wall and contain the original sinks. The original walk in safe is located on the east side of the stock area. The original door connecting, on the northside, to the freight area is in good condition with the wording "Freight Room" clearly painted above the door. The letter "F" from "Freight Room" is currently broken off from the wooden header but is located in the building. The space is currently being used for restaurant kitchen equipment.

#### Train Room Interior.

The train room is on the northwest side of the building. This room was originally used to load and unload freight from the electric streetcar. The east wall is red brick with a framed in plywood wall containing a passage door. Originally this opening connected the train room to the freight room through a large wooden sliding freight door. The original door is in place however kept open, with the opening framed in and a door to provide access between the two rooms. On the south side of the room is a red brick wall with a wood beam at the base to stop any trains and end the track. The west wall is red brick and has a large carriage door with 6 panes of glass in the top. The north wall of the train room has two large wooden doors that can close off the train room from the outside. The tracks enter the train room from the north side and stop at the south wall. In the southwest corner of the train room is a staircase that leads down to the basement. The stairs have been boarded up and the door to the basement has been sealed. The flooring is earth and has the single set of tracks on it. There is a deck built next to the freight door on the east side wall.

#### Shipping Area/Freight Room Interior.

The shipping area/freight room is on the east side of the train room and the north side of the shipping room. This space was originally used to store and weigh freight to be shipped by rail or vehicle. The original floor scale is currently there in the northeast corner of the room. Against the south wall is the original freight elevator. The walls are made of brick and have concrete floors. On the north wall there are 2 large roll doors that were used for shipping and receiving freight. When the paper company took over the entire building, they closed off the northeast rolling door, adding a new door connecting to outside. The second rolling door has been removed when the addition was constructed. The west side of the area contains the original train room freight door on metal tracks. The opening between the freight room and the train room has been framed in with a new door.

#### Addition Interior.

The addition was constructed after 1926 and is located at the northside of the freight room. The walls are made of wood and drywall and the floors are hardwood. The room is 17ft wide by 20 ft long and connected through double doors the south wall to the freight room. On the east wall there is a metal rolling door that opens to outside. The room was constructed by the paper company.

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Second Floor Interior.

The interior of the second-floor has stayed mostly unchanged since it was built in 1910. It originally contained the office for the Northwestern Corporation, which included the Northwestern Gas and Electric Co. The walls and ceiling are original lath & plaster. The ceiling has a maximum height of 133 inches. The plaster is cracked and shows significant amounts of water damage. The space is divided up into offices with original wood partition walls. Many spaces have free standing storage and shelves. The panel partition walls are made of wood and have a bow-tie shaped wooden detail on the lower section. The middle portion of the panel walls have frosted glass, and the upper portions are made with clear glass. The historic partition walls have remained in place upstairs. There are 22 windows throughout the room providing natural light along with a view of the courthouse to the south. The floors are hardwood and are similar to the ones on the first floor.

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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

ARCHITECTURE

#### Period of Significance

1910 - 1926

#### Significant Dates

1910, 1926

#### Significant Person

(Complete only if Criterion B is marked above.)

N/A

#### Cultural Affiliation

N/A

#### Architect/Builder

Bailey & Lambert (Architect/Builder)



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

The Bachtold Building – Interurban Depot is historically significant under criteria A for its direct association with the early public transportation network of the City of Walla Walla. The multi-purpose building was designed as home to the Walla Walla Valley Traction Company on the first floor, and housed the offices of the Northwestern Corporation on the second floor. Built in 1910, the structure served as the main depot for an extensive transportation system that operated in the valley from 1905 through the 1920s. The trolley system spurred development of residential districts outside the downtown core, and provided an important short-haul freight service that helped transform the region's fruit and truck farms into a major local industry.

Additionally the nominated building is historically significant under criteria “C” as a property that embodies the distinctive characteristics of its type and period of construction. The design was an unusual layout for a depot, unseen in any other communities in Washington state. It integrated the functions of a railroad depot with a commercial building all under one roof. Architecturally the building looks like a typical turn-of-the century commercial structure however a train could be pulled into the building from the rear. Highly articulated in its design and construction, the building also represents the work of the local building/architectural firm of Bailey & Lambert.

The building continues to retain a high level integrity, reflecting its role as the functional center of a trolley system that had a lasting impact on the economy of the Walla Walla valley. The period of significance for the Bachtold Building - Interurban Depot begins with the completion of building in 1910 and ends in 1926, a time when converging events and situations mark the end of the electric passenger streetcar system in Walla Walla.

## **Walla Walla**

The community of Walla Walla is one of the earliest Euro-American settlements in present-day Washington State. After the Washington Territory was created in 1853, the new territorial legislature created Walla Walla County the following year. Originally, the county stretched from the crest of the Cascade Mountains to the crest of the Rocky Mountains, spanning across the present states of Washington, Idaho and Montana. At the time, the area had been the traditional homelands of several bands of the Cayuse, Yakima and Walla Walla tribes and was sparsely settled by Euro-Americans. While a majority of the land was purchased by the US government from the tribes, in 1855 war broke out and settlement was delayed until hostilities ended around 1858 and the tribes were forced to relocate to reservations.

While the county had been organized by the territorial government in 1854, no provisions were made for its government until 1859. That year commissioners were appointed, and elections for new commissioners were held. Soon a town emerging around Fort Walla Walla - which had previously been known as Steptoeville and “Wailetpu” – and was named Walla Walla. After it was officially laid out by county surveyor H.H. Case in 1859, the sale of lots followed. The town was officially incorporated as a municipality and declared the county seat in January 1862.

Upon incorporation, the city held its first election in 1862. That same year gold was discovered in Idaho and Walla Walla became a major supply point for gold seekers, with several thousand pack animals in constant use. Reportedly fifty buildings were constructed that summer and 30 more were in process. Wells Fargo opened an express office and the Mullen Road to Fort Benton on the Missouri

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River was completed. Twelve years later, in 1874, the town had grown and prospered enough to have street lights fueled by coal oil.

During this time period the city grew at a fast rate due to the recent gold rush in Idaho during the late 1800's. By 1880 Walla Walla with a population of 3,588 citizens, became the largest city in Washington. During the preceding years Walla Walla remained a top city in terms of population with the population increasing 70% from 1900-1910<sup>5</sup>. With this great increase of population, the need for public transportation followed.

### **Transportation**

Public transportation history of Walla Walla traces its origins to the Walla Walla Street Railway & Investment Company. They provided a horse powered streetcar on rail lines which connected Park Street to Second and Main Streets as early as 1880s. The beginnings of electrical transportation in the region can be traced to 1886, when the Walla Walla Power & Light Company established the city's first electric plant on Mill Creek. Three years later, the company laid the tracks for an electric street railway, with a line leading from the O.R. & N. Railroad depot to Second Street, where it divided into two branches - one going to Whitman College and the other to the cemetery. The line, however, was not a success, and ridership declined precipitously during the Depression of 1893.

In the following years, the line was transferred from the electric company to a local firm but the new company also found insufficient patronage to the make the venture profitable and in 1898 the line was abandoned and the roadbed taken up. Part of the problem, according to sources at the time, was the ready availability of horses in the agricultural town, giving "people the habit of both riding and driving (horses and carriages) to such an extent as not to take naturally to streetcars." At the time the city also boasted well-stocked liveryes, inexpensive taxis, and a plethora of bicycles.

Eventually attitudes changed and timing was right for an electric streetcar line. Chartered in 1905, the Walla Walla Valley Traction Company was formed as a subsidiary of the Northwestern Gas & Electric Company, which at the time held the town's electricity franchise. The first trolley ran on December 24, 1906. The trolley system was intended to use surplus power generated by the company's new dam and 2,500 horsepower-capacity power plant on the South Fork of the Walla Walla River.

The local newspaper enthusiastically reported that *"there is nothing that gives a city more prestige and adds so much to the comfort and convenience of its citizens that up-to-date street railway transportation."* The system included three city lines: a city loop, an East Walla Walla line, and a Prospect Heights line, which reached new neighborhoods as well as such recreational destinations as Meandro Park (an amusement park) on the Walla Walla River and the county fairgrounds. Fare was five cents per trip, with service initially provided by a fleet of three 36-foot and one 28-foot J.G. Brill motor cars, seating up to 36 passengers and powered with two 40-horsepower motors. The main company car barn and equipment shed was located at 1102 W Cheery, about a half mile NW of the nominated building. Equipment and cars were upgraded several times in the ensuing years. In addition to the city lines, the traction company also built an interurban line between Walla Walla and Milton, Oregon, which began operation in April, 1907. Hourly passenger service, with stops at major crossroads, was provided for a fare of forty cents for a round trip.

The service appears to have been an immediate success. Reportedly for the fiscal year of July, 1908 to June, 1909, the interurban carried a total of 925,923 passengers. By 1909, the traction company

<sup>5</sup> <https://www.census.gov/population/cencounts/wa190090.txt> United States Census, Walla Walla county, 1900, 1910

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was big business, employing 107 men with a monthly payroll of over \$7,000, and carrying nearly a million passengers a year. But the line's impact was felt most keenly in the valley's agricultural district. The interurban freight service offered by the company provided one-day pick-up and delivery between the commission and packing houses of Walla Walla and Milton, and the rich fruit and truck farms in-between. The line made markets and major rail lines easily accessible to the farmers of the valley, and allowed them to ship their produce and fruit daily and with a minimum of damage. In addition, the line helped raise the value of the district's farmland. In 1907, when the line was completed between Walla Walla and Milton, land values for orchard and truck farm tracts along the 17-mile route increased from an average of \$25-\$30 an acre to \$300-\$750 an acre.

Ridership led to the need to build a depot in the downtown core which could accommodate both passengers and freight. The company made an arrangement with investor Alfred Bachtold to incorporate such amenities into a new commercial building he was planning at the northeast corner of 6<sup>th</sup> and Main. This was a prime location, directly across the street from the county courthouse. Construction was begun at the end of July 1909.

### **Developer: Alfred Bachtold (1870-1919)**

Developer Alfred Bachtold was a well-known, successful businessman in Walla Walla. Originally from a German-speaking area of Switzerland, reportedly Bachtold moved to the United States at the age of 12 with his family. Raised in South Dakota, Bachtold initially worked as a farm hand before moving to Wisconsin an opening up a plumbing business. After a short stint in Portland he moved to Walla Walla in 1892 where he reconnected with his older brother John. John was the owner of the Elk Saloon. In 1897, at the age of 27, Alfred married Maria "Mary" A Gainswig. Together they had five children. For about five years, Alfred was engaged in the manufacturing of wire fencing.

In 1897 Bachman met Charles Achermann, who also immigrated to America from Switzerland. Together they formed a wholesale wine and liquor business; called Bachtold & Achermann.<sup>6</sup> Achermann had previously been in the wine business in California. Quickly they became one of the largest liquor wholesalers in the state. They were mentioned in the magazine Up-to-the-Times as "*practically the only wholesale liquor dealers doing business in the Inland Empire country between Portland and Spokane*".<sup>7</sup> As the wholesale liquor business started to grow, Bachtold decided to diversify his assets and invest in property. In 1906 started he the Inland Empire Mining & Million Company with his brother and Albert Niebengall. Stock for the company was valued at \$1.5 million by 1920.

He was an enthusiastic man in fraternal circles and belonged to the Red Men, Eagles and Sons of Herman clubs. At the urging of friends he consented to becoming a candidate for City Council in 1905, and was elected to two terms on the council until 1911. He and his brother (and Achermann) were also part of the Maennerchor club, a nation-wide German singing and social club which formed a chapter in Walla Walla in 1904. Alfred and Achermann were also members of the all-volunteer fire department, where Alfred's brother, John served as the fire chief. They must have been husky men, as the department did not have horse drawn pumpers until somewhat later and fire fighters rolled out hoses by hand. Horses could be dangerous, as the Swiss partners found out in 1905 when their horse-drawn delivery wagon struck a nine year old boy who was crossing the street in a small wagon, fracturing his skull and badly bruising his body. He later died. This tragedy may have been on their mind when Bachtold and Achermann were among the first businessmen in Walla Walla to convert to motorized

<sup>6</sup> "Bachtold and Achermann: Swiss on Watch in Walla Walla" <http://pre-prowhiskeymen.blogspot.com/2014/11/bachtold-achermann-swiss-on-watch-in.html>

<sup>7</sup> "Progress Notes" Up-to-the-Times Magazine of December 1912, Up-to-the-times magazine. v.7 (Nov. 1912-Oct. 1913).

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transport. The local press carried a picture of their primitive looking vehicle, boasting thirty horse power, and characterized by the local newspaper as a “rapid truck.” The news article marveled that it could do the work of three horse teams: *“It has a capacity of a ton and a half and a top speed of twenty miles an hour. The firm does all its draying and delivering about the city with it....right in advance of the times.”*

However ahead of the times Bachtold & Achermann might have been, they could not out-pace the prohibitory forces that rapidly were gaining strength in the State of Washington. On November 3, 1914, after an all-out Anti-Saloon League lobbying effort, Washington voters approved an initiative by some 18,000 votes to prohibit the manufacture and sale — but not consumption — of liquor. Cities in Washington, including Walla Walla, voted against the measure but small town and rural folks carried the day. After seventeen successful years in business, Bachtold-Achermann were forced to shut their doors.

Unfortunately, Alfred did not have long to live, he died in Walla Walla on October 17, 1919 at the age of 49. Alfred was buried in Walla Walla’s Mountain View Cemetery. His wife subsequently moved to Los Angeles where she died. Her body was returned to Walla Walla where she lies beside Alfred.

Fortunately before Washington went dry, Bachtold had expanded his interests to real estate development, engaging in construction projects in Walla Walla. Among his adventures was the nominated building. To design and build the building, Bachtold reportedly hired the local firm of Bailey & Lambert.

### **Bailey & Lambert**

Details about the formal training of John A. Bailey and Charles B. Lambert are unknown, and records indicate they were primarily contractors by trade. Lambert was born in Sweden on April 6, 1871. At the age of 14 he left Sweden and spent three years as a cabin boy and sailor. Reportedly at age 17, he returned to his native county where he spent the next two years studying architecture.<sup>8</sup> While the specific school is unknown, reportedly upon graduation he headed for the United States, arriving in New York in 1890 to find better opportunities. After working for a short time in New York, Lambert moved to Chicago and then to St Paul. Reportedly he engaged in architectural work while in the mid-west, however what firms he may have worked for or any projects he may have completed have not been discovered to date. After a year and a half in Alaska, Lambert settled in Walla Walla in 1898 where he started his own business, initially listing himself as a carpenter/contractor in the local directories.<sup>9</sup> Early known projects are limited to a 1906 report in the local newspaper stating that he and his crew of carpenters had just returned from Klicker Springs after a week of camping. By 1910 Lambert added “architect” as his profession in city directories, the year he formed a partnership with John A. Bailey.<sup>10</sup> Lambert was active in Masonic circles, having taken all the degrees of the York and Scottish Rites, and was commander of the Knights of Templar. He was also a member of the Order of Odd Fellows and the Benevolent Protective Order of the Elks.

John A. Bailey was born January 10, 1862 in Nova Scotia region of Canada. Reportedly he moved to Boston in 1883 where he stayed a brief time before moving to California in 1887. He moved to Walla Walla in 1898 and initially worked at the Whitehouse - Crumming Company mill.<sup>11</sup> Shortly thereafter

<sup>8</sup> “Layman’s History of Old Walla Walla County, Volume II”, pg 451

<sup>9</sup> Walla Walla City and County Directory 1900,1904,1909

<sup>10</sup> Walla Walla City and County Directory 1910-11

<sup>11</sup> Walla Walla City and County Directory 1898-1899

Bachtold Building - Interurban Depot

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Bailey began working as a contractor. His only know project during this time period if the Walla Walla City Hall & Fire Station (1907-08).

In 1909 Bailey & Lambert formed a partnership; perhaps spurred by the design and construction of the nominated building. Business was good for the young firm and according to insurance records, by 1911 they employed 10 people. Known projects include the nominated building; the Reynolds Block (1909); remodel of White House Clothing Store (1910); Paxton House at 720 S Palouse (1911); Pacific Power and Light substation (circa. 1911) on 6<sup>th</sup> and Rose; and the First Presbyterian Church (c.1914).

The partnership lasted until around 1915. Bailey started his own lumber company; the John A. Bailey Lumber & Fuel Company. He remained in Walla Walla until his death in 1940. Lambert continued to market himself, both as a contractor and architect for several additional years. Reportedly he helped design and built the addition to the Denny Building (c. 1920); and the designed the Liberty Theater in Dayton (1921).<sup>12</sup> He died in Walla Walla on January 3, 1928. While his know projects are limited Lyman's History of Old Walla Walla County - Volume II, published in 1918 stated that Lambert's "skill and ability are manifest in many of the most substantial structures found in this city".<sup>13</sup>

### **Architecture**

Reportedly the brick depot was constructed at the cost of \$25,000. It allowed for more passengers to move from Walla Walla to Milton and Freewater by providing the comfort of a heated waiting room and restrooms for waiting passengers.<sup>14</sup>

The design was an unusual layout for a depot, unseen in any other communities in Washington state. It integrated the functions of a railroad depot with a commercial building under one roof. Architecturally the building looks like a typical turn-of-the-century commercial structure. However when observed from the rear, three large openings are found. The far western opening has railroad tracks leading into the building, masked by a large door. Here the electric trolley could be loaded and unloaded out of the weather and out of sight. Additional openings are found above a nearly full width, deep wooden platform which accommodated freight access and storage into and out of the building.

The exterior of the building shows the high level of the craftsmanship of local brick masons and carpenters who worked on the building. Its layered stringcourse and cornice are complex and detailed both in their design and execution indicating a higher level of skill than is found on a majority of other buildings in the community. The two part block building had a transparent storefront system which wrapped around the side of the building. checkered pattern of corbelled brick on the exterior walls show off an elegant yet simple design. The 1<sup>st</sup> story floor to ceiling store front windows that wrapped around the southwest corner of the building set it apart from other buildings in the town at this time. These floor to ceiling windows on the first floor distinguish this building as something special. The Walla Walla cast iron columns outside the south and west entrances show the trade of local iron workers from that time. Inside the second story of the building you find beautiful woodwork and detail on the panel partition walls along with frosted glass.

The Bachtold Building- Interurban Depot highlights trends from multiple styles that were found during the early 20<sup>th</sup> century. The building has a flat roof often found in modern styles and a sleek profile with large floor to ceiling rectangular windows on the 1<sup>st</sup> story. In the front of the building there are large

<sup>12</sup> Lambert, Charles "Denny Building Blueprints" Whitman Archives, Walla Walla, WA.

<sup>13</sup> "Lyman's History of Old Walla Walla County, Volume II", pg 451

<sup>14</sup> "Modern Interurban Depot" Up-to-the-times magazine. v.4 (Nov.-Oct. 1909-10) page 2505.

Bachtold Building - Interurban Depot  
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brick columns, topped with an all brick entablature. The corbeled brickwork in the parapet and around the windows truly showcase the building and style. The building has the symmetrical patterns you would find in a Sullivanesque style building including 1<sup>st</sup> floor clearstory and large floor to ceiling storefront windows. With influences from the Late 19<sup>TH</sup> and Early 20<sup>TH</sup> Century American Movement: Sullivanesque, the Bachtold Building- Interurban Depot showcases the great architectural designs of Walla Walla, WA in 1910.

### **Conclusion**

After the purchasing the Walla Walla Traction Company, Pacific Power & Light started focusing heavily on shipping freight. Increasingly fruit traffic from outlying farms became the primary use for the trolley system. Due to its location, the interurban line could directly connected small farms to the larger railway. After the Northern Pacific Railroad, bought the Walla Walla Valley Traction Co from Pacific Power & Light in 1921, freight became the primary the focus; and with the rise of the automobile, the company ran its last passenger streetcar through the city on December 31, 1926.<sup>15</sup> The freight line outside of the city remained electrified until 1949 (with the generator in Milton) when it was converted to diesel. From then until the early 1980s, the rural railway line (eventually purchased by Burlington Northern) remained an important 'short-haul' railroad, and one of the last of its kind in the state.

While the buildings streetcar function seized, the structure continued to be occupied. Little if any changes occurred to the second floor office spaces and integrated freight dock. In 1923, a new tenant, the Nichols-Snyder Paper Company (later the Synder-Crecelius Paper Co), a paper wholesaler, moved to the second floor offices.<sup>16</sup> As their business expanded the took over first floor and basement areas.

<sup>15</sup> "Walla Walla Traction- Walla Walla Passenger Depot" Washington Information System for Architectural & Archaeological Records Data. Property Number 9363, 1 May 2008

<sup>16</sup> Walla Walla City and County Directory 1923-1924

Bachtold Building - Interurban Depot

Name of Property

County and State

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## 9. Major Bibliographical References

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

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"Walla Walla Traction- Walla Walla Passenger Depot" *Washington Information System for Architectural & Archaeological Records Data*, 1 May 2008

Zac. "Walla Walla Valley Traction Company" *Transit 509*, August 2012

Bachtold Building - Interurban Depot  
Name of Property

\_\_\_\_\_  
County and State

<https://transit509.com/2012/08/29/walla-walla-valley-traction-company/>

1907-13 Building permit book. *Whitman Archives* Walla Walla, WA: 1913

Garfield, Leonard, "Walla Walla Valley Traction Company Car Barn", National Register Nomination – August 1989

**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: \_\_\_\_\_

\_\_\_\_\_  
Historic Resources Survey Number (if assigned): \_\_\_\_\_



Bachtold Building - Interurban Depot  
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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>46.064901°</u>	<u>-118.344556°</u>	3	<u>    </u>	<u>    </u>
	Latitude	Longitude		Latitude	Longitude
2	<u>    </u>	<u>    </u>	4	<u>    </u>	<u>    </u>
	Latitude	Longitude		Latitude	Longitude

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

The nominated property is located in Section 20 or Township 07, Range 36 E, East of the Willamette Meridian, in Walla Walla County, Washington and is legally described as the western 50 feet of lot 6, Block 5, in downtown Walla Walla, Washington. It is otherwise identified as Tax Parcel No. 360720770506

**Boundary Justification** (Explain why the boundaries were selected.)

The nominated property encompasses the entire urban tax lot that is occupied by the Bachtold Building- Interurban Depot.

**11. Form Prepared By**

name/title Katie Daniel

organization Tarragon NW L.L.C. date August 28, 2018

street & number 511 N. Second Avenue telephone (509) 386- 0000

city or town Walla Walla state WA zip code 99362-0000

e-mail KDaniel@Tarragon.com

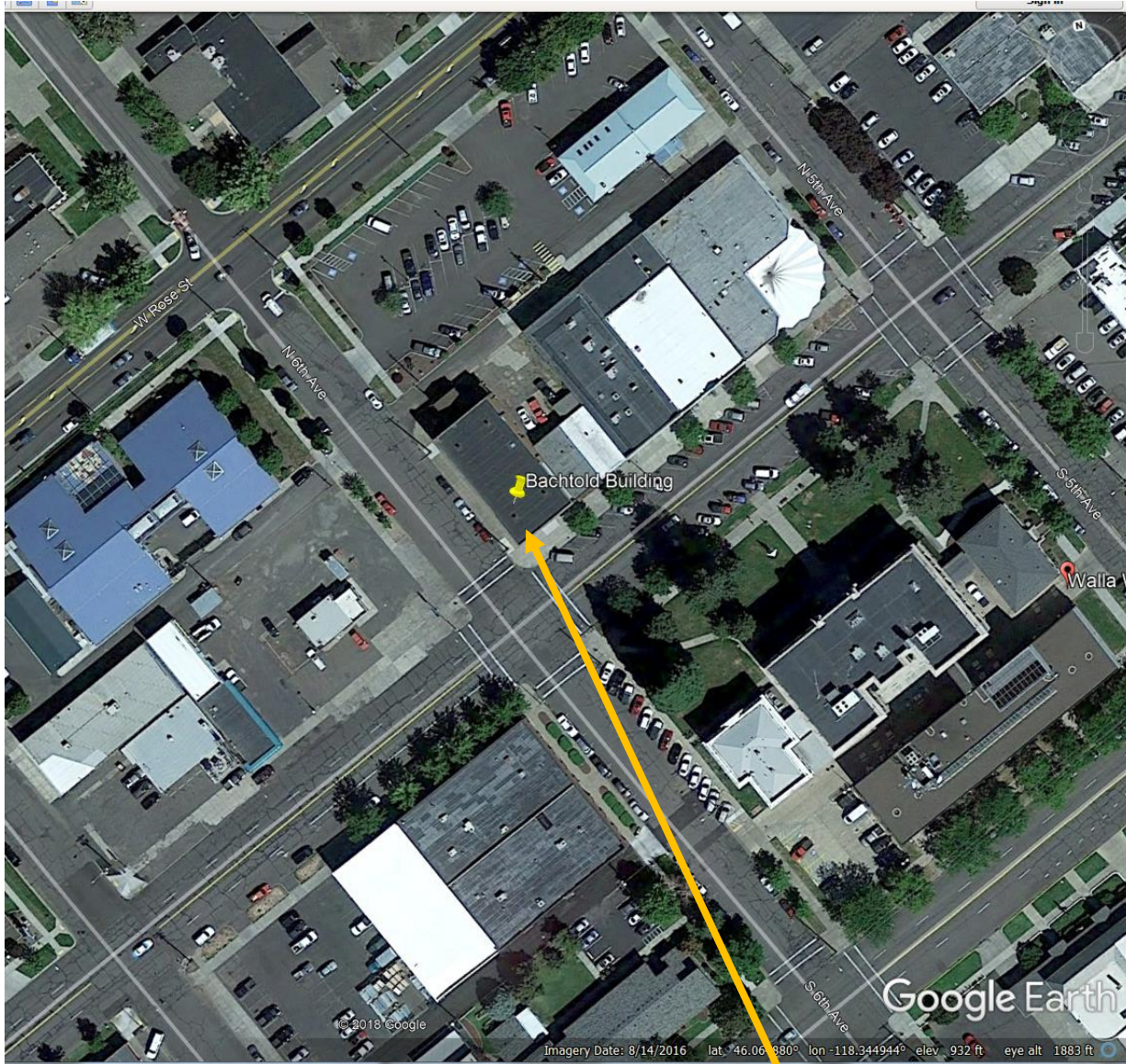
Bachtold Building - Interurban Depot  
Name of Property

County and State

**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.)



**Bachtold Building**  
Google Earth Map

Google Earth - Edit Placemark

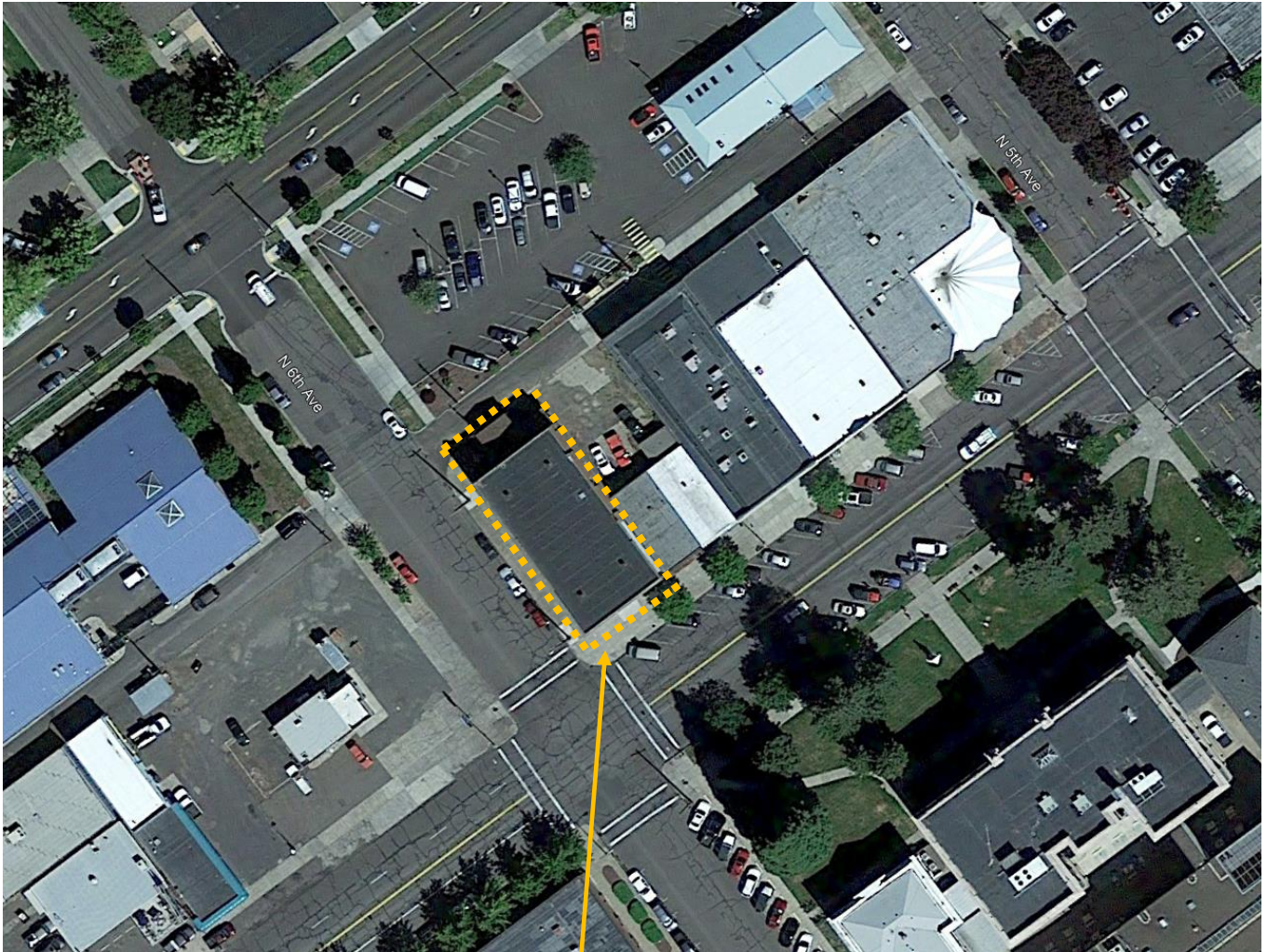
Name:

Latitude:

Longitude:

Bachtold Building - Interurban Depot  
Name of Property

County and State



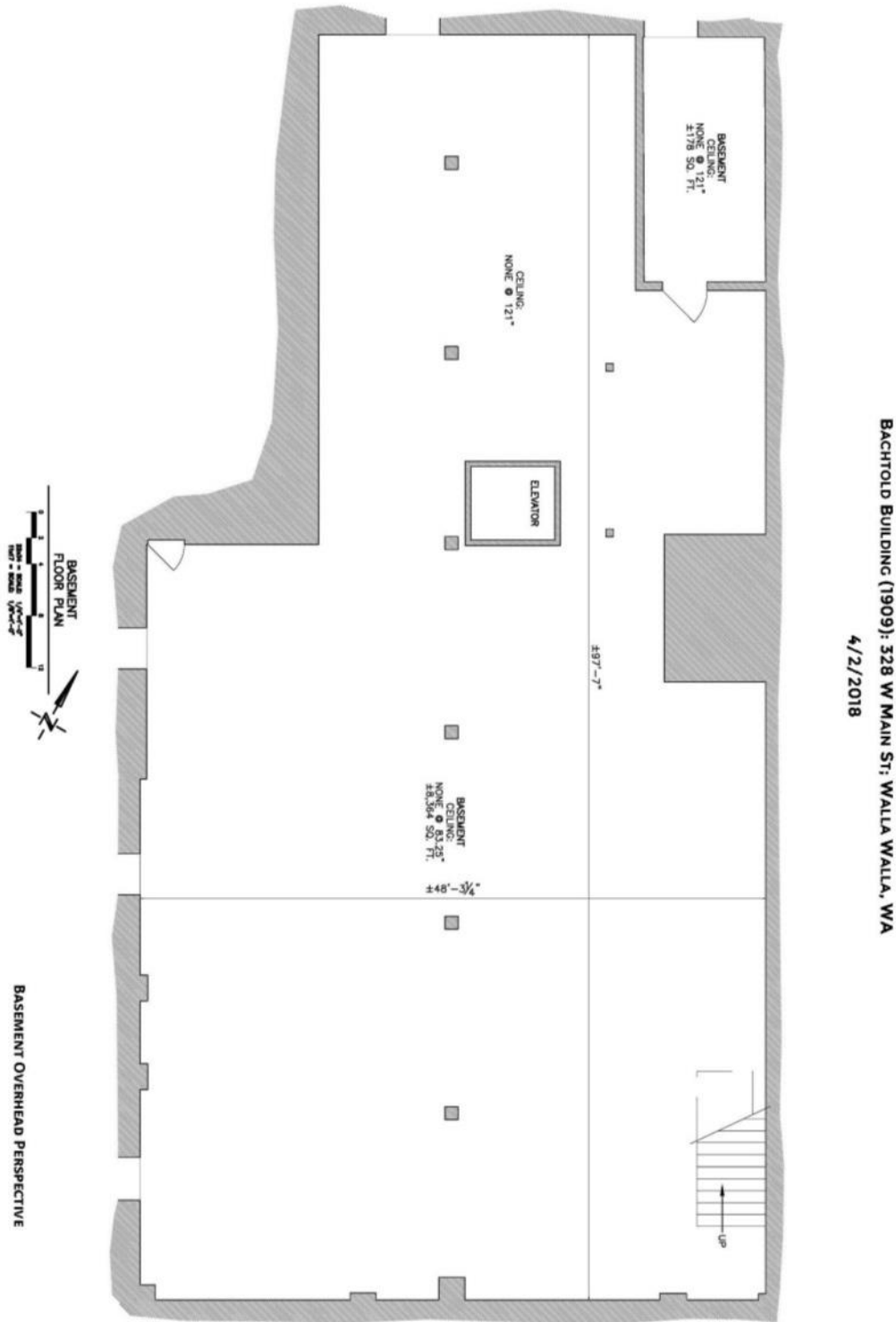
**Bachtold Building**  
Boundary Map

Nomination Boundaries



Bachtold Building - Interurban Depot  
Name of Property

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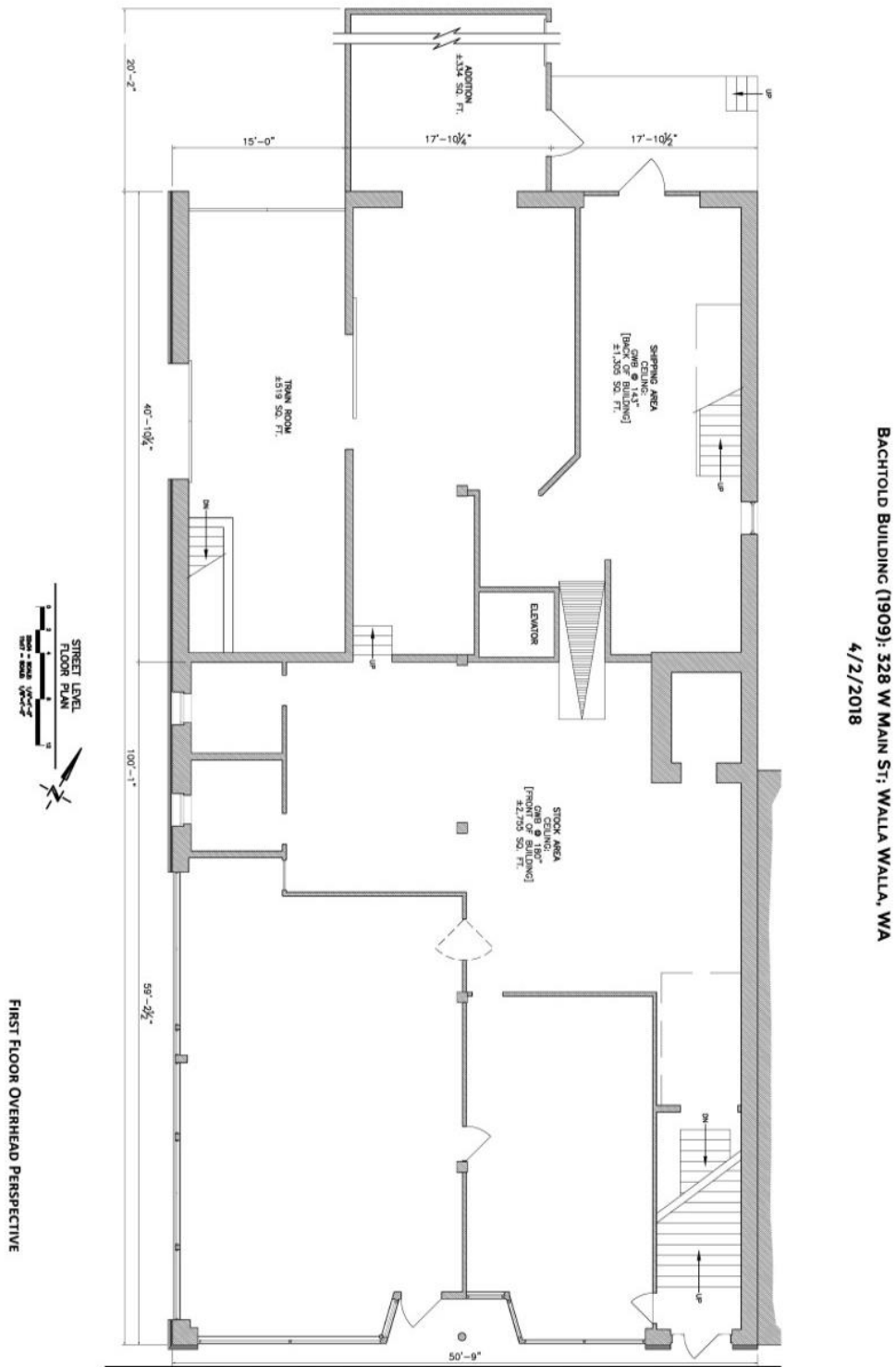


Map 3: Walla Walla, WA—Bachtold Building-Interurban Basement floor plan. April, 2018. Source: TNW.

Bachtold Building - Interurban Depot

Name of Property

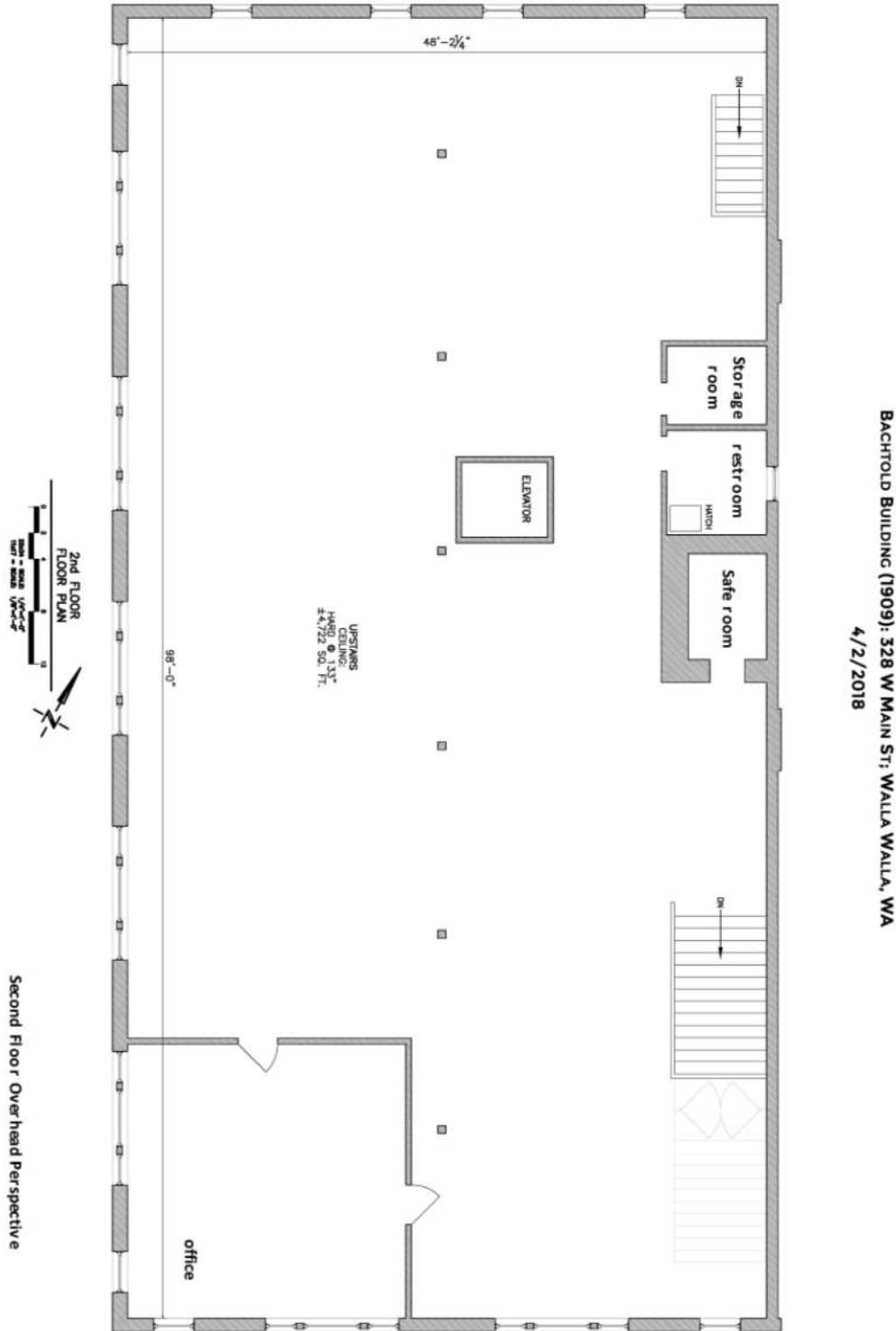
County and State



Map 4: Walla Walla, WA—Bachtold Building-Interurban Depot. First-floor floor plan. April, 2018. Source: TNW.

Bachtold Building - Interurban Depot  
Name of Property

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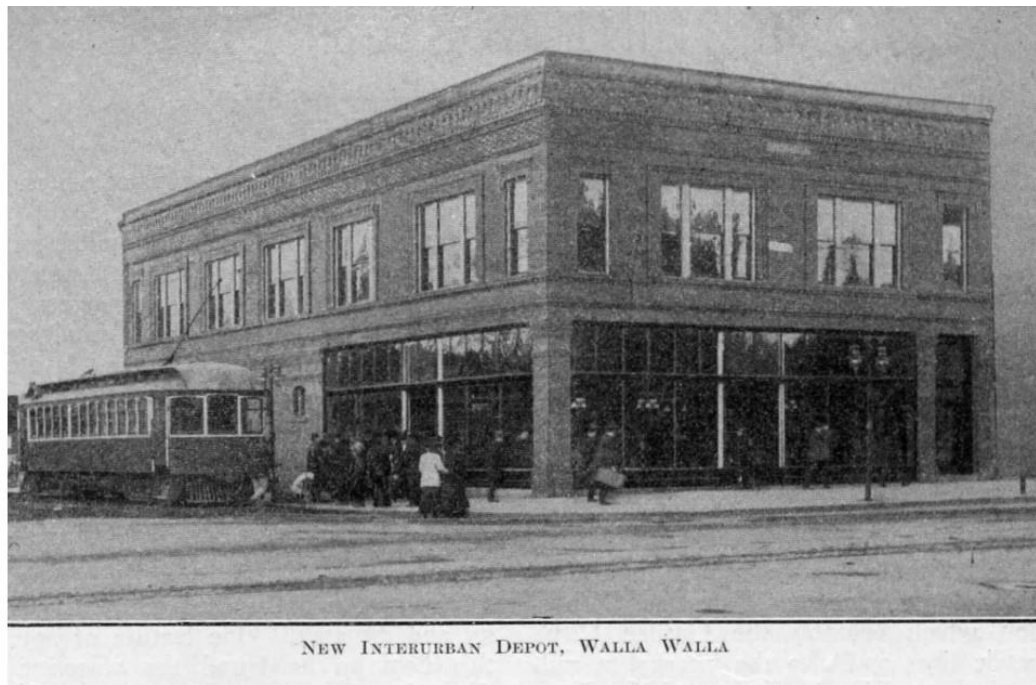


Map 5: Walla Walla, WA—Bachtold Building-Interurban Depot. Second-floor floor plan. April, 2018. Source: TNW.

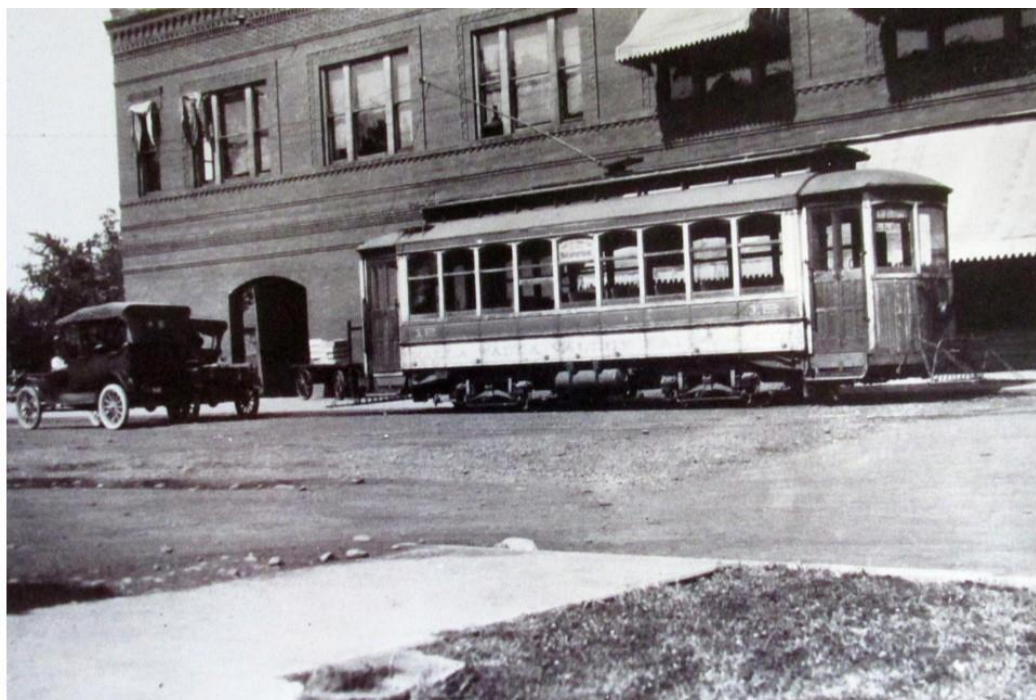
Bachtold Building - Interurban Depot

Name of Property

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Historic Fig. 1: Walla Walla, WA—Bachtold Building-Interurban Depot. New Interurban Depot, southwest side. 1910. Source: JD.

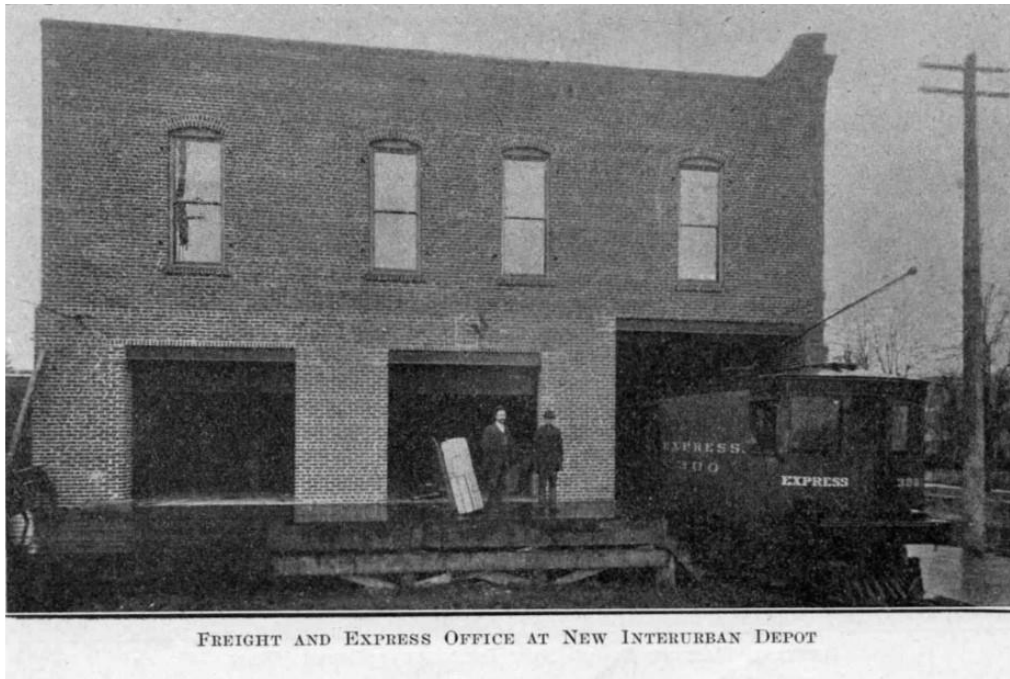


Historic Fig. 2: Walla Walla, WA—Bachtold Building-Interurban Depot. New Interurban Depot, west side, looking east. Date unknown. Source: JD.



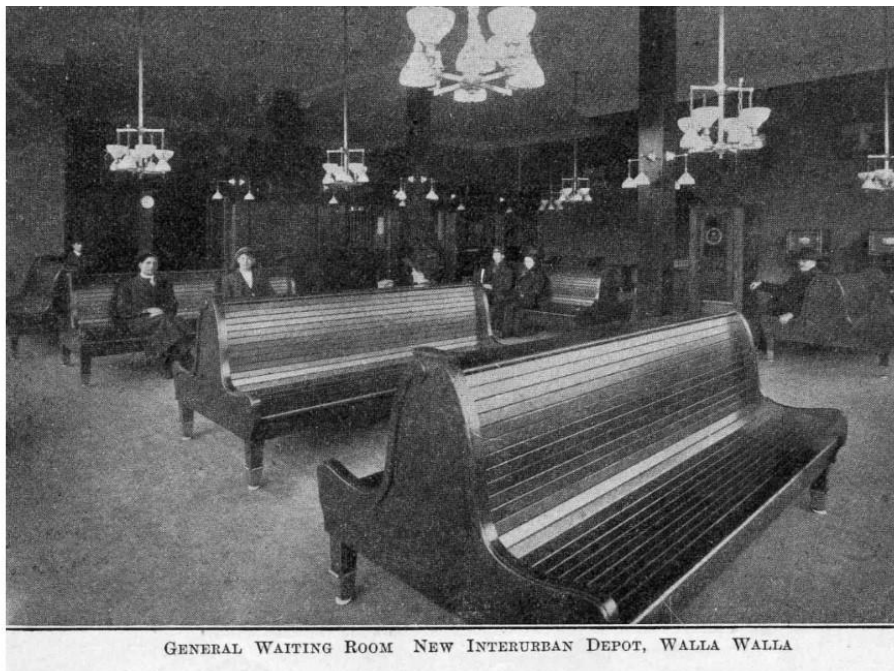
Bachtold Building - Interurban Depot  
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FREIGHT AND EXPRESS OFFICE AT NEW INTERURBAN DEPOT

Historic Fig. 3: Walla Walla, WA—Bachtold Building-Interurban Depot. New Interurban Depot, north side. 1910. Source: JD.



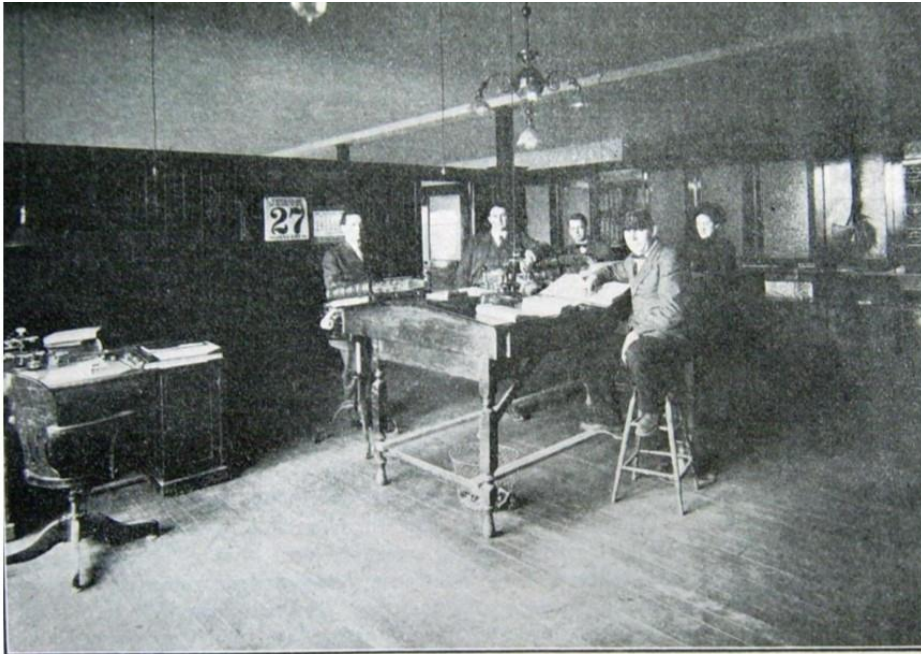
GENERAL WAITING ROOM NEW INTERURBAN DEPOT, WALLA WALLA

Historic Fig. 4: Walla Walla, WA—Bachtold Building-Interurban Depot. General waiting room of New Interurban Depot. 1910. Source: JD.

Bachtold Building - Interurban Depot

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OFFICES, NEW INTERURBAN DEPOT

Historic Fig. 5: Walla Walla, WA—Bachtold Building-Interurban Depot. Offices of New Interurban Depot. 1910. Source: JD.

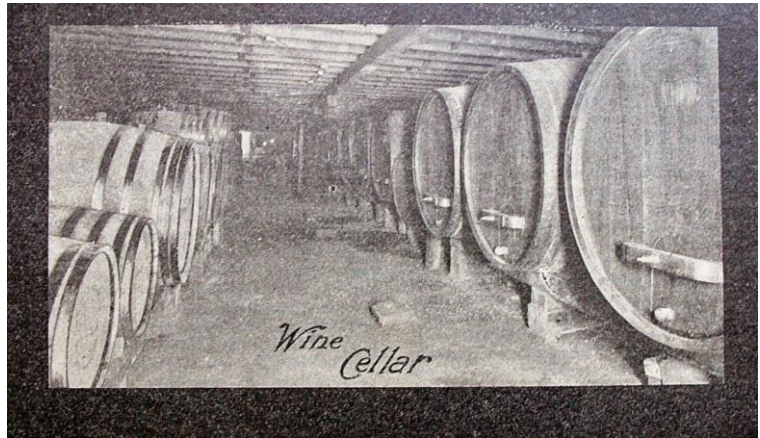


GENERAL MANAGER'S OFFICE, NEW INTERURBAN DEPOT

Historic Fig. 6: Walla Walla, WA—Bachtold Building-Interurban Depot. General Manager's office of New Interurban Depot. 1910. Source: JD.

Bachtold Building - Interurban Depot  
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View of Bachtold & Archmann's Wholesale wine cellars- Walla Walla



Advertisement for Bachtold & Achermann -1900



Advertisement for ABC Beers  
- The Evening Statesman – June 4, 1903

Bachtold Building - Interurban Depot  
Name of Property

County and State

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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: **Bachtold – Interurban Depot**

City or Vicinity: **Walla Walla**

County: **King** State: **WA**

Photographer:

**AD: Alex DeMambro, DeMambro Architecture**

**IA: Island Ainsworth**

**JD: Courtesy of Joe Drazan's Bygone Walla Walla Project, Walla Walla, WA.**

**TNW: Tarragon Northwest**

Date Photographed: Photo 1 - 6 = June 2018; Photo 7, 10 = March 2018; Photo 8 – 9 = Sept 2018,

Fig. 1

Bachtold Building- Interurban Depot  
Walla Walla, Walla Walla County, WA

Source: TNW

Date: June, 2018

Near south corner, looking towards front of building

WA\_Walla Walla\_Bachtold Building-Interurban Depot\_0001.tiff

Fig. 2

Bachtold Building- Interurban Depot  
Walla Walla, Walla Walla County, WA

Source: TNW

Date: June, 2018

Near northwest corner of building, looking towards front of building

WA\_Walla Walla\_Bachtold Building-Interurban Depot\_0002.tiff

Fig. 3

Bachtold Building- Interurban Depot  
Walla Walla, Walla Walla County, WA

Source: TNW

Date: June, 2018

North side exterior, looking southeast

WA\_Walla Walla\_Bachtold Building-Interurban Depot\_0003.tiff

Fig. 4

Bachtold Building- Interurban Depot  
Walla Walla, Walla Walla County, WA

Source: TNW

Date: June, 2018

West side, looking northwest towards rear of building

WA\_Walla Walla\_Bachtold Building-Interurban Depot\_0004.tiff

Fig. 5

Bachtold Building- Interurban Depot  
Walla Walla, Walla Walla County, WA

Source: TNW

Bachtold Building - Interurban Depot

Name of Property

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Date: June, 2018  
Looking southwest towards area below train room above (basement, southeast side)  
WA\_Walla Walla\_Bachtold Building-Interurban Depot\_0005.tiff

Fig. 6  
Bachtold Building- Interurban Depot  
Walla Walla, Walla Walla County, WA  
Source: TNW  
Date: June, 2018  
Boiler room and door (basement, east side, looking northwest)  
WA\_Walla Walla\_Bachtold Building-Interurban Depot\_0006.tiff

Fig. 7  
Bachtold Building- Interurban Depot  
Walla Walla, Walla Walla County, WA  
Source: TNW  
Date: March, 2018  
Boiler and boiler room (basement, north corner, looking north)  
WA\_Walla Walla\_Bachtold Building-Interurban Depot\_0007.tiff

Fig. 8  
Bachtold Building- Interurban Depot  
Walla Walla, Walla Walla County, WA  
Source: IA  
Date: September, 2017  
Retail space (first floor, southwest side, looking south)  
WA\_Walla Walla\_Bachtold Building-Interurban Depot\_0008.tiff

Fig. 9  
Bachtold Building- Interurban Depot  
Walla Walla, Walla Walla County, WA  
Source: IA  
Date: September, 2017  
Retail space (first floor, northeast demising wall, looking east)  
WA\_Walla Walla\_Bachtold Building-Interurban Depot\_0009.tiff

Fig. 10  
Bachtold Building- Interurban Depot  
Walla Walla, Walla Walla County, WA  
Source: AD  
Date: March, 2017  
Looking towards restroom (first floor, west side, looking west)  
WA\_Walla Walla\_Bachtold Building-Interurban Depot\_0010.tiff

Fig. 11  
Bachtold Building- Interurban Depot  
Walla Walla, Walla Walla County, WA  
Source: TNW  
Date: June, 2018  
Hallway to basement staircase (first floor, east side, looking south)  
WA\_Walla Walla\_Bachtold Building-Interurban Depot\_0011.tiff

Fig. 12  
Bachtold Building- Interurban Depot  
Walla Walla, Walla Walla County, WA  
Source: TNW  
Date: June, 2018  
Train room (first floor, northwest side, looking southeast)  
WA\_Walla Walla\_Bachtold Building-Interurban Depot\_0012.tiff

Fig. 13  
Bachtold Building- Interurban Depot

Bachtold Building - Interurban Depot  
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Walla Walla, Walla Walla County, WA  
Source: TNW  
Date: June, 2018  
Train room door (first floor, north end, looking north towards alley)  
WA\_Walla Walla\_Bachtold Building-Interurban Depot\_0013.tiff

Fig. 14  
Bachtold Building- Interurban Depot  
Walla Walla, Walla Walla County, WA  
Source: TNW  
Date: June, 2018  
Train room freight door (first floor, looking southwest)  
WA\_Walla Walla\_Bachtold Building-Interurban Depot\_0014.tiff

Fig. 15  
Bachtold Building- Interurban Depot  
Walla Walla, Walla Walla County, WA  
Source: TNW  
Date: June, 2018  
Shipping area floor scale (first floor, north side, looking northeast)  
WA\_Walla Walla\_Bachtold Building-Interurban Depot\_0015.tiff

Fig. 16  
Bachtold Building- Interurban Depot  
Walla Walla, Walla Walla County, WA  
Source: TNW  
Date: June, 2018  
Entryway to addition (first floor, north side, looking north)  
WA\_Walla Walla\_Bachtold Building-Interurban Depot\_0016.tiff

Fig. 17  
Bachtold Building- Interurban Depot  
Walla Walla, Walla Walla County, WA  
Source: TNW  
Date: April, 2018  
Second floor, south side, looking west towards office  
WA\_Walla Walla\_Bachtold Building-Interurban Depot\_0017.tiff

Fig. 18  
Bachtold Building- Interurban Depot  
Walla Walla, Walla Walla County, WA  
Source: TNW  
Date: April, 2018  
At top of staircase, looking south towards freight elevator  
WA\_Walla Walla\_Bachtold Building-Interurban Depot\_0018.tiff

Fig. 19  
Bachtold Building- Interurban Depot  
Walla Walla, Walla Walla County, WA  
Source: TNW  
Date: April, 2018  
Near Staircase rail, looking southeast towards storage room and restroom  
WA\_Walla Walla\_Bachtold Building-Interurban Depot\_0019.tiff

---

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

---

name Sixth & Main LLC  
street & number 511 N. Second Ave – 330 W Main St telephone (509) 386-0000  
city or town Walla Walla state WA zip code 99362

Bachtold Building - Interurban Depot  
Name of Property

\_\_\_\_\_  
County and State

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**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