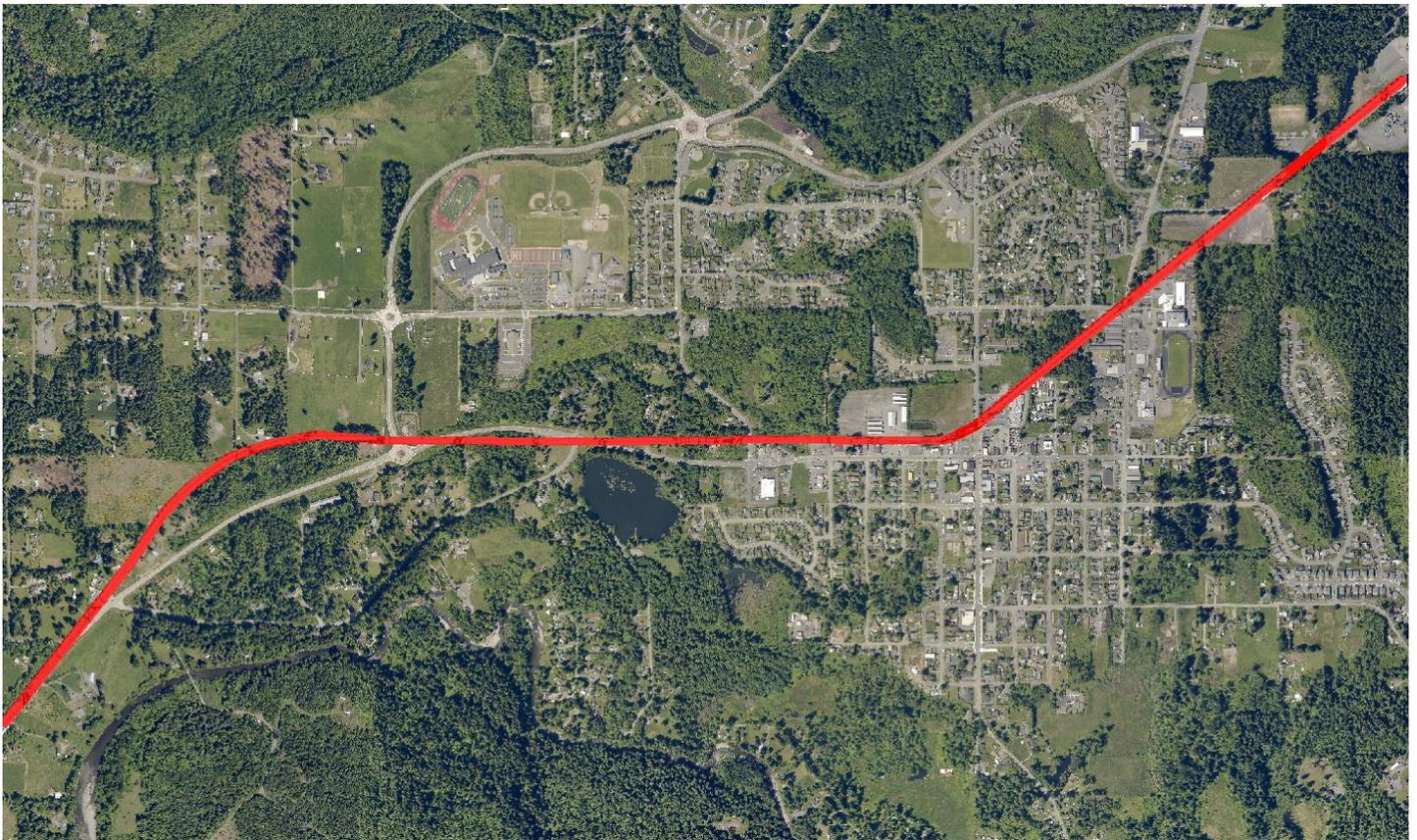


So Where Was the Depot?

The single most commonly-asked questions at the museum is “Where are the Falls?” or the closely-related question, “Are there really any Falls?”. However, the next most-commonly asked questions are **“Where did the railroad go through town?”**, or the more-detailed question, **“Where was the railroad depot?”**

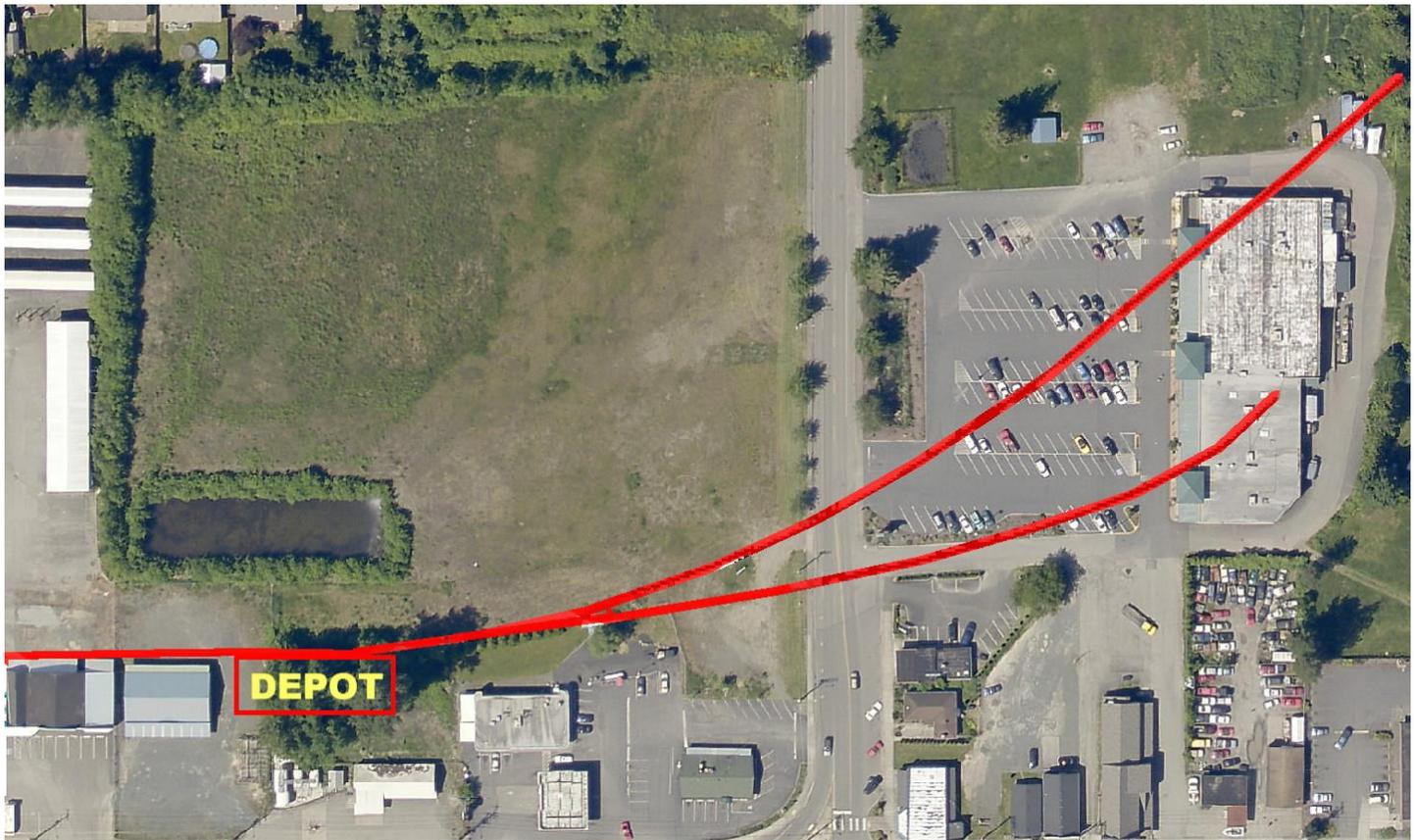
We offer here a couple pictures that answer the railroad depot question in detail. The Everett & Monte Cristo Railway ran right where much of SR92 is located today, but the highway deviates from the old railbed very near the western end of Crooked Mile Road. The rails ran on the north side of what is SR92 today, made a single bend, then ran on a straight east/west line into town, north of Stanley St through the downtown area.

Just before reaching what today is N. Granite Ave., the rails turned to the northeast and ran straight out of town, eventually reaching what is today Gun Club Road. As they approached the river, they again turned to follow the river – after the path leaves Iron Mountain quarry property, much of that railbed can be hiked today as part of the Lime Kiln Trail.



It's interesting to zoom in somewhat closer, to see the specific location of the railroad station (called “depot”, back in the day). How Granite Falls obtained such a nice depot is also an interesting story . . .

During the late 1800s, the city of Everett was growing quickly, and soon became the economic center of the area. While Snohomish was the County Seat, and had earlier gained significance as the area grew, the folks in Everett felt strongly they should be designated as the County Seat, and it ultimately came down to a public vote. It seems that the folks in Granite Falls were promised a nice railroad depot IF they voted in favor of Everett . . . while it might not be possible to recount the votes today, Granite Falls certainly got a nice depot! It's often pictured with Northern Pacific engine #366 stopped beside it (the NP bought the Monte Cristo Railway in 1902 as part of the broad NP expansion. It was later sold to logging interests).



The depot sat just behind what is today the Nelson Distributors tanks on the north side of Stanley St. The rails branched onto a 710 ft siding that serviced a store, and a couple shingle sheds. The main line headed northeast, right through the parking lot at today's IGA Market. There is a curved row of shrubs in back of the gas station and convenience store that indicate the original rail line.

A popular picture of the depot was taken while looking west toward Lake Stevens in 1909. When we created the new welcome sign for the City, we took some artistic license, turned the locomotive and station around (the station originally looked the same from both ends), inserted Mt. Pilchuck to the east, and removed the crowd to make the ticket office visible.

