



LANDMARK REGISTRATION FORM

PART I: PROPERTY INFORMATION

1. Name of Property

historic name: CAPTAIN ANDERSON FERRY CLOCK

other names/site number: Kirkland Ferry Clock

2. Location

street address: NW corner of Kirkland Avenue and Lake Street, Kirkland, WA

parcel no(s): N/A

legal description(s): Kirkland Avenue public right-of-way

3. Classification

Ownership of Property:

- private
 public-local
 public-State
 public-Federal

Category of Property:

- building(s)
 district
 site
 structure
 object

Name of related multiple property listing:

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

N/A

4. Property Owner(s)

name: City of Kirkland

street: 123 Fifth Avenue

city: Kirkland

state: WA

zip: 98033

5. Form Prepared By

name/title: Doug Eglington, Volunteer

organization: King County Historic Preservation Program

date: February 18, 2014

6. Nomination Checklist

- Site Map (REQUIRED)
- Continuation Sheets
- Photographs (REQUIRED): *please label or caption photographs and include an index*
- Other (please indicate):
- Last Deed of Title: *this document can usually be obtained for little or no cost from a title company*

PART II: PHYSICAL DESCRIPTION

7. Alterations

Check the appropriate box if there have been changes to plan, cladding, windows, interior features or other significant elements. These changes should be described specifically in the narrative section below.

- | | | | | | |
|---|--|--|---|-----------------------------|--|
| <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No | Plan (i.e. no additions to footprint, relocation of walls, or roof plan) | <input type="checkbox"/> Yes | <input type="checkbox"/> No | Interior features (woodwork, finishes, flooring, fixtures) |
| <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | Cladding | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | Other elements |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | Windows | | | |

Narrative Description

Use the space below to describe the present and original (if known) physical appearance, condition, architectural characteristics, and the above-noted alterations (use continuation sheet if necessary).

The Kirkland Ferry Clock is located on the sidewalk at the northwest corner of Kirkland Avenue and Lake Street in downtown Kirkland. Built in 1935, the electric box clock was restored in 2012. It sits approximately eight feet above the sidewalk atop a metal pole with decorative base, in its original location. The clock faces east toward Lake Street.

The clock is comprised of a rectangular aluminum box, 50" wide by 60" tall and 7-1/2" deep, and is topped with two white acrylic globe lights with a center gooseneck lamp directed at the clock face. The aluminum box, which is painted green and sits on top of a metal pole, is supported by two scroll brackets. The clock face is round, covered with glass and a round metal frame and centered near the top of the box frame. Directly below the face is an arrow cut into the metal box and backed with red Lexan (plastic). The arrow points to the left, toward what was the ferry dock in 1935. Directly below the arrow, centered near the bottom of the box frame is a replica ferry schedule made of white Lexan. Both the arrow and the ferry schedule are backlit so that they are clearly visible at night. At the lower right of the box is the original dedication plaque which reads, "Presented to Town of Kirkland by Capt. J.L. Anderson, Jan. 1st 1935, Built by F.J. Zable Sign Co."

Alterations and Previous Restoration Efforts

The clock stopped running and was repaired several times during its history. In 1966 the City of Kirkland had a contest to redesign the clock in an effort to help beautify its downtown. The clock was painted with an overlay of hand painted tole work. The lights on top of the clock most likely were removed when the clock was painted. In 1987 the clock was again remodeled to include a copper face plate. It had been painted a few years prior but only had a base coat or primer at that time.

In 2012 the clock stopped running and was removed to the Kirkland City Garage pending restoration. Subsequent restoration included refurbishing the clock mechanism itself, the face, and reinstallation of the lens. A new top piece to hold the gooseneck lamp was fabricated and installed on a new rectangular aluminum case. New white acrylic globes were added to illuminate the post top, and the original dedication label was re-attached at lower right.

PART III: HISTORICAL / ARCHITECTURAL SIGNIFICANCE

8. Evaluation Criteria

Kirkland Municipal Code recognizes five designation criteria for consideration as a City of Kirkland Landmark.

Designation Criteria:

- A1 Property is associated with events that have made a significant contribution to the broad patterns of national, state, or local history.
- A2 Property is associated with the lives of persons significant in national, state, or local history.
- A3 Property embodies the distinctive characteristics of a type, period, style, or method of design or construction or represents a significant and distinguishable entity whose components lack individual distinction.
- A4 Property has yielded, or is likely to yield, information important in prehistory or history.
- A5 Property is an outstanding work of a designer or builder who has made a substantial contribution to the art.

Criteria Considerations:

Property is

- a cemetery, birthplace, or grave or property owned or used for religious purposes
- moved from its original location
- a reconstructed historic building
- a commemorative property
- less than 40 years old or achieving significance within the last 40 years

Historical Data (if known)

Date(s) of Construction: 1935	Other Date(s) of Significance: 1945, 2012	
Architect:	Builder: F. J. Zable Sign Co.	Engineer:

Statement of Significance

Describe in detail the chronological history of the property and how it meets the landmark designation criteria. Please provide a summary in the first paragraph (use continuation sheets if necessary). If using a Multiple Property Nomination that is already on record, or another historical context narrative, please reference it by name and source.

The Kirkland Ferry Clock is significant under Criterion A1 for its association with the broad theme of transportation. From its installation in 1935 until 1950, the clock directed passengers to the King County ferry slip at the foot of Kirkland Avenue. The ferry served as a vital transportation link for the community and played a prominent role in its early development. The clock is also significant under Criterion A2 for its association with Captain John Anderson who played an important part in Kirkland's growth.

Kirkland's Early Development

Before modern roads and bridges, it was the ferry service that allowed access to the small communities along Lake Washington's shoreline and linked them with the burgeoning city of Seattle.

Indeed, the ferries were an indisputable factor in Kirkland's first decades and propelled its growth and success (Kirkland Heritage Society).

Leigh S.J. Hunt, owner of the Seattle Post-Intelligencer conceived of the idea of locating a steel mill on a site just above the present-day Kirkland neighborhood of Houghton, which he envisioned as the "Pittsburgh of the West." He attracted the interest of Peter Kirk, a wealthy English industrialist. Hunt and Kirk, along with Seattle interests, organized a land improvement company and the Moss Bay Iron and Steel Works in hopes of developing an integrated industry capable of producing steel rail for the world market.

They managed to erect several buildings, attract a spur line of the Seattle, Lakeshore and Eastern Railroad and partly complete a mill before it was forced to close its doors as a result of the economic Panic of 1893.

Despite the loss of a potentially viable steel industry, Kirkland survived the economic downturn and rebounded by relying on wool milling and ship building. The first wool mill in the state was opened in Kirkland in 1892, producing wool products for Alaska Gold Rush prospectors and for the U.S. military during World War I. By the mid 1930's fires and a declining market forced the mill to close.

Kirkland's ship building industry began on the Lake Washington waterfront with the construction of ferry boats. The 1917 opening of the ship canal to the Puget Sound made Kirkland accessible to ocean-going vessels. By 1940, Kirkland's Lake Washington Shipyard was building warships for the U.S. Navy - approximately 25 ships were built during WWII on what is now Carillon Point.

Kirkland was the first city platted on the eastside of Lake Washington, in 1888, followed by incorporation in 1905 with a population of 400. By the early 1900's, Kirkland was the transportation hub of the "Eastside" with ferries transporting commuters and goods.

Captain John L. Anderson and Lake Washington Ferry Service

The Kirkland Ferry Clock is named for Captain John L. Anderson who donated the clock to the city in 1935. Anderson was the first private builder of ferry boats in the Puget Sound region. He later became superintendent of the King County ferry system. Anderson was descended from Swedish shipbuilders and sailors.

According to a pamphlet prepared for the rededication of the clock in 2012, Captain Anderson was a figure of "tremendous" local significance (Kirkland Heritage Society). He operated and built most of the steamboats that plied the lake, and ran the lake's ferry system for King County until his death in 1941.

Anderson arrived in Seattle in 1888 and began his maritime career as a cabin boy. Within two years he was a quartermaster of the C.C. Calkins which sailed Lake Washington and served the residents on its shores.

Beginning with the early shipbuilding efforts of the Curtis family, who built the steam scow Squak on their ranch in 1883, and continuing with the Bartch and Thompkins Transportation Company on the same site in the 1900s, shipbuilding emerged as a major economic activity in the Houghton community. Anderson and the Curtis family were among the first to run ferries in the area.

By 1893 Anderson purchased his own ferry together with James Coleman, the namesake of Seattle's Coleman Dock. Anderson Steamboat Company was incorporated in 1897 when "Cap" Anderson was 28 years old. In 1907 he consolidated the existing three Lake Washington transportation companies which included the boat yard of Captains Bartsch and Tompkins. This facility became the Lake Washington Ship Yard, and was located on Carillon Point.

Lake Washington Shipyard produced or repaired hundreds of boats, yachts, and defense contract vessels during the World Wars, although Anderson sold his interest in it in the 1920s. Peak employment in the yard during World War II was about 6,000 people. By 1950 the shipyard closed.

In 1908 the Washington of Kirkland was built for King County and put on the Madison Park – Kirkland ferry run. While she was built to replace another dilapidated County ferry, Kirkland was without ferry service for ten months. During the interim Kirklanders and other Eastside residents made due with barges lashed to small John Anderson Steamboat Company vessels and pushed back and forth across the lake. Upon the launching of the Washington of Kirkland schools were closed and the community celebrated like it was a holiday.

The new ferry cost \$70,000 was 140 long, 40 feet at her beam and was powered by an oil burner. She could make Madison Park from Kirkland in about 30 minutes. She was designed to accommodate both teams of horses and automobiles, which appears to make her the first lake ferry to accommodate cars. Ferry operations ran continuously for 18 hours a day.

World War I brought a demand for ships. Captain Anderson sold his interest in the Anderson Steamboat Company and organized the Anderson Ship Building Company in Houghton. In 1919 Anderson took over the King County ferry system as superintendent. Construction of the first Lake Washington floating bridge in 1940 made ferry service unprofitable and eventually led to cancellation of the service.

Subsequently, the Anderson shipyard was responsible for much of Houghton and Kirkland's growth during World War II.

Street Clocks

In a broad sense, Kirkland's Ferry Clock is representative of street clocks that have existed in the central core of American cities since the mid-19th century. Installation of these clocks was driven by a desire for visibility by businesses and prestige, with clocks becoming increasingly elaborate in their design. Early on they were characterized by Edwardian and Victorian designs although by the 1930's a new generation of art deco clocks powered by electricity burst upon the scene. In western states street clocks were especially viewed as a sign of high status.

The locally manufactured Kirkland Ferry Clock is unusual in that most street clocks were constructed in the eastern United States. Because they were expensive to transport west typically only wealthy business owners could afford to install them; however, by the late 1800's many rapidly growing western cities had them. Seth Thomas was one of the earliest manufacturers of street clocks in the United States.

The use of street clocks both for convenience and for advertising was especially popular in the first few decades of the 20th century. People without watches, for example, relied upon these public timepieces. Also known as post clocks, these time pieces either have one, two or four faces. Most of them stood outside of jewelry stores or banks. The clocks operated with weights and a pendulum.

By the mid-20th century as city streets became dominated by automobiles and neon lighting became popular as an advertising medium, street clocks were viewed as obsolete. Many clocks were taken down to help improve the flow of street traffic. By the 1960's civic organizations began rallying to save these clocks and many were designated as historic landmarks.

The subject clock as compared to street clocks placed by banks and jewelers appears much more "homemade". Its original assembly by Fred Zable at the East Side Sign Company in Kirkland involved encasement of the clock in a rectangular metal box that could have come from Captain Anderson's shipyard. The clock was erected under Zable's supervision and placed on one of Kirkland's electric street lights.

Today, Captain Anderson's Clock is a reminder of the important role that the ferry system and shipbuilding served in the community's development.

PART IV: MAJOR BIBLIOGRAPHICAL REFERENCES

9. Previous Documentation

Use the space below to cite the books, articles, and other sources used in preparing this form (use continuation sheet if necessary).

Previous documentation on file:

- included in King County Historic Resource Inventory #
- previously designated a Kirkland Landmark
- previously designated a Community Landmark
- listed in Washington State Register of Historic Places
- 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, Rec. #:

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- King County Historic Preservation Program
- Local government
- University
- Other (specify repository)
Kirkland Heritage Society

Bibliography

Fricken, Robert E and LeWarne, Charles P. Washington A Centennial History. Seattle: University of Washington Press, 1988

Hawkinson, Loita. Anderson Ferry Clock Timeline. (Word Document) Kirkland: Kirkland Heritage Society, 2012

Kirkland Heritage Society. Blackberry Preserves, The Journal of the Kirkland Heritage Society. Kirkland: Kirkland Heritage Society, Vol XX, Issue 2, March-April 2013

Tompkins, Vicki. (Granddaughter of Captain Harrie Tompkins) Transcript of remarks given at rededication of Anderson Ferry Clock, February 10, 2013.

Warren, James R. King County and Its Queen City: Seattle: Woodland Hills, California: Windsor Publications, 1981

_____ Time to Rewind – Rededication of the Captain Anderson Ferry Clock. (Pamphlet) Kirkland: City of Kirkland, Kirkland Heritage Society

_____ Comments Kirkland Ferry Clock Production Prints and Specification. (Word Document) Kirkland: Kirkland Historical Society. Date Unknown

RGB. Captain Anderson Ferry Clock – Exhibit A – Specifications for Restoration. Unknown: 2012
Newspaper Articles

“Captain Anderson, Pioneer Lake-Ferry Operator, Dies” unknown publication or date

“Landmarks: Jewelers, Banks Often Used Street Clocks.” Spokane Spokesman Review, 27 June 2013.
Internet Sources

“Historic Street Clocks – Google Search

<https://www.google.com/search?q=historic+street+clocks&tbm=isch&tbo=u&source=univ...>
9/22/2013

“Street Clocks!”

<http://www.greatstreets.org/StreetClocks/StreetClocks.html> 10/11/2013

“Explore Kirkland Washington’s Rich History”

<http://www.explorekirkland.com/About/History.htm> 10/9/2013

“History of Kirkland”

http://www.kirklandwa.gov/depart/CMO/Frequently_Asked_Questions/History_of_Kirkla...
10/9/2013

“Timeless, Elegant Post Clock”

<http://www.verdin.com/clocks/street-clocks.php> 9/9/2013

“Then & Now: Time Running Out for Kirkland’s Historic Ferry Clock”

<http://kirkland.patch.com/groups/goodnews/p/then-now-time-running-out-for-kirkland-s-...>
10/11/2013

“A Look To The Past: Kirkland”

<https://www.facebook.com/pages/A-Look-To-The-Past-Kirkland/159417827413248> 10/9/2013