

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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RECEIVED FEB 5 1978

DATE ENTERED MAR 13 1979

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Oregon Electric Railway Passenger Station (preferred)

AND/OR COMMON

Andy's Eugene Station (also Oregon Electric Station, Oregon Electric Depot)

LOCATION

STREET & NUMBER

27 East 5th Street

NOT FOR PUBLICATION

CITY, TOWN

Eugene

VICINITY OF

CONGRESSIONAL DISTRICT

4th

STATE

Oregon

CODE

41

COUNTY

Lane

CODE

039

CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

OWNER OF PROPERTY

NAME

Burlington Northern Development Corporation ✓

STREET & NUMBER

600 Central Bldg, 810 3rd

CITY, TOWN

Seattle

VICINITY OF

STATE

Washington 98104

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Lane County Courthouse

STREET & NUMBER

125 East 8th Street

CITY, TOWN

Eugene

STATE

Oregon 97401

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Statewide Inventory of Historic Sites and Buildings

DATE

1976

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

State Historic Preservation Office

CITY, TOWN

Salem

STATE

Oregon 97310

## 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

---

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Oregon Electric Station is a one-story, red brick, Georgian Revival structure, comprised of a 25' high central block which measures 58 feet by 36 feet. This central portion, the old waiting room, has three arched lights on the north and south facades. To the East and West of the central block are symmetrical wings 41 feet by 30 feet, which were used as baggage storage and toilet rooms on the west side, and as ticket and express offices on the east side. A copper-clad iron marquee protects the three entries on the South or street facade. Exterior decoration of the station consists of stone lintels over the windows in the wings, stone voussoirs around the arched openings, stone bas relief panels set in the north and south facades, and a decorative concrete belt course around the entire structure. Originally, a finely detailed wood balustrade was mounted above the wooden cornice crowning all three portions of the building.

Between the cessation of passenger service 40 years ago, and the most recent renovation, the building was poorly maintained. The wooden balustrade was removed or collapsed. A new window was cut in the west end, and a new door in the north facade. One of the stone window lintels fell out, and a number of cracks have appeared in the walls. In the course of the 1977-1978 remodeling/renovation, correction of these items has been or is planned to be accomplished. The brick work has been repointed or repaired where structural cracks were found. The fallen lintel has been replaced. Also, the door added to the north facade has been replaced with a new window matching the one originally in that location. Wm. H. Neel, A.I.A. and Associated Architects have prepared plans, using the original drawings as a guide, for reconstruction of the balustrade. This work should be accomplished soon. In addition, the original landscaping has been restored on the South and West. Finally, a new canopy and glass enclosure has been added on the north (rear) side of the building in a location corresponding to the one in front. This canopy connects to an adjacent building on the North.

On the interior, the old waiting room was extensively decorated. A brick wainscot extended up the north and south walls ten feet, above which stucco continued to the 23 foot high plaster ceiling. The east and west walls were panelled to 13' in oak. Four sets of paired fluted pilasters supported a finely-detailed entablature crowned with a balustrade made up of solid panels and groups of balusters. The areas between the columns provided space for doors and ticket wickets. From the paneling to the ceiling was

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more stucco, interrupted by two brick bands and finally capped by an eighteen inch cornice running completely around the volume. Centered high in each end wall was a large plaster medallion, apparently intended to be provided with clocks. The floor of the waiting room was terrazzo with marble thresholds.

The interiors of the two wings were utilitarian. The walls were brick and the ceilings of wood. The toilet rooms had marble wainscots and tile floors.

Prior to the 1977-1978 remodeling, the station had been converted to offices of the Railroad and later to a museum. These two occupants made a number of changes to the building. The door and window additions mentioned previously were probably added by the railroad. Throughout the waiting room, a ten foot high ceiling was added. As this turned the upper area into an attic, the upper portion of the great arched lights above the doors were painted out. The balustrades at each end of the waiting room were taken down, probably in conjunction with the ceiling addition. There was a minor fire at the west end of the waiting room, resulting in the removal of the oak work at that end and the charring of the cornice above. The oak work in the remainder of the waiting room was painted over many times. With the cessation of passenger operation, the ticket wicket and surrounding woodwork were also removed.

During the remodeling and restoration of 1977-1978, much work was done to restore the interior of the station. The low ceiling which had been added was removed. The remaining millwork in the waiting room was refinished. New oak millwork was added to cover some gaps left by the past removals. A new balustrade above the remaining entablature was constructed. The painted out windows were scraped. The plaster ceiling was patched where portions had been knocked out. New light fixtures were hung from the original escutchen plate. The space was repainted.

The east wing was sandblasted to remove many coats of paint from the brick. The wood ceiling was patched and repainted. On the west wall, new oak and fir paneling was applied to cover the scars of the past removals. In the west wing, the old toilet rooms, which had been cut up by previous remodelings, were removed and new toilet rooms constructed. The brick was cleaned and a new ceiling installed.

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The whole thrust of the 1977-1978 renovation was to restore the exterior of the Oregon Electric Railway Station to its original state. With the installation of the balustrade this Spring, that goal will have been substantially achieved. On the interior, the work performed was designed to assimilate the functions of a restaurant into the structure within the framework of the existing spaces and materials. The major features of the interior detailing, particularly in the waiting room, have now been restored or reproduced, are in good repair and are readily visible to those visiting the station.

## 8 SIGNIFICANCE

### PERIOD

### AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

<input type="checkbox"/> _PREHISTORIC	<input type="checkbox"/> _ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> _COMMUNITY PLANNING	<input type="checkbox"/> _LANDSCAPE ARCHITECTURE	<input type="checkbox"/> _RELIGION
<input type="checkbox"/> _1400-1499	<input type="checkbox"/> _ARCHEOLOGY-HISTORIC	<input type="checkbox"/> _CONSERVATION	<input type="checkbox"/> _LAW	<input type="checkbox"/> _SCIENCE
<input type="checkbox"/> _1500-1599	<input type="checkbox"/> _AGRICULTURE	<input type="checkbox"/> _ECONOMICS	<input type="checkbox"/> _LITERATURE	<input type="checkbox"/> _SCULPTURE
<input type="checkbox"/> _1600-1699	<input checked="" type="checkbox"/> _ARCHITECTURE	<input type="checkbox"/> _EDUCATION	<input type="checkbox"/> _MILITARY	<input type="checkbox"/> _SOCIAL/HUMANITARIAN
<input type="checkbox"/> _1700-1799	<input type="checkbox"/> _ART	<input type="checkbox"/> _ENGINEERING	<input type="checkbox"/> _MUSIC	<input type="checkbox"/> _THEATER
<input type="checkbox"/> _1800-1899	<input checked="" type="checkbox"/> _COMMERCE	<input type="checkbox"/> _EXPLORATION/SETTLEMENT	<input type="checkbox"/> _PHILOSOPHY	<input checked="" type="checkbox"/> _TRANSPORTATION
<input checked="" type="checkbox"/> _1900-	<input checked="" type="checkbox"/> _COMMUNICATIONS	<input type="checkbox"/> _INDUSTRY	<input type="checkbox"/> _POLITICS/GOVERNMENT	<input type="checkbox"/> _OTHER (SPECIFY)
		<input type="checkbox"/> _INVENTION		

SPECIFIC DATES

1914

BUILDER/ARCHITECT

Doyle, Patterson and Beach,

STATEMENT OF SIGNIFICANCE

Architects

The Oregon Electric Railway Passenger Station (1914) is an officially-designated Eugene City Landmark; an interesting and successful application of the Georgian Colonial Style to railroad architecture by an outstanding Portland firm of the early 20th century-- Doyle, Patterson and Beach. Moreover, the station helps to define important space at the foot of Willamette Street where a number of important historic and public buildings are clustered. The station's near neighbors include the Southern Pacific Railroad Station (1908), the Palace Hotel (1903), the Rooney Building, Eagles Lodge, and the U. S. Post Office. Rehabilitation of the structure is in progress, with emphasis on accurate restoration of exterior features and an adaptation of the interior for restaurant use. The building's use as a passenger station was discontinued between 1933 and 1935. In the intervening years it has been used for railroad offices and a science museum. The major modifications to the interior date from the latter use, as does the installation of rolling stock on the grounds. Though not actually Oregon Electric Railway stock, the cars contribute to the theme of the property and are, therefore, included in the nomination. Eugene Station Associates presently occupy the property on a 35-year lease from Burlington Northern Development Corporation.

The Oregon Electric Station is also significant in its association with the development of the extensive network of railroad lines which once covered the Willamette Valley and contributed greatly to its economic and geographic development.

The Oregon Electric Station is probably the best remaining example of the Georgian Revival Style of Architecture in Eugene.<sup>1</sup> Its dominant features are particularly expressive of the Neo-Colonial mode of Georgian Revival Architecture.<sup>2</sup> The characteristics of this mode, which are particularly noticeable in the Oregon Electric Station, are rectangularity of plan, strictly symmetrical facades, hipped roofs with surrounding balustrades, eaves detailed as classical cornices, Palladian windows used as a focal point, and, in secular buildings, rectangular windows with double-hung sashes.<sup>3</sup> Special features which make the Oregon Electric Station a noteworthy example of this style are its unusual brick pattern, carved stone panels and the Palladian window treatment of the major entrance.<sup>4</sup>

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet.

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one

UTM REFERENCES

A	1 0	4 9 2 7 1 0	4 8 7 7 7 3 0
	ZONE	EASTING	NORTHING

B			
	ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

See continuation sheet.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME / TITLE

Johnathan M. Pincus and Michael Hanner

ORGANIZATION

Wm. H. Neel, AIA and Associated Architects

DATE

August 9, 1978

STREET & NUMBER

241 East Broadway

TELEPHONE

(503) 686-2131

CITY OR TOWN

Eugene

STATE

Oregon 97401

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation 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.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

State Historic Preservation Officer

DATE January 26, 1979

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE 3.13.79

DIRECTOR, OFFICE OF ARCHITECTURE AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

ATTEST:

DATE 3/13/79

KEEPER OF THE NATIONAL REGISTER

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The station is a generally intact example of its period and style. There have been relatively few alterations to the exterior of the building since its completion in 1914. The major changes have been the removal of the balustrades along the roof's edge and the addition of a window to the western facade. During the recent renovation, a dining and kitchen addition were attached to the rear of the building. However, these were designed in such a way as to leave the exterior detailing of the original structure intact.

(continued)

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During the period after 1933 when the station was used as office and storage space and later as the Southwest Oregon Museum of Science and Industry, a number of alterations were made to the interior, including the lowering of the ceiling in the waiting room and later the installation of a 20 ft. high planetarium in the center of that room. Fortunately, most of these alterations were additive. Presently, the new owners have restored much of the original millwork and interior detailing, including the ceiling and original lighting fixtures. On the exterior, the original landscaping and the glass detail of the copper and iron marques have been restored. They plan to restore the remainder of the exterior details later this year. (See: Description - Original and Present Appearance)

The Oregon Electric Railway contracted the Portland architectural firm of Doyle, Patterson and Beach to design their Eugene station in 1912 as the tracks were being laid to Eugene.<sup>5</sup> A.E. Doyle, the partner in charge of the project, was considered the dominant architect in Portland in the period from 1908-1928 and is generally credited as having "spawned a new generation of buildings in Portland's business district".<sup>6</sup> Major examples of his work in Portland include the Meier and Frank Department Store (1909), the Northwestern National Bank (1911), the Multnomah County Library (1912), (also in the Georgian Revival style), The Benson Hotel (1913), the U.S. National Bank (1917), the Terminal Sales Building (1926), and the Public Service Building (1928). The appearance of a major public building designed by an architect of A.E. Doyle's stature in the Eugene of 1914 is symbolic of the city's entry into a phase of urban development in which it was clearly a major commercial center and hub of transportation.<sup>7</sup>

The Oregon Electric Railway's Eugene Station, which is the largest railway station in the State outside of Portland,<sup>8</sup> is also a highly visible symbol of a tremendous struggle between two powerful opposing forces in the railway industry of that time - Jim Hill's Great Northern and Northern Pacific Railroads and E.H. Harriman's Southern Pacific Railways. It was this struggle for dominance in the transportation industry, that brought a network of interurban trains to the Willamette Valley. This network allowed the Valley to enjoy, along with other regions of the country, that "... period in American History when mass transportation, the railroad, was favored over individual transportation, a brief period between the horse and the automobile."<sup>9</sup>



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Prior to the extension of the Oregon Electric lines down the Willamette Valley, the Southern Pacific Railway and its predecessors, formerly operated by Henry Villard, had remained the dominant railway conglomerate in the Northwest.<sup>10</sup> However, Great Northern's extension of the Oregon Electric down to Salem and then Eugene in 1907 thru 1914, in combination with its purchase of the United Railway electric lines to Wilksboro and Banks by 1911, posed a serious threat to the Southern Pacific's monopoly of steam railroads in the Willamette Valley.<sup>11</sup>

The Oregon Electric Railway had two advantages over the Southern Pacific steam lines during its early development. It could advertise a "no soot or cinders" ride and it was owned by the Great Northern and Northern Pacific. This meant that it was linked to "a vast trans-continental steam railroad system" and to an extensive network of interurban trains and electric streetcars serving Portland and most other major Oregon towns.<sup>12</sup>

The arrival in Eugene of the first Oregon Electric Train on October 15, 1912, was the cause of such excitement that it generated a celebration that drew 25,000 people from all over the Valley and was described by one newspaper as "the greatest day in the history of Eugene."<sup>13</sup> This marked the opening of the transportation war in earnest.<sup>14</sup>

Eugene's "Morning Register" of Sunday, October 20, 1912, quoted a Portland Telegram story headlined "Railroad War for Business" as follows:

"The traffic war between the Hills and the Harrimans between here and Eugene is on. The Oregon Electric has just established through regular service and the Southern Pacific is coming to bat giving "special attention" to the Portland - Eugene service..."

"As the embroiling transportation battle is now raging the casualties stand thusly and now: It takes four hours on the Oregon Electric and three hours and fifty minutes on the Southern Pacific. It costs \$3.70 on the Southern Pacific and \$3.60 on the Oregon Electric. The Southern Pacific, however, has no round trip rate, while the Oregon Electric has a special Saturday and Sunday round-trip fare of \$4.95.

It's a great titanic struggle"<sup>15</sup>.

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"This invasion of its territory brought a quick response from the Southern Pacific. It electrified its old Oregon and California Railroad tracks on the west side of the Willamette and bought a fleet of fast red-painted interurban cars which patrons promptly dubbed 'Red Electrics'."<sup>16</sup>.

In the ensuing competition both the Oregon Electric and Southern Pacific built many electric lines into underpopulated areas which later had to be abandoned.<sup>17</sup> By 1917, the Southern Pacific had achieved its greatest railway network and began to compete with other interurbans. But by this time "all such railways had begun their decline." The major causes of decline were competition with the automobile, over-intense competition between railways, and rising costs of operation.<sup>18</sup>

Along the way, however, these railroads had a profound effect on the landscape and settlement patterns by the promotion of migration and various land schemes as well as the less deliberate effects of centralizing populations in rail centers, isolating older towns left off the route or on an abandoned route and stimulating the economies of pre-existing towns with new rail connections.<sup>19</sup>

Eugene is certainly an example of a city with an economy stimulated by new rail connections in the early twentieth century, and the Oregon Electric Station is a visible remnant of that stimulating force.<sup>20</sup> The station was viewed with considerable public pride by its opening in 1914. The "Morning Register" of Sunday, May 3, 1914, reported:

"The new Oregon Electric passenger depot will remain open today from 1 p.m. to 6 p.m. for inspection of the public."

"The new passenger station . . . is conceded to be one of the most attractive terminal buildings in the state."<sup>21</sup>

From this point to May 5, 1933, the Oregon Electric Station served as a formal entry for thousands of people arriving in Eugene. Many of them were businessmen commuting to and from Portland. The easy availability of interurban transit was an important aid in the expansion of the state's interurban commerce.

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With the increased flow of cash and commodities between rail centers also came an increased availability of cultural benefits. On occasion, an important cultural figure would arrive at the Oregon Electric's Eugene Station. Among those who made their arrival at the Station were John Phillip Sousa with his marching band and Pederouski.<sup>22</sup>

Many early day tourists received their first impression of Eugene at the Oregon Electric Station as well. While the Southern Pacific relied heavily on its "superb dining car service", the Oregon Electric Railway aimed for the sight-seeking traveler by advertising fantastic views of the Willamette Valley and observation parlor cars as major inducements to the traveler. The "Morning Register" article quoted earlier commented:

"It's a question of whether you'd rather have a square meal or a view of the Willamette Valley's gorgeous, transcendental and panoramic scenery"<sup>23</sup>.

The Oregon Electric Station at Eugene provided an elegant gateway to these visual pleasures. The finely detailed structure stood out in its location at the heart of Eugene's original transportation hub, now one of the cities potential historic districts. As mentioned earlier, the area around or near Fifth and Willamette Streets, is one of the city's most highly concentrated clusters of buildings which are already listed in local, state, or national registers of historic places or which have a potential for future addition to these registers.

The Palace Hotel, originally the Gross Hotel (1903) (and later called the Griggs Hotel and the Lane Hotel), is the closest structure which is listed in the National Register of Historic Places. It is directly across the street from the Oregon Electric Station on the northwest corner of Fifth and Willamette. This three-story structure was the major hotel for rail travelers at the time of the Oregon Electric Station's construction and is closely related to Eugene's commercial and industrial life of the early twentieth century. Three blocks further South on Willamette near Eighth Street is the Smeede Hotel, Eugene's oldest remaining hotel building, also on the National Register of Historic Places.

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Nearby buildings which are on the Statewide Inventory of Historic Sites and Buildings include the Shelton-McMurphy House, perched on the south slope of Skinner's Butte overlooking the railroad-depot area, (Eugene's most visible historic landmark), the Southern and Pacific Railroad Depot (rebuilt 1908) at Fourth and Willamette Streets and the Eugene Main Branch of the U.S. Post Office, which is diagonally across the street from the Oregon Electric Station on the southwest corner of Fifth and Willamette Streets. This building is an excellent example of WPA post-office construction. The Oregon Electric Station, itself, is on the State Register of Historic Places and has been designated an Historic Landmark by the City of Eugene.

In addition to buildings already registered or zoned as historic landmarks, several other buildings in the immediate area are of potential historic interest. Among these is the "Rooney Building" which is directly across from the Oregon Electric Station on the southeast corner of Fifth and Willamette Streets. Lord Nelson Rooney was the major contractor for commercial and public buildings in Lane County during the late nineteenth and early twentieth centuries. Buildings constructed by his firm include Villard Hall and the Shelton McMurphy House, both on the National Register of Historic Places, as well as the First Christian Church (presently in the process of being designated a Historical Landmark by the City of Eugene), the Tiffany Building and many of the early covered bridges in Lane County. This building presumably housed the firm's offices during that period.<sup>24</sup> Adjacent and to the South of the Rooney Building is the Eagles building, probably the oldest remaining building which was constructed for a fraternal order in Eugene. It is still in use by the Eagles. Directly to the North of the Oregon Electric Station, on Willamette Street, is a building which for many years was known as the Snappy Service Cafe, and later as the "Fourth Street Depot". This building is pictured in photographs of the Oregon Electric Station taken during its early years as a passenger station, bearing a sign saying "Depot Lunch Room". No investigation has been done into the history of these buildings. However, staff in the City Planning Department have expressed an interest in them and it is not unlikely that such an investigation will be conducted in the future to determine their historic merit.<sup>25</sup>

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In addition to existing buildings, missing landscape features are important to recognize in viewing this district and the Oregon Electric Station. Eugene's electric streetcar line (completed in 1907) passed between the Oregon Electric Station and the Gross Hotel, terminating at Fourth and Willamette. Of particular interest, is the former "Depot Park", completed in 1909, which occupied the area on Fourth Street between the Southern Pacific Depot and the Oregon Electric Depot, and extended to the East and West of this area. At the entry to the park was the "Depot Fountain" at Fourth and Willamette. The City Planning Department is currently formulating plans to restore this park and negotiations with Southern Pacific and Amtrak are under way. Planning staff regard the "Depot area" as a potential historic area and indications are that further restoration efforts may be in store for the future.<sup>26</sup> The Oregon Electric Station is the central and most dominant feature of this cluster of historic landmarks.

A little further away on the southwest side of Skinner's Butte is Eugene Skinner's original cabin site. There is a replica of the cabin on the north slope of the Butte. From there it is a short walk to the East Butte residential area which has recently been earmarked by the Eugene City Council as a potential historic district and is part of Skinner's original plat of Eugene City. The corner of Fifth and High Streets is at the southern edge of this district, and it is then only a three block walk down Fifth Street to the Oregon Electric Station and the Depot area in general. Along Fifth Street, both to the East and the West of the Depot area, are several industrial structures and warehouses which were in existence during the time when the landmarks of the Depot area were being constructed. Some of them are still in industrial or agricultural use while others have been converted to shops, restaurants and, in one case, a public market. These buildings give us a tangible way to view the relationship between industry, agriculture, commerce and transportation in early twentieth century Eugene. They were immediately accessible to any traveler who stepped off the train at the Oregon Electric Station. By taking a short walking tour from Skinner's cabin site to the East Butte neighborhood, then down Fifth Street to the Depot Area, one may experience a direct visual record of the various stages in the early settlement and development of the City of Eugene.

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At the end of the walk, looking down Willamette Street and across the empty blocks which will soon be occupied by a new Civic Center, one can see the new post-renewal Eugene. Eugene's Renewal Project was very thorough in its removal of the commercial and public structures which once filled the downtown area, leaving only a few in the entire central business district. Fortunately, the cluster of buildings around the "Depot Area" was just outside the Eugene Renewal Agency's boundaries. It seems appropriate, particularly in a city where so few landmarks have been spared, to insure that an excellent link to the past, such as the Oregon Electric Station, is protected and that potential visitors are informed of its location, history, and importance. Its inclusion in the National Register of Historic Places would be an excellent method of achieving these goals.

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## FOOTNOTES - SECTION 8

1. City of Eugene Planning Department, "Preliminary Staff Notes", Item II, "Request for Consideration as a Historic Landmark", B. Oregon-Electric Depot (H 76-4), "Historic Review Board, Eugene, Oregon, May 27, 1976, p.II-B-2.

2. Whiffin, Marcus, American Architecture, Since 1780, A Guide to the Styles, The MIT Press, Massachusetts, Institute of Technology, Cambridge, Mass., 1969, p.160.

Interview with Judith Rees, City of Eugene Planning Staff, Historic Review Board, by Jonathan Pincus, July 18, 1978.

Interview with Phillip Dole, Professor of Architecture, University of Oregon, by Jonathan Pincus, July 18, 1978. Mr. Dole felt that Neo-Classical was a more accurate description of the Station's style, than Georgian Revival.

3. City of Eugene Planning Department, op. cit., p.II-B-1.
4. Ibid, pp.II-B-1 and II-B-2.
5. Neel, Wm. H., AIA, and Associated Architects; "Oregon Electric Station", Eugene, Oregon. 1978, p.1.  
City of Eugene Planning Department, op. cit., p.II-B-2.
6. City of Eugene Planning Department, op. cit., p.II-B-2.
7. Eugene Guard, "Eugene's Position as Rail Center Becomes Established", Eugene, Oregon, August 16, 1926.

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Legal Description - Verbal Boundary Description

Beginning at the Southwest corner of fractional Block "B", Skinner's Donation to Lane County, as platted and recorded in Book "A", Page 122, Lane County, Oregon Deed Records (Being marked by an iron pin); thence, North 155.00 feet along the west line of said Block "B" to a point marked by a lead plug set in concrete; thence S 89° 54' 33" E 129.72 feet along a line parallel with the south line of said Block "B" to an iron pin set on the southerly line of the Southern Pacific Company depot grounds; thence, S 80° 06' 40" E 446.91 feet along said southerly line and the easterly projection thereof to an iron pin set on the northerly extension of the vacated alley lying between lots 1 and 2, fractional Block "A" of said Skinner's Donation; thence S 0° 08' 17" W 78.95 feet along said centerline to an iron pin set on the south line of said fractional Block "A"; thence, N 89° 54' 33" W 569.80 feet along the south line of said fractional Blocks "A" and "B" to the point of beginning in Eugene, Lane County, Oregon.