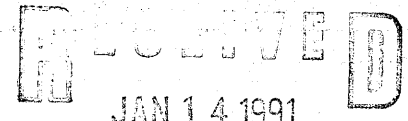


59

United States Department of the Interior
National Park Service



National Register of Historic Places
Registration Form

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Columbia Southern Railroad Passenger Station and Freight Warehouse
other names/site number _____

2. Location

street & number Clark and Fulton Streets not for publication
city, town Wasco vicinity
state Oregon code OR county Sherman code 055 zip code 97065

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	_____ buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing:
N/A

Number of contributing resources previously listed in the National Register N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. See continuation sheet.

James M. Smith December 31, 1990
Signature of certifying official Date

Oregon State Historic Preservation Office
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register. Autawilla G. Lee 2/19/91
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

for Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation, rail-related

Train Depot

Current Functions (enter categories from instructions)

Recreation and culture: museum

Work in progress

7. Description

Architectural Classification

(enter categories from instructions)

Other: Vernacular

Materials (enter categories from instructions)

foundation wood post on block

walls wood: weatherboards

roof asphalt: roll roofing

other

Describe present and historic physical appearance.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

The depot and warehouse is located on Lots 1 & 2 on the northeast corner of Block 6, corner of Clark and Fulton Streets, City of Wasco, Biggs Addition, Sherman County, State of Oregon. The building is aligned with the track, or rails, where the rails entered the block from Fulton Street Lot 4, and exited on Clark Street on Lots 11 & 12 in a southeasterly direction.

The building is all wood construction. The foundation is post and block. The depot is a two-story building with living quarters on the upper floor for the depot agent and his family. The warehouse is on the west end joining the depot and is one story, with the floor elevated enough that it was on a level with the freight and baggage cars. A piece of sheet metal could be layed across from the dock to the baggage car and freight could be wheeled across to the warehouse.

The overall length of the building is seventy (70) feet. The warehouse part is forty (40) feet long and thirty (30) feet wide. The depot is thirty (30) feet long and in line with the south or track side of the warehouse. The depot is twenty-two (22) feet wide and two stories high with living quarters on the upper level. A deck or porch on the north side makes an entrance to the office and other door to the stairway.

The outside of the building is covered with lumber known as drop siding, so made, the lower edge of the board is $\frac{3}{4}$ inch thick and has a groove cut on the back side so it will lap over the board below. The face side of the board was planed down to a $\frac{3}{8}$ inch thickness at the top edge and was sloped out to full size about one and one-half inches ($1\frac{1}{2}$) from the top side. The underside was generally left in the rough and this rough surface gave the carpenters many splinters. The inside of the building is covered with what is known as ceiling board. It is $\frac{3}{4}$ of an inch thick and has a groove milled in the center and another one near the top edge. A groove cut in the bottom edge matches a ridge cut on the top edge, so the board fit together very tightly and makes a good seal.

The ceilings were covered with cheese cloth and then papered over. This paper and cloth stops dust from leaking through the joints; the walls were painted.

There is no insulation anyplace in the building. The framing in the depot is two by four studing, planed on two sides (edges) so that the walls were of uniform thickness, the sides were left in the rough.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 2

The depot was divided as follows: the room on the east end lower floor 13x21 feet is the passenger waiting room, with doors to the street on the north one to the south to the loading area or track side. Another door to the office area. Two windows on the east side. The office size 16x21 has two windows on the south and overlooks the track, one window and a door on the north side goes to the porch and to the street; this porch or deck is 8x10 feet and also makes access to the loading dock on the north side of the warehouse. A door up three steps goes to the warehouse inside. Another door to the stairway to the living space upstairs.

The room on the right of the stairs upper level is the kitchen 12x10. There are cabinets along the south and west walls, on the west walls are both upper and lower cabinets and fitted with a cast iron sink and drain board that has sustained the many years of use without cracking. Three small windows look to the south over the track.

Cooking was done on a cast iron range attached to a flue from the office room below and out the ridge of the roof. The building was heated with coal for many years before the use of oil became popular. A room 10x10 on the west side of the kitchen was used as storage and pantry for many years. A box covered with fly screen extended from a window overlooking the warehouse and was used as a cooler. The box was used to store milk, eggs and such other foods. It was cooler in the warehouse than in the apartment. This type of cooler was found in many homes before the refrigerator came into use.

This pantry room was later converted to a bathroom. A big fire burned much of the city so sewage and water system was built in 1902.

The room to the left of the stairs is the living room 12x21 feet and having four windows, two to the east and one each north and south. It was heated by a pot bellied stove attached to a flue from the waiting room below and out the peak of the roof making two flues on the roof about six feet apart. On the west and to the north side is an archway to a dining room. This room is 16x8 feet and has a door to the kitchen, a bedroom to the west and a door to a room that was built on later and used as a bedroom when the station agent had an increase in the family. The dining room has small windows on the north wall. A door from here to a bedroom 10x14 feet extends out over the warehouse, has one window that looks into the warehouse and the attic over the warehouse. A clothes closet or press on the north wall is 10x4, the bedroom that was added later extends out over the porch below and has windows on the north and east side. The roof is straight line gable and in two elevations. The roof on the depot is about three feet higher than the roof of the warehouse.

The most outstanding feature of this building is the roof gutters. They are built into the roof, starting at one end of the building and up from the bottom edge, two pieces of lumber were nailed into a vee shape and fastened to the roof to make a ridge or trough. The roofing starting at the peak of the roof extended down into the trough up over the ridge and onto the bottom

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 3

of the roof. The water would run along this trough and to the end of the building and into a pipe and to the ground.

The warehouse had a loading dock all around the warehouse. After 1936 when there was no more shipping from the depot the dock on the south or track side was reduced in size, to six feet wide and twenty feet in length. The loading dock on the north side and west side to center of building are the original.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)
Transportation

Period of Significance
1898-1936

Significant Dates
1898

Cultural Affiliation

Significant Person

N/A

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheet

9. Major Bibliographical References

Due, John F., and French, Giles, Rails to the Mid-Columbia Wheatlands, authors, 1979. (French was the editor of the Sherman County Journal from 1931 to 1963.)

French, Giles, "The Golden Land," 1958.

Corning, Howard McKinley, ed., Dictionary of Oregon History, Portland, Binford and Mort, 1956.

Almquist, Leonard, National Register nomination form, Shaniko Historic District, Wasco County, Oregon, February 28, 1980.

See continuation sheet

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 # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acres of property 0.22 acres Wasco, Oregon 1:24000

UTM References

A

1	0
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6	7	9	6	6	0
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5	0	5	0	9	6	0
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 Zone Easting Northing

C

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B

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 Zone Easting Northing

D

--	--

--	--	--	--

--	--	--	--	--	--

See continuation sheet

Verbal Boundary Description

The nominated area is located in NE $\frac{1}{4}$ NW $\frac{1}{4}$ Section 9, Township 1N, Range 17E, Willamette Meridian, in the City of Wasco, Sherman County, Oregon. It is legally described as Lots 1 and 2, Block 6, Biggs Addition to the Plat of Wasco, including that segment of abandoned railroad right of way that traverses said lots. It is otherwise identified as Tax Lot 3700 at said location.

See continuation sheet

Boundary Justification

The nominated area is composed of the two platted lots historically occupied by the Columbia Southern Railroad Passenger Station and Freight Warehouse from 1898 onward.

See continuation sheet

11. Form Prepared By

name/title Leslie J. Bowser, Chairman
 organization Friends of the Depot date June 25, 1990
 street & number PO Box 282, 623 Columbia Street telephone (503) 442-5789
 city or town Wasco state Oregon zip code 97065

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 1

SUMMARY STATEMENT

The Columbia Southern Railroad Passenger Station and Freight Warehouse located at the corner of Clark and Fulton streets at the heart of Wasco, a trading center for surrounding wheat ranches of Sherman County, Oregon was completed and opened for use in 1898.

Completion of a transcontinental railroad along the Columbia River in the 1880s provided ranchers with access to national markets. Reaching rails along the Columbia, however, still required stock drives or wagon treks from the uplands of the interior. Only after short line railroads financed by the region's ranchers penetrated the canyons to the south did wheat, cattle and wool production in eastern Oregon reach full potential.

Construction of the Columbia Southern Railroad was begun at Biggs, on the Columbia, in 1897, and the first seven miles of track were completed to Wasco in the same year, thus signaling the growth of population and economic development of Sherman County. Although the short line was eclipsed as a route to the interior upon completion of the Oregon Trunk Railway in 1911, the Columbia Southern continued to serve local shipping until the advent of motor freight. Passenger service and under-carload shipments were discontinued in 1936. In 1964 all service was halted in the winter flood that badly damaged the line between Biggs and Wasco. The line was abandoned in 1966. Today, the station at Wasco is the only architectural feature remaining in the region to illustrate the history of the short line that contributed so much to Sherman County economy and to the economy of neighboring Wasco County. As such, it meets National Register Criterion A under the theme of transportation.

The Columbia Southern tracks bisected the town's compass-oriented grid layout on the diagonal, northwest to southeast, truncating the double lot of the station site at its southwest corner. The station is readily identifiable as a functional type even though the rail right of way is abandoned and the tracks are no longer in evidence. It is very little altered from its appearance during the historic period of use 1898-1936. Even the trackside loading platform is in place on the west elevation, though lacking its steps from grade level.

The station is a vernacular wood frame building clad with shiplap siding. The 30 x 22-foot core is a gable-roofed volume, two stories in height to contain upstairs living quarters for the depot agent. The interior is finished with horizontal tongue and groove wall boards and simple trim elements. The exterior is

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 2

characterized by boxed eaves and raked frieze boards; plain corner boards and door and window surrounds. Wall penetrations are somewhat irregularly spaced, and window openings typically are fitted with double-hung sash having one-over-one lights. Two brick stove chimneys straddle the roof ridge at the center. At the northerly end of the core, a single-story freight wing extends the main axis by 40 feet. Sliding freight doors are centered in its easterly and westerly side elevations.

COLUMBIA SOUTHERN RAILROAD

The high Columbia Plateau east of Oregon's Cascade Range receives modest rainfall and has a thin soil structure more suitable for ranching than for crop production. The discovery of gold in eastern Oregon early in the 1860s stimulated the early stock-raising industry, as ranchers found a market among the thousands of miners streaming to Canyon City and Auburn. By the 1880s, ranchers had access to national markets via main line railroad along the Columbia River. Long and arduous stock drives and wagon treks from interior points ended when short line railroads financed by the region's ranchers and bankers were constructed to feed the transcontinental network. The Columbia Southern Railroad was among the last of the short lines to be put into operation.

Construction of the Columbia Southern Railroad was begun in 1897 at Biggs on the Columbia River and in two years' time had progressed through Sherman County. Work on the last stretch into Shaniko in Wasco County, the adjoining county to the west, was completed in 1900. The first seven miles of track were completed to Wasco in October 1897, and signaled the beginning of development in Sherman County. Shaniko was the southern terminus of the Columbia Southern line. It was chosen because of its strategic location at the site of springs at the top of two canyons giving access to the plains of the interior. On completion of the Columbia Southern to that point early in 1900, Shaniko was transformed into one of the major wool shipping points of the West.

After being in service on the full extent of its trackage for slightly over a decade, the Columbia Southern was superseded in importance by the Oregon Trunk Railway, completed to Bend in 1911. The latter was the result of a prolonged railroad-building race between James Jerome Hill of the Great Northern, the winner, and E. H. Harriman of the Union Pacific. The new rail line lay across the wheat country of Sherman County, dropped down into the canyon of the Deschutes, a tributary of the Columbia, and eventually

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 3

connected the Columbia River transportation routes to central Oregon points as far south as Klamath Falls near the California border.

Although the Columbia Southern was eclipsed as a route to the interior, it continued to serve local shipping until the advent of motor freight. Passenger service and under carload shipments were discontinued in 1936. In 1964 all service was halted in the winter flood that badly damaged the line between Biggs and Wasco. The line was abandoned in 1966.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 4

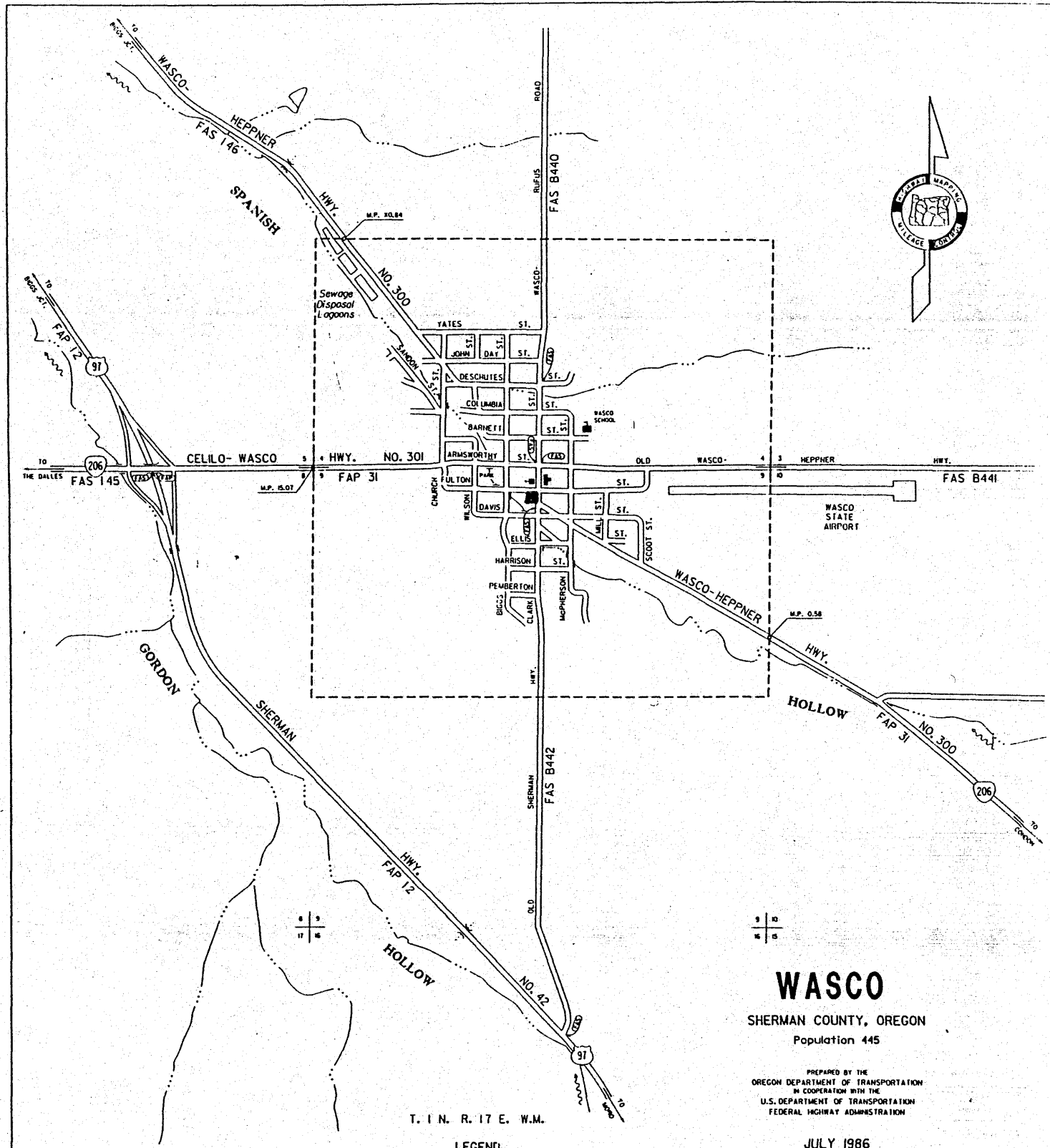
The following notes were taken from the book "The Golden Land" by Giles French and the book "Rails to Mid Columbia Wheat Land" by John F. Due & Giles French. Giles French was the editor of the Sherman County Journal from 1931 to 1963.

On March 4th, 1897, Mr. E.E. Lytle, Drake C. O'Rielyand and J.M. Murchie filed incorporation papers; the Columbia Southern Railroad was on its way. The purpose was to tap the area of Central Oregon. Wheat was fast becoming the major crop in Sherman County. The railroad had influence on the development of central Oregon. Construction started in June of 1897. The grading of the roadbed was done with teams of horses and slip scappers borrowed from farmers that wanted to help. On October 4, 1897 seven miles of track were completed and Engineer Spear pulled the first engine and freight or baggage car into Wasco.

This was a great day for Wasco. There was now a railroad here. A big celebration was held; girls in gay dresses, matrons in proper attire, prominent citizens with stuffed vests and cigars held high shouted their happiness. Wasco was going to be a city. A metropolis and the center of industrial and agricultural activity. It was reported that 200,000 sacks of wheat were stored along the tracks in Wasco ready to be shipped. The railroad was extended on to the south and reached Shaniko May 3, 1900.

When the railroad reached Wasco it was the start of future development in Sherman County. The dream that the railroad would extend to Central Oregon never did develop for the reason that two large canyons to the south were very deep. The balance of Sherman County profited because of the railroad. Crops could be shipped by rail where before everything had to be taken to the Columbia River by team and wagon; cattle were driven overland. The railroad was the reason that Shaniko became the wool shipping center and a world marketplace. At one point in time there were 31 warehouses with an average storage capacity of 40,000 bushels along the line of the Columbia Southern Railroad. The population of Sherman County increased from 1,792 persons in 1890 to 3,477 in 1900 and to 4,242 in 1910.

Passenger service and less than carload shipments were discontinued in 1936. Carload shipments of wheat and cattle continued on call from The Dalles. All service stopped due to the big flood in December of 1964. The line was badly damaged between Wasco and Biggs Junction. Approximately four miles of the track and roadbed completely vanished. The lines were never repaired and used again. The line was abandoned in 1966 and what few cars were left were hauled out by truck to the main line at Biggs Junction.



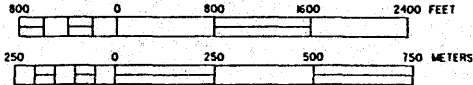
WASCO

SHERMAN COUNTY, OREGON
Population 445

PREPARED BY THE
OREGON DEPARTMENT OF TRANSPORTATION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

JULY 1986

SCALE



T. 1 N. R. 17 E. W.M.

LEGEND:

- | | | | | | |
|--|---------------------------|--|-------------|--|-----------------|
| | INTERSTATE NUMBERED ROUTE | | POST OFFICE | | PUBLIC BUILDING |
| | U.S. NUMBERED ROUTE | | SCHOOL | | COURT HOUSE |
| | STATE NUMBERED ROUTE | | LIBRARY | | CITY HALL |
| | TERMINATION OF FA SYSTEM | | CITY LIMITS | | ARMORY |
| | DIVIDED HIGHWAY | | depot | | |
| | STREET OPEN FOR TRAVEL | | | | |

COPIES OF THIS MAP ARE AVAILABLE AT NOMINAL COST FROM OREGON DEPT. OF TRANSPORTATION, SALEM, OREGON 97310.

COMPUTER GENERATED

NE.1/4 N.W.1/4 SEC. 9 T.1N. R.17 E. W.M.
 SHERMAN COUNTY

1" = 100'

SEE MAP IN 17 4 CD

ARMSWORTHY

(FIRST)

STREET

5	50'	50'	50'	50'	50'	1
4	50'	50'	50'	50'	50'	2
3	50'	50'	50'	50'	50'	2000
2	50'	50'	50'	50'	50'	
1	50'	50'	50'	50'	50'	

6	50'	50'	50'	50'	50'	1600
5	50'	50'	50'	50'	50'	
4	50'	50'	50'	50'	50'	1500
3	50'	50'	50'	50'	50'	1400
2	50'	50'	50'	50'	50'	APPROX. DITCH
1	50'	50'	50'	50'	50'	

6	50'	50'	50'	50'	50'	1300
5	50'	50'	50'	50'	50'	1200
4	50'	50'	50'	50'	50'	1100
3	50'	50'	50'	50'	50'	
2	50'	50'	50'	50'	50'	200
1	50'	50'	50'	50'	50'	100

8	25'	2400				12
7	25'	2300				11
6	25'	2300				10
5	25'	2300				9
4	25'	2300				8
3	25'	2300				7
2	25'	2300				6
1	25'	2300				5

7	100'	1900				12
6	100'	1800				11
5	100'	1700				10
4	100'	1700				9
3	100'	1700				8
2	100'	1700				7
1	100'	1700				6

11	25'	500	12
10	25'	500	11
9	25'	600	10
8	25'	700	9
7	25'	800	8
6	25'	800	7
5	25'	800	6
4	25'	800	5
3	25'	800	4
2	25'	800	3
1	25'	800	2

PULTON

BIGGS

STREET

5	50'	50'	50'	50'	50'	1
4	50'	50'	50'	50'	50'	2
3	50'	50'	50'	50'	50'	3
2	50'	50'	50'	50'	50'	4
1	50'	50'	50'	50'	50'	5

6	115'	3100				12
5	115'	3000				11
4	115'	3200				10
3	115'	3200				9
2	115'	3200				8
1	115'	3200				7

6	50'	3400	3500
5	50'	3600	3700
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3	50'	3600	3700
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LSON

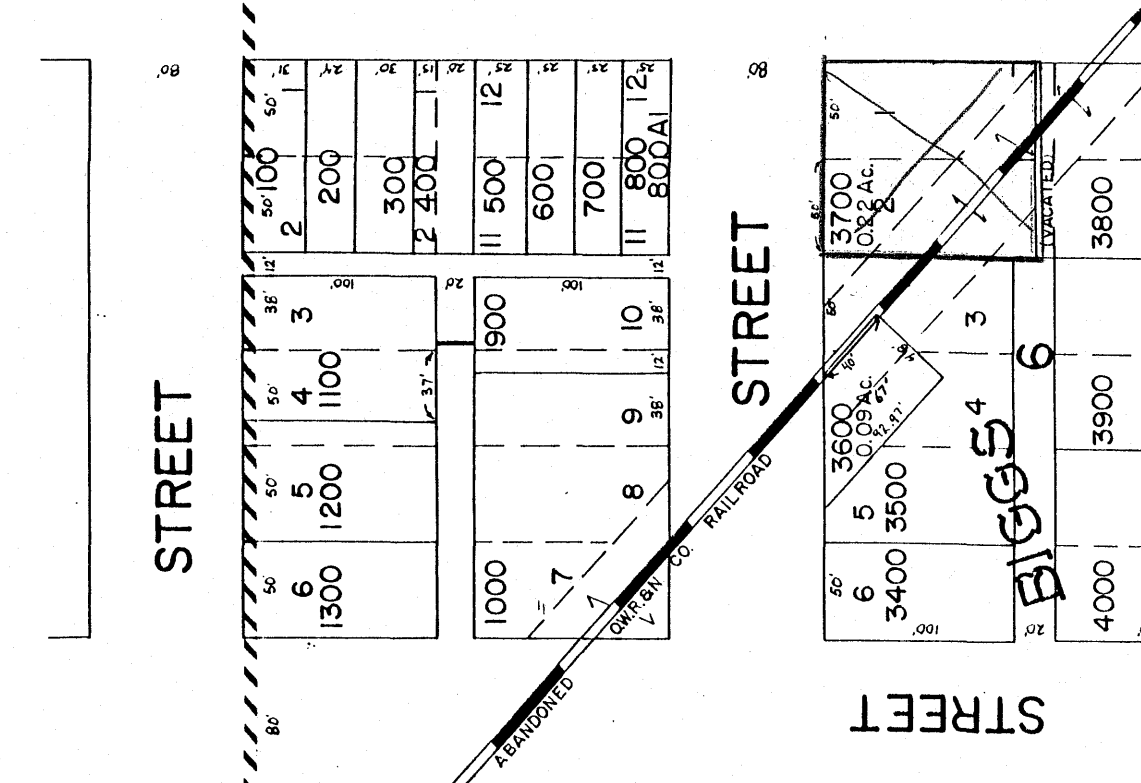
BIGGS

STREET

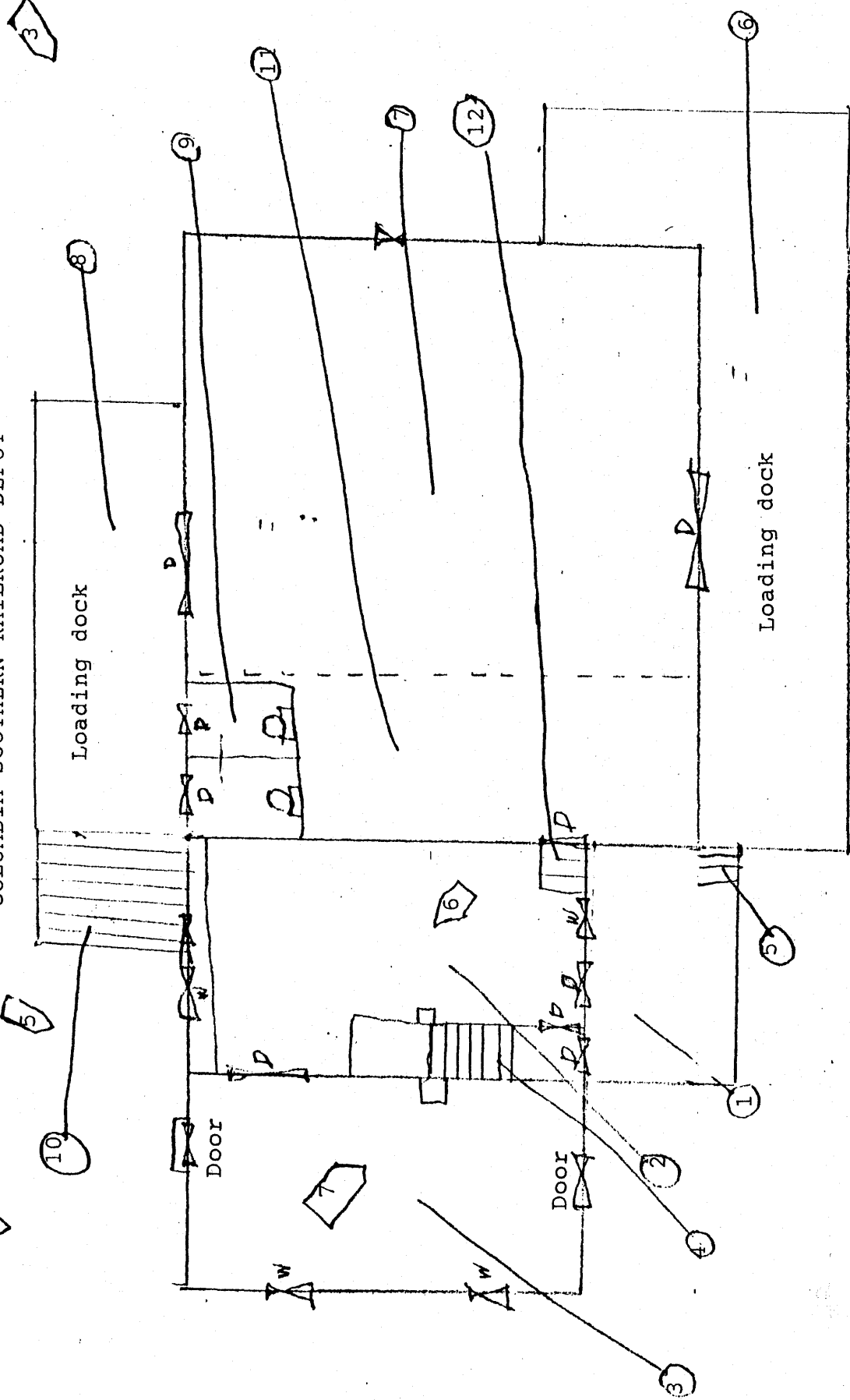
4	20'	2900				5
3	20'	2900				4
2	20'	2900				3
1	20'	2900				2

5	20'	2900				6
4	20'	2900				5
3	20'	2900				4
2	20'	2900				3
1	20'	2900				2


4	20'	4000				6
3	20'	3900				5
2	20'	3800				4
1	20'	3800				3



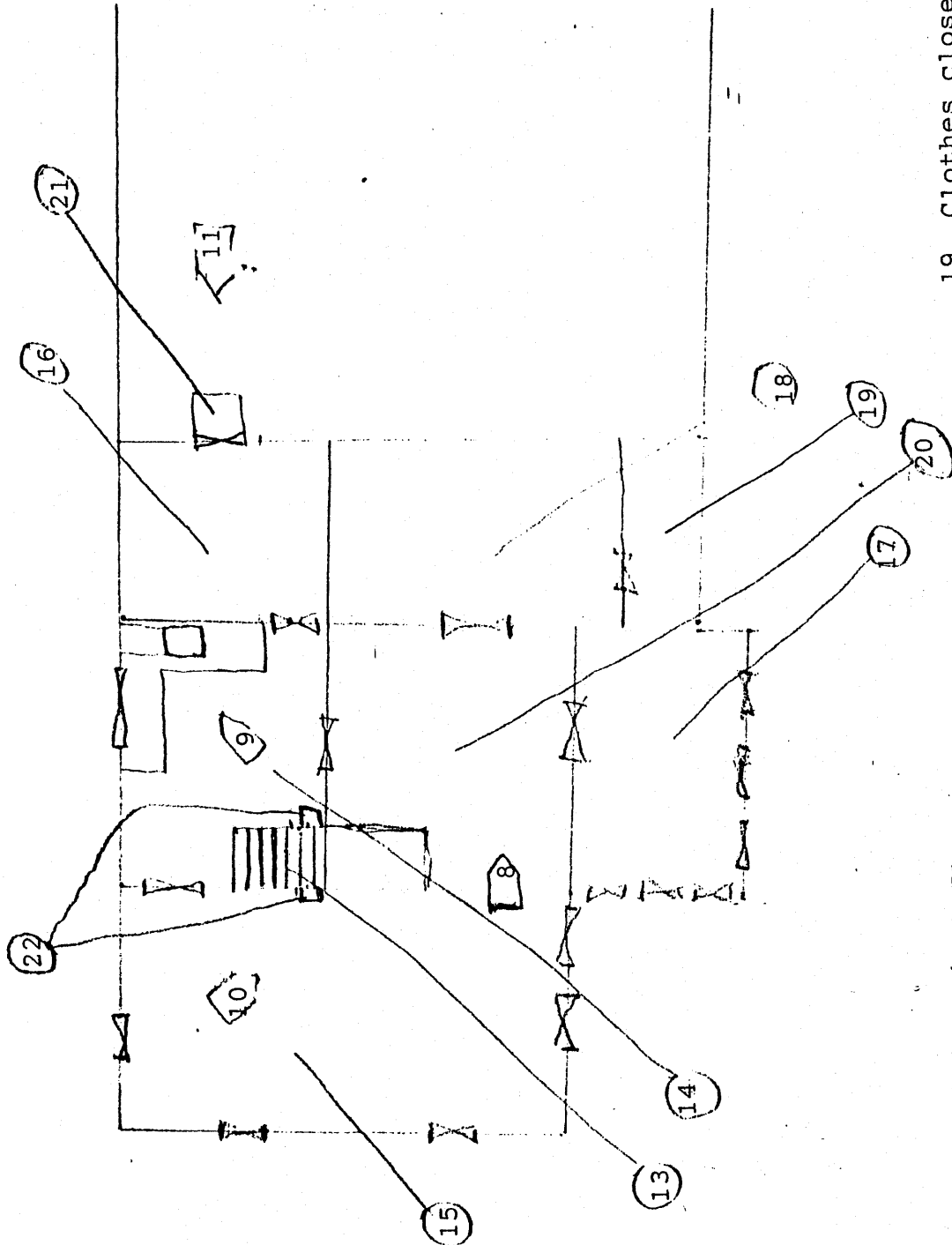
COLUMBIA SOUTHERN RAILROAD DEPOT




- 1. Entrance to depot porch 10' x 16' approx.
- 2. Office 20'8" x 16'
- 3. Waiting room 20'8" x 13'
- 4. Stairway to living quarters 2nd floor
- 5. Stairway to loading dock
- 6. Loading dock frontside 7'4" x 46'
- 7. Warehouse 30' x 40'
- 8. Loading dock to track 7' x 20'
- 9. Restrooms (now closed)
- 10. Steps to track loading area
- 11. Overhead clearance - approx. 7'
- 12. Stairway to warehouse

NOTE:  indicates where photo was taken

DEPOT LIVING AREA - UPPER LEVEL



- 13. Stair to first floor
- 14. Kitchen 10'4" x 12'8"
- 15. Living room 12'8" x 21'
- 16. Bathroom 10'6" x 10'4"
- 17. Bedroom 9'6" x 10'6"
- 18. bedroom 10'6" x 14'
- 19. Clothes closet 10'6" x 4'
- 20. Dining room 16'8" x 14'
- 21. Food cooler
- 22. Flues from first and second floors

NOTE:  indicates where photo was taken

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Photos Page 1

Columbia Southern Railroad Depot

(This information is the same for all photographs listed)

Columbia Southern Railroad Depot Building
City of Wasco; County of Sherman; State of Oregon
Photographer and location of negatives: Les Bowser
P.O. Box 282
623 Columbia Street
Wasco, Oregon 97065

Date of pictures: 1989
Number of pictures of location: 11 (eleven)

PHOTOGRAPH LEGEND

- 1 of 11: Depot at Clark and Fulton Streets. Photo taken across intersection by City Hall. Looking southwesterly.
- 2 of 11: View north along Clark Street.-- Southwest and southeast elevations.
- 3 of 11: Northeast view; City Hall in background. Northwest end and southwest elevs.
- 4 of 11: Southeast view along tracks. Tracks were to right of depot. NW end.
- 5 of 11: Close-up of east end of depot from trackside. Southwest and southeast elevs.
- 6 of 11: Office area.
- 7 of 11: Waiting room; flue attached to wall.
- 8 of 11: Dining room; bedroom to right (#17).
- 9 of 11: Sink, drainboard and cabinets in kitchen.
- 10 of 11: Living room and arch to dining room.
- 11 of 11: Food cooler attached to window from bathroom extended into warehouse.

HISTORIC VIEW

Columbia Southern Railroad Passenger Station and Freight Warehouse
Undated photo (c. 1908); photographer unknown. Looking northwesterly.
Oregon Historical Society Neg. No. ORHI #18906; 1230 SW Park Ave., Portland, OR 97205

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 91000059

Date Listed: 2/19/91

Columbia Southern Railroad
Passenger Station
and Freight Warehouse
Property Name

Sherman
County

OR
State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for Antoinette Allee
Signature of the Keeper

2/19/91
Date of Action

=====
Amended Items in Nomination:

Function or Use: "Recreation and culture: museum," should be deleted because work on the property at the time of nomination was still in progress.

This information was confirmed with Elizabeth Potter of the Oregon State Historic Preservation Office.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)