

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 How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Willamette Valley and Coast Railroad Depot--Corvallis

other names/site number Corvallis and Eastern Freight Depot--Corvallis;

2. Location

street & number 500 S. W. 7th Street N/A not for publication
city or town Corvallis N/A vicinity
state Oregon code OR county Benton code 003 zip code 97333

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 ___ nationally ___ statewide X locally. (X See continuation sheet for additional comments.)

James Hamrick January 10, 1997
Signature of certifying official Deputy SHPO 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 for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

See
Signature of Keeper Edson H. Beall Date of Action 2/21/97

- entered in the National Register
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): _____

5. Classification

Ownership of Property

(Check as many boxes as apply)
resources in the count)

Number of Resources Within the Property

(Do not include previously listed)

<input checked="" type="checkbox"/> private	Contributing	Noncontributing	
<input type="checkbox"/> public-local	<u>1</u>		buildings
<input type="checkbox"/> public-State			sites
<input type="checkbox"/> public-Federal	<u>1</u>		structures
			objects
	<u>2</u>	<u>0</u>	total

(Check only one box)

- building(s)
- district
- site
- structure
- object

Name of related multiple property listing **Number of resources previously listed in the National Register**

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

N/A

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/rail-related

COMMERCE/warehouse

Current Functions

(Enter categories from instructions)

WORK IN PROGRESS

7. Description

Architectural Classification

(Enter categories from instructions)

Stick/Eastlake

Materials

(Enter categories from instructions)

foundation concrete

walls WOOD/weatherboard

roof WOOD/shingle

other BRICK

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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.)

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or a grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

COMMERCE

ARCHITECTURE

USDI/NPS NRHP Registration Form
W V & C RR Depot

Benton Co., Oregon

Period of Significance

1887 - 1910

Significant Dates

1887
1910

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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

Name of repository:

University of Oregon

10. Geographical Data

Acreage of Property

less than one acre (0.37 acres; 91 x 179') Corvallis, Oregon 1:24000

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>10</u>	<u>478850</u>	<u>4934070</u>	3	___	___
2	___	___	___	4	___	___

___ See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Robert M. Girard

organization University of Oregon--Graduate School

date June 10, 1996

street & number P.O. Box 1784

telephone (541) 741-8677

city or town Eugene

state OR

zip code 97440

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name David Livingston, Gary Feuerstein

street & number 223 N.W. Second St. **telephone** (541) 462-0503

city or town Corvallis **state** OR **zip code** 97330

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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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**National Register of Historic Places
Continuation Sheet**

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**WILLAMETTE VALLEY AND COAST RAILROAD DEPOT (1887)
500 SW Seventh Street
Corvallis, Benton County, Oregon**

COMMENTS OF THE STATE HISTORIC PRESERVATION OFFICE

The old depot of the Willamette Valley and Coast Railroad was built at Corvallis, Oregon in 1887, and it served rail passenger and freight hauling purposes at two historic locations prior to its relocation to the present site at SW Seventh and Washington in 1927. The building originally stood on Washington Avenue near Ninth Street. In 1910, it was displaced by a new passenger station and was shifted to Seventh Street at Western Boulevard, at which time its freight house attachment was enlarged. Today, the two story, front gabled volume of frame construction faces north, onto Washington Avenue, with its single-story wing extending to the west at a right angle.

The area proposed for nomination is about a third of an acre at the street corner of an 8.67-acre parcel surplus by the Southern Pacific Railroad Company. The nominated area includes the depot, its wing, entrance dock, the loading platform and dock which wrap the south and west sides, and two sections of railroad siding on the building's south side. At the original location, a shed-roofed canopy with corner returns wrapped the front elevation to shelter passengers on the loading platform. Today, this feature is missing. The railroad siding is counted a separately contributing structure of the nominated area.

The depot is composed as a two-story, front gabled volume with a footprint of 35 x 40 feet to which is attached a single story ell measuring 40 by 60 feet. The ell, or freight house wing, is believed to be composed of a 30-foot original ell which was joined by a new, intervening section of equal length to the parent block at the time of the first relocation in 1910. Exterior elevations are clad with horizontal drop siding and are detailed in the Stick/Chalet style that characterized station houses on Oregon's railroads in the 1880s. The Corvallis depot is a vernacular version of similar depots erected on the Oregon and California Railroad and the Oregon Railroad and Navigation Company lines in this period. Distinguishing features of the type are the sheltering roof overhangs supported by triangle brackets and scrolled rafter tails, and stickwork belt courses and gable truss work. In this example, horizontal siding was variegated by vertical stick work belt courses on north and south ends, where vertical board gable siding has sawtooth butts and pierced work. Based on historic photographs, the decorative program was carried out with contrasting color treatment, probably in yellow ochre with brown trim, which emphasized door,

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window and corner trim and visually continued the high belt course onto side elevations. Wall openings are generally irregular except for the upper facade, which is organized into three bays. Fenestration consists typically of tall window openings, typically fitted with four over four double-hung sash. Doors are of mixed variety. The original brick stove chimney with corbelled cap is no longer standing, but there are two chimneys at present, one of which is an outside brick flue on the south end. The cedar shingle-clad roof originally was decorated with acroteria-style gable cresting. The roof ridge was not crested, but supported a row of water storage barrels.

The interior reflects historic configuration in the unsubdivided office space on the ground story of the main volume. The space extends 40 feet from the customer service area to the south end along the east side and is offset on the west by a stairway to the upper floor, storage and lavatories. The original 1 x 4-inch beadboard walls are exposed. Floor and ceiling cover is non historic. The safe with its steel doors is in place. The west wall of the main volume was removed at the ground story to join with the freight house in 1910. Whereas the main volume is of balloon frame construction, the freight house is platform framed, except for the gable end wall, with flooring designed to support heavy loads. Interior framing, including the roof truss system, is exposed. A central row of columns and longitudinal beam divides the freight house interior into two aisles.

This property meets National Register Criteria A and C in the areas of transportation, commerce and architecture. It also meets Criteria Consideration B relating to properties removed from their original locations since the station is the oldest two-story wood frame passenger-freight combination railroad depot of record in Oregon and it maintains its integrity of design and workmanship even though twice relocated. Moreover, it presently stands within the bounds of a parcel historically owned by the Southern Pacific Railroad. The application points out that the station is a rare, intact visual reminder of the city's railroad era heyday. It is the most significant railroad building remaining in Corvallis that is associated with the Willamette Valley & Coast Railroad. It is the sole remaining example of railroad architecture in the Stick/Chalet style in Corvallis and is older by four years than the Stick/Eastlake-style Southern Pacific Railroad Passenger Station of 1891 at Springfield that was registered in 1993. The building stands in fair condition, and stabilization work is being undertaken by the private owners.

This property epitomizes an era of optimism, investment and upbuilding in Corvallis ushered in by railroad schemes and manufacturing. It is no coincidence, the preparer points out, that Corvallis raised its new courthouse, the original building of a new land grant college, and the first large brick commercial buildings during the railroad era. T. Egerton Hogg arrived in trading community of Corvallis in 1871, envisioning it as the base for a railroad to Yaquina Bay

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on the coast, 50 miles distant through the forested Coast Range. He projected his vision for a port connection as the Oregon and California Railroad was building its north-south connection between Sacramento and Portland. Hogg established the Willamette Valley & Coast Railroad Company with plans to build east to the Cascades as well. In 1880, the Oregon Pacific Railroad was incorporated as parent to the Willamette Valley & Coast Railroad to continue through the Cascade Range to eastern Oregon for a connection with the Union Pacific's transcontinental rails. With the threat of competition, Hogg pushed construction, and, in 1885, trains from Corvallis reached Yaquina Bay, where steamship passenger and freight service could be obtained to San Francisco.

In 1887, as the depot at Corvallis was nearing completion, the Oregon Pacific Railroad had extended a line to Albany on the main line. The opening of two options for direct-route transportation to California represented the zenith of the railroad boom locally before the nationwide financial panic of 1893. On its eastern section, Oregon and Pacific foundered and construction ended 12 miles west of Cascade Summit. The railroad was placed in receivership, and a foreclosure sale of assets followed. Purchasers eventually reorganized as the Corvallis and Eastern Railroad in 1897 with the object of handling lumber mainly, but passenger service to Yaquina Bay was continued. In 1907, the line was sold to the Southern Pacific. The line was well used by the timber industry between the world wars, but traffic fell off with the demand for timber. Since 1991, the line has been leased to Willamette & Pacific Railroad.

It is worth pointing out that the Swiss Chalet, or Stick/Chalet style of railroad passenger station, though dwindling in number in Oregon today, was a normative type before 1900. Even after the turn of the century, the Chalet type was perpetuated in a Craftsman-style version. Station buildings of the 1880s and 1890s on the old Oregon and California route, which became the Southern Pacific line, and those on the Harriman Oregon Railroad and Navigation Company line which became the Union Pacific typically were of the Stick/Chalet style. There were, in addition to the Eastlake-influenced Southern Pacific station at Springfield, chalet stations at Glendale, Talent, and Medford, for example, and on the Union Pacific there were stations of the type at Bonneville, Pendleton, La Grande, and Baker City. The identifying features of these buildings include exaggerated overhangs supported by brackets, struts, and outriggers, exterior stick work, or equivalent trim in brick on brick/stucco facing, gable truss work, pierced work, and gable peak finials. In the smaller cities and towns, such as Heppner and Ione in eastern Oregon, the stylistic character was watered down to an economical level. In later examples, such as those influenced by the Craftsman aesthetic, decorated barge boards were used. The station building of the Willamina and Grand Ronde Railway Company (later Lonview, Partland and Northern) at Grand Ronde in the Coast Range still stands as an excellent example of the Craftsman-style chalet.

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W V & C RR Depot

Benton County, OR

1. Name of Property

Oregon and Pacific Passenger and Freight Depot--Corvallis

7. Description

Materials

roof METAL/steel

ASPHALT

other WOOD

Narrative Description

Summary

The Willamette Valley and Coast Railroad Depot in Corvallis, Oregon, built in 1887, is the oldest inventoried two story wood-frame railroad depot still standing the state. The original two story volume of the structure, which historically functioned as office, warehouse, and an upstairs dwelling unit, is front gabled and is detailed in a Stick/Swiss Chalet style. The composition consists of wide roof overhangs with scrolled rafter tails and bracketed eaves, wood siding interrupted between the first and second stories with a band of vertical stickwork, and gable ends embellished with an inverted picket fence pattern. The second story double hung windows enrich the scheme with chamfered trim and scrolled aprons. The wing attached to the west elevation of the original depot consists of a one story freight warehouse. The western most thirty feet of this wing is most likely the original freight warehouse and waiting room that appears to have once been attached to the eastern elevation of the original depot. An additional thirty foot long portion between the original buildings was also added ca. 1910 when the structure was first moved to an area near Seventh Street and Western Boulevard. These evolutionary modifications to the west elevation, although lacking the stylistic detailing of the original depot, do not detract from the overall harmony of the building because the additions echo the roof pitch, rafter tail scrolling, wide overhangs, and siding of

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the original depot. Despite the fact that the depot has been moved twice within the boundaries of the Southern Pacific parcel, it is still located on a railroad siding and maintains integrity of setting, materials, workmanship, feeling and association. The depot reflects both a period of great optimism and pride when railroads came to Corvallis in the late 19th century, and also the utilitarian demands that are required of this type of building. The building is presently in fair condition. However, stabilization work presently being undertaken by the new owners has insured that the building will not deteriorate further. At this time plans for future adaptive reuse are unknown.

Site

The depot is presently located on an 8.67 acre parcel of land, previously owned by the Southern Pacific Railroad Company, that is being subdivided by its new owners. The footprint of the building is rectangular in shape (40'3" x 60'2") with its longitudinal axis fronting the 700 block of S. W. Washington Avenue to the north. The east elevation faces the 500 block of S. W. Seventh Street. Although zoned General Industry with a still functioning railroad siding and a warehouse beyond that to the south, the site of the depot is rather transitional with an older residential neighborhood located directly across the street to the north. Beyond the loading dock to the west is a large parcel of vacant land. There are no other contributing or non-contributing buildings located within the designated National Register boundaries. A portion of the siding line, however, is included within the boundaries to the south. The siding is considered to be contributing.

Exterior

The Willamette Valley and Coast Railroad Depot is a wood frame building that typifies the Stick Style architecture that was used by railroad companies throughout the west

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during this time period. Evidence of this style can be seen throughout exterior, but is particularly evident on the north and south facades of the original depot. Although not as ornate, this two story depot with freight warehouse wing and loading dock design is quite similar in massing to the Southern Pacific Depot built in 1891 and located in Springfield, Oregon. The structure can visually be viewed when facing the north facade as two entities that are quite compatible in form and function. First to the east, is the 35' foot long two story original depot with its ridgeline perpendicular to the street. Extending to the west, with its ridgeline parallel to the street, is the 60' 8" freight warehouse wing. The building is perfectly rectangular being 40' 3" in width. There is a 5' x 23' entry porch on the north facade and an 8' wide loading platform that runs almost the entire length of the south facade and ties into a large (47' 9" x 31' 9") wooden plank loading dock on the western end of the building. Both porch and platform are in poor condition, but are in the process of being repaired.

The gently pitched gabled roofs of the depot with their wide sweeping overhangs are shingled in cedar except for the freight wing where the cedar shingles, due to their deterioration, have been covered in metal on the south and asphalt shingles of the north. The overhangs have exposed solid roof decking consisting mostly of 1" x 4" T & G beaded at the joints. The rafter tails are scrolled, but in some instances have been reinforced with 2" x 4"'s. The overhang on the south side of the freight warehouse wing has been extended to five feet by scabbing 2" x 4"'s to the original rafter tails and is braced with diagonal 3" x 4"'s. This overhang has also been extended across the two story portion of this facade. The purpose of this extension was to provide the loading platform with some protection from adverse weather. The barge rafters of the original depot are 2" x 6" and are supported 4" x 4" brackets two per rafter and one at the ridge. As evidenced by historic photographs, intricate scrollwork once decorated the gable ends above these barge rafters culminating in finials at the apex. This trim work

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was removed sometime in the past, before the present owners took possession of the property. Barge rafters on the freight warehouse wing are also 2" x 6" with a crown type molding covering the rafter. Rafters are supported by 2" x 4" brackets, three per rafter. There are metal gutters and downspouts on the east side of the second story and remnants of wooden gutters on both sides of the freight warehouse wing. Water draining from these gutters was routed back into the interior of the building through two inch galvanized pipe and then into four inch cast iron downspouts.

The siding scheme is predominantly 1" x 6" drop siding installed horizontally with five inches exposed to the weather. Except for an obvious patch on the north side of the original depot where a loading bay door was replaced with a window, all the first story elevations of the building are sided in this fashion. Also on the north facade of the freight warehouse wing a 4" x 20" board with a 2" x 12" board above has been installed at ground level to protect the structure when loading and unloading freight. On the north and south facades of the original depot at the second story level a rather simple Stick style detailing begins. A horizontal 1" x 8" and 2" x 2" watertable breaks the siding pattern, above which there is a band of vertical 1" x 6" siding with 1" half round battens running the entire width of the building ending at window sill height, where a 2" sill piece also runs the entire width. Beneath the sill of each window two corner blocks with a bullseye pattern and a scrolled apron in between add detail. Above the sill level, 1" x 6" horizontal drop siding extends to the midspan of the gable where an inverted vertical 1" x 6" picket fence trim nailed over the siding completes the composition. All corners of the entire building are trimmed in 1" x 6" boards.

There are four entry doors in the original depot. Three are 3'0" x 6'8" glass doors with a single panel below and a 15" x 3'0" transom window above. The fourth door is a 2'10" x 6'8" five panel door. Although the door openings appear original,

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the doors do not appear to be original. Three doors are located on the north facade and one on the south. The windows in the original depot currently are one over one double hung on the first floor and four over four double hung on the second floor. Windows on the upper floor appear to be original but windows on the first floor were probably installed ca. 1910 when the building was moved and the freight warehouse portion was switched from the east elevation to the west elevation. There are two transom windows on the south elevation. These were added when the bathrooms were installed. All windows are trimmed in 1" x 6". Symmetry in the window and door placement can only be found on the second floor of the north elevation and first floor of the east elevation. All doors in the freight wing are site built doors in either four panel or two panel configuration with rails and stiles of 1" x 5" boards and 1" x 3" T & G boards nailed diagonally to the back to form panels. The doors are hung and operate on overhead roller hardware. There are three freight doors on the north elevation, one on the west, and two on the south. All openings are approximately 7'0" x 8'0" and are trimmed in 1" x 6" boards. There are no windows in the freight warehouse area.

The depot has two brick chimneys. An exterior chimney located on the south elevation and an interior chimney that is centered on the eastern side of the interior north south partition of the original depot. Photographs give evidence that neither one of these chimneys are original and that the original chimney was located on the interior side of the west wall of the original depot. Three water barrels, originally located on the ridge of the building and most likely placed for use in fire suppression have also been removed.

Interior

The interior spaces of the depot can be viewed as two distinct areas. Office spaces were most recently located in the two story portion to the east while freight storage areas

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were located in the one story wing to the west. The ground floor office area in the original depot is twenty feet in width and is completely free of partitions for its full forty foot length except for an area consisting of a counter and steel caged 6' by 6' customer service room at the entrances on Washington Street. This partitioned area does not appear to be original to the structure. The floors are finished in worn linoleum (not original), walls in 1" x 4" beadboard (original), and ceilings in plywood panels with 1/4" x 2" battens over the seams (not original). Windows and doors are cased in 1" x 6" boards. Baseboard is also 1" x 6". All walls, ceilings, and doors are painted. A bathroom is entered by a door located on the south end of the west partition. Another door on the west wall leads to the original freight area. There is also a 5' x 6' safe with heavy steel doors located on this wall. The ceiling has been lowered from its original height of 11'6" to 9'6". On the west side of the office partition from south to north is a bathroom finished in beadboard, a storage room with walls and ceilings finished in galvanized sheet metal, an open area leading to the freight warehouse and stairs, in their original location, leading to the upstairs. The original western most wall has been removed in this area opening this part of the original depot to the freight warehouse wing. Ceiling and wall framing are exposed in some areas, but at one time were painted. Flooring is 2" x 6" lapped decking.

The upstairs is presently divided into three office spaces, a storage room, and a bathroom. Partitions that divide the two main offices surrounding the stairwell are not original and are finished in 1\4 inch sheetrock. At one time the majority of the upstairs appears to have been one large open area, with only the interior partitions in the southeast portion being original. All original walls and ceilings are finished with 1" x 6" T & G boards and most are painted or covered with 1\4 inch drywall. The original walls of the western most office have small remnants of fabric and wallpaper remaining indicating that this area at one time was finished living quarters. Flooring is original T & G fir and linoleum which is not original. Windows are trimmed in 1" x 6" boards, but

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unlike those downstairs, they do have sills. The baseboard is 1" x 6". The ceiling height is 9'6". Doors upstairs and down vary in style from five panel, to two panel, to site built of T & G boards.

The freight warehouse is one large open space with three posts carrying a beam that helps support the roof load. All roof and wall framing is exposed and is painted. Horizontal 1" x 6" boards are skipped sheathed on the wall up to seven feet to protect wall framing. Flooring is 2" x 6" lapped decking. All evidence of the original waiting room have been removed.

Structural System

The foundation of the depot, loading dock and loading platform consists of concrete piers in an 8' by 8' grid pattern. The depot building has 8" x 9" transverse girders running east to west on eight foot centers on top of the piers. Floor joists are laid perpendicular to the girders on sixteen inch centers. The floor joists are 2" x 12" in the original depot and older portion of the freight warehouse wing, and mostly 2" x 10" in the newer portion of the freight warehouse wing. Nine inch by seven inch girders on eight foot centers support 3" x 12" joists on twenty-four inch centers on the loading dock and platform. Nine inch by seven inch posts support the loading dock girders on the south side. The loading dock and platform decking are 3" x 12". The walls of the original depot are balloon framed with 2" x 4" studs on sixteen inch centers. The second floor joists are 2" x 10" and 3" x 10" on sixteen inch centers. The second floor ceiling joists and rafters are designed to form a truss type system. The ceiling joists are doubled 2" x 6"'s with a single 2" x 6" rafter sandwiched between them at the plate and running at a 5.5/12 pitch to a 2" x 6" ridge. At mid span a 4" x 6" girder runs perpendicular to the rafters and is supported by a 2" x 6" post that runs from rafter to ceiling joist. Diagonal 1" x 6"'s also run from mid span of the rafters to the mid span of the ceiling joists. Finally there is a 2" x 6" post that runs from the ridge plumb to the

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ceiling joists. Rafters are on thirty-two inch centers. The roof is skip sheathed with 1" x 4" boards.

The freight warehouse wing is platform framed except for the gable end wall which is balloon framed. All studs are 2" x 4" on sixteen inch centers. Three posts support a doubled 2" x 12" beam that runs east to west. This beam helps to support the roof loads. Rafters and ceiling joists are 2" x 6". And every fourth rafter set is trussed in a fashion similar to that of the original depot roof. A 4" x 6" beam also helps to support the roof loads at mid span of the rafters. The roof is skip sheathed with 1" x 6" and 1" x 4" boards. The freight wing appears to have been added in two thirty foot sections. The western most thirty feet is the oldest section exhibiting most of the construction details of the original depot and is almost certainly the original freight warehouse and waiting room that was once attached to the eastern elevation.

In summary, this building was designed, as evidenced by its' floor system, specifically to store great amounts of weight. The shell around the floor structure is very lightly framed, but has functioned quite well over the years.

8. Statement of Significance

The Willamette Valley and Coast Railroad Depot built in 1887, is the oldest inventoried two story, wood frame passenger freight combination railroad depot thus far recorded in the state. Historic themes of transportation, commerce, and communications are clearly invoked when one views this structure. The period of significance for the depot is from 1887, when it was built, until 1910 when it was moved to accommodate a new depot. Contextually, it relates to the period when railroads came to Oregon towns. It was a time of

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Benton County, OR

big dreams and rapid economic and population growth. A town's fortunes and future would rise or fall depending upon whether or not the rails came through town. The depot meets Criterion A for its association with significant historical events that were a catalyst for the development of Corvallis.

Achitecturally, the use of the Stick Style, with its celebration of functional wood detailing, was the style of choice of many railroad companies during this period, representing an honest but elegant use of the building material most readily available for construction in the Pacific Northwest. The depot also evokes the feeling of a Swiss Chalet, a design variation that seems to have been quite popular in Oregon, but is not frequently encountered among historic station buildings still standing. Therefore, the depot also meets Criterion C, in the area of architecture, by demonstrating a specific type, and method of construction that was used during this period of railroad building. Although the depot has been moved a short distance from its original location near 9th Street and Washington Avenue, it is still located on an active railroad siding. It also maintains its architectural integrity, and is the most significant remaining building in Corvallis associated with the saga of the Willamette Valley and Coast Railroad. Therefore, Criteria Consideration B is met due to its architectural value, historic association, and setting. The depot is on the Corvallis Register of Historic Landmarks and its level of significance should be considered to be local.

From the Corvallis and Yaquina Bay Railroad to the Southern Pacific Railroad. 1872-1907

The events that led to the construction of the Willamette Valley and Coast Railroad Depot begin with Colonel T. Egenton Hogg's arrival in Corvallis in 1871. He was a persuasive man with a vision that Corvallis could be the starting point for a new railroad line to Yaquina Bay on the coast of Oregon approximately fifty miles to the west. His dream was that a great port city that could eclipse Portland would grow from

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the commerce his new railroad would bring. These were the years of Oregon's first railroad development with lines being built from Portland south to Roseburg by 1872 on the east side of the Willamette River and south to St. Joseph on the west side by 1872. The citizens of Corvallis had no railroad and whole heartedly supported Hogg's plans, realizing that this may be break that Corvallis needed to become a great city. He incorporated the Corvallis and Yaquina Bay Railroad Company in 1872 for this purpose. In 1874 he expanded his plans, creating the Willamette Valley and Coast Railroad Company, asserting that now he would not only build to the west, but would also go east to the Cascade mountains. Ground was broken in March of 1877, but little progress was made due to lack of funds. In September of 1880, Hogg created the Oregon Pacific Railroad Company which would control the Willamette Valley and Coast Railroad and enlarged the vision to include plans for a rail line into eastern Oregon to connect with the Union Pacific Railroad and thus provide transcontinental rail service. Competition from the north finally brought a railroad to Corvallis in January, 1880 when the Western Oregon Railway completed its rail line south to Corvallis where it stopped. Unfazed, Hogg was finally able to convince Eastern investors to buy fifteen million dollars in bonds to finance his railroad and construction of the line began in earnest in 1881. The first trains ran between Corvallis and Philomath in 1884 and finally, in March 1885, a train made its way to Yaquina Bay. Soon after the lines' completion, freight and passenger service was begun to San Francisco via steamship from the bay. In 1887 24,000 tons of wheat were delivered to San Francisco and ships returning averaged about 200 tons per trip. Also on January 7, 1887, the Corvallis Weekly Gazette stated that the current depot was nearing completion and that the Oregon Pacific Railroad, with the opening of a new draw bridge, had extended its line east across the Willamette River to Albany. Passengers and freight could now go south from Corvallis to California by rail via the Albany railroad connection or by steamship via the Yaquina Bay connection.

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All was not well, however, with the Oregon Pacific Company and attempts to go east ended twelve miles west of the Cascade summit. The owners had over estimated the amount of freight and passengers the railroad would carry and under estimated the costs of construction and the impact of competing railroads. Also, Yaquina Bay proved to be too shallow for large ships. Finally, poor workmanship, maintenance, and mismanagement of funds doomed the venture. On October 26, 1890 the Oregon Pacific defaulted on its interest payments and was put into receivership, climaxing in December 22, 1894 with a foreclosure sale. A. B. Hammond and E. L. Bonner bought the bankrupt railroad for \$100,000, resulting in a total loss for the bond holders, and pennies on the dollar for merchants and employees who were owed money. These two, with the intention of hauling lumber, then formed the Oregon Central and Eastern Railway in 1895 and then reorganized as the Corvallis and Eastern Railroad in 1897. Westbound daily passenger service to Yaquina Bay was maintained and at least three times a week a freight would run. In the summers, beach excursions at reduced fares were popular. On December 18, 1907 the rail line was sold to the Southern Pacific Company. Passenger travel increased to two trains a day west as well as locals to Albany and freight runs. In 1910 a new depot of cast stone construction was erected in Corvallis close to the site of the original depot which then was moved nearby to 7th Street and Western Boulevard and used to house freight. By 1927 the depot had been moved again to its present site at the corner of Southwest Washington Avenue and Southwest 7th Street. Activity on the line waned with the increasing use of automobiles, had spurts of activity during the two World Wars when good quality lumber was in demand and then after WWII virtually ceased.

The coming of the railroads brought optimism and growth to Corvallis. Although the Oregon and Pacific may have failed in its grand schemes, it played a large part in generating a construction and population boom in Corvallis during the 1880's and early 1890's as evidenced by Benton County's new courthouse (1888), first college buildings on what was to

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become the Oregon State University Campus (1888-89), a new public school (1889), flour mill (1890), Corvallis City Hall (1892), and the first brick hotel (1893). Residential housing also flourished as did new subdivisions. The panic of 1893 ended the boom years for Corvallis. Growth rates slowed and the town found its niche as an educational and commercial center servicing local needs. By this time the great battle of the railroad companies had begun to sort itself out as the Southern Pacific Company became dominant. Portland had fended off all attempts by other towns to become the commercial and population center of Oregon. The Willamette Valley and Coast Railroad Depot serves as a reminder of these exciting and turbulent times when citizens of Corvallis strove to become the major commercial and transportation center in Oregon.

The Architecture

The development of Stick Style architecture grew from the vision and tireless promotion of Andrew Jackson Downing. His pattern books on cottages and country homes published in the mid 1800s, set the stage for the emergence of picturesque wood frame structures. Postdating Gothic Revival and predating Queen Anne, the Stick style is often considered a transitional style. It became, however, quite popular in railroad architecture throughout the country during its period of popularity (1860-1890) and can even be found in many depots built in later periods as evidenced by many Southern Pacific depots built between 1906 and 1930. Downing stressed the suitability of his buildings to the rural lifestyle, where his Swiss Chalet "set the style for country stops throughout the United States" (Grow 1977: 43) and where "wood had always been the most available and easily handled material..." (Sculley 1979: xli). This was the perfect style for Oregon's depots, with their long overhanging eaves to shelter passengers and freight from the rain and their celebration of wood as their main building material. High quality lumber and balloon framing methods made the buildings quick, easy, and cheap to erect. Again making it the style of choice for the Oregon boom years of railroad building.

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Stick style can be recognized by its long overhangs, bracketed eaves, and wood siding interrupted by horizontal, vertical, and diagonal boards called stickwork. Few buildings exhibit all features of Stick detailing, as is the case with the Willamette Valley and Coast Railroad Depot. Most of the elevations of the depot are rather plain. However, the north and south facades of the original depot, the facades greeting passengers, exhibit fine original Stick detailing. This railroad depot is a very significant building due to its age, preponderance of original architectural details, and the feeling and associations the structure invokes when viewed.

Comparative Analysis

The 1887 Willamette Valley and Coast Railroad Depot in Corvallis, Oregon is not the oldest railroad depot remaining in the state. The Oregon statewide inventory indicates there are five older one story depots as follows: Clackamas Railroad Depot, Clackamas Co. (1870), Canby's Railroad Depot, Clackamas Co. (ca. 1871), Tangent Depot, Linn Co. (ca. 1871), the Oregon Railway Company Depot, Polk Co. (ca. 1878), and the Oregon Railway and Navigation Company Depot, Baker Co. (1884). This depot, however, does have the distinction of being the oldest inventoried two story passenger freight depot with second floor living quarters in the state. The more ornate but functionally similar Southern Pacific Railroad Passenger and Freight House (1891) can be found in Springfield, Oregon. Both depots are constructed in the Stick architectural style however the Southern Pacific depot is detailed in Queen Anne Style while the Willamette Valley and Coast Railroad Depot is detailed in a simple vernacular Swiss Chalet Style. These differences reflect the economic condition of the two competing railroad companies at the time the respective depots were built. The Southern Pacific Company was an ascending economic force, while the Oregon Pacific Railroad Company was struggling to complete it's obligations and would soon face bankruptcy.

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Sanborn Fire Insurance Maps, Corvallis, Oregon, 1890, 1895,
1912, 1927.

The Corvallis Weekly Gazette, Corvallis, Oregon, 1/7/1887.

The Corvallis Weekly Gazette, Corvallis, Oregon, 10/20/1909.

The Corvallis Weekly Gazette, Corvallis, Oregon, 1/7/1910.

10. Geographical Data

Verbal Boundary Description

The boundary of the nominated property is a portion of Tax Lot No. 7000 on the Benton County Assessor Map 12/5/2BB, and is a small portion of the previous Southern Pacific Railroad Depot Grounds that is presently being subdivided. The nominated property begins at the northeast corner of Southwest Washington Avenue and Southwest Seventh Street, follows the south side of Southwest Washington Avenue west approximately 179 feet, turns south and continues approximately 91 feet, turns east continuing approximately 179 feet to the west side of Southwest Seventh Street, then turns north approximately 91 feet to the point of beginning.

Boundary Justification

The nominated area includes the footprint of the depot and loading dock, approximately 170 feet of railroad track, and a narrow perimeter of vacant land surrounding these structures. Because the building has been moved only a minimal amount of surrounding landscape has been incorporated into the boundary of the nomination property.

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Photograph Catalogue

W V & C RR Depot, Benton County, Oregon

Photographer: Rebecca Ossa, Robert Girard

Printed by Rebecca Ossa

Negatives on file at Endex Engineering Inc., 223 N.W. Second St., Corvallis, Oregon 97330

- 1) Oblique view, north and east elevations, April 15, 1996.
- 2) East elevation, looking west, April 15, 1996.
- 3) Oblique view, south and east elevations, April 15, 1996.
- 4) West elevation, looking northeast, April 27, 1996.
- 5) South elevation, second floor exterior siding detail, April 27, 1996.
- 6) North elevation, original window and trim detail, April 27, 1996.
- 7) South elevation, freight warehouse wing, freight door, and loading dock, April 15, 1996.
- 8) South elevation, scrolled rafters, and extended overhang, April 15, 1996.
- 9) Looking to the southwest, first floor original two story volume, towards safe, April 15, 1996.
- 10) Looking west, first floor original two story volume into safe, April 15, 1996.
- 11) Looking west into freight warehouse wing, April 15, 1996.
- 12) Looking upwards into trusses in freight warehouse wing, April 15, 1996.
- 13) Historic photograph, Corvallis looking east, ca. 1890's.

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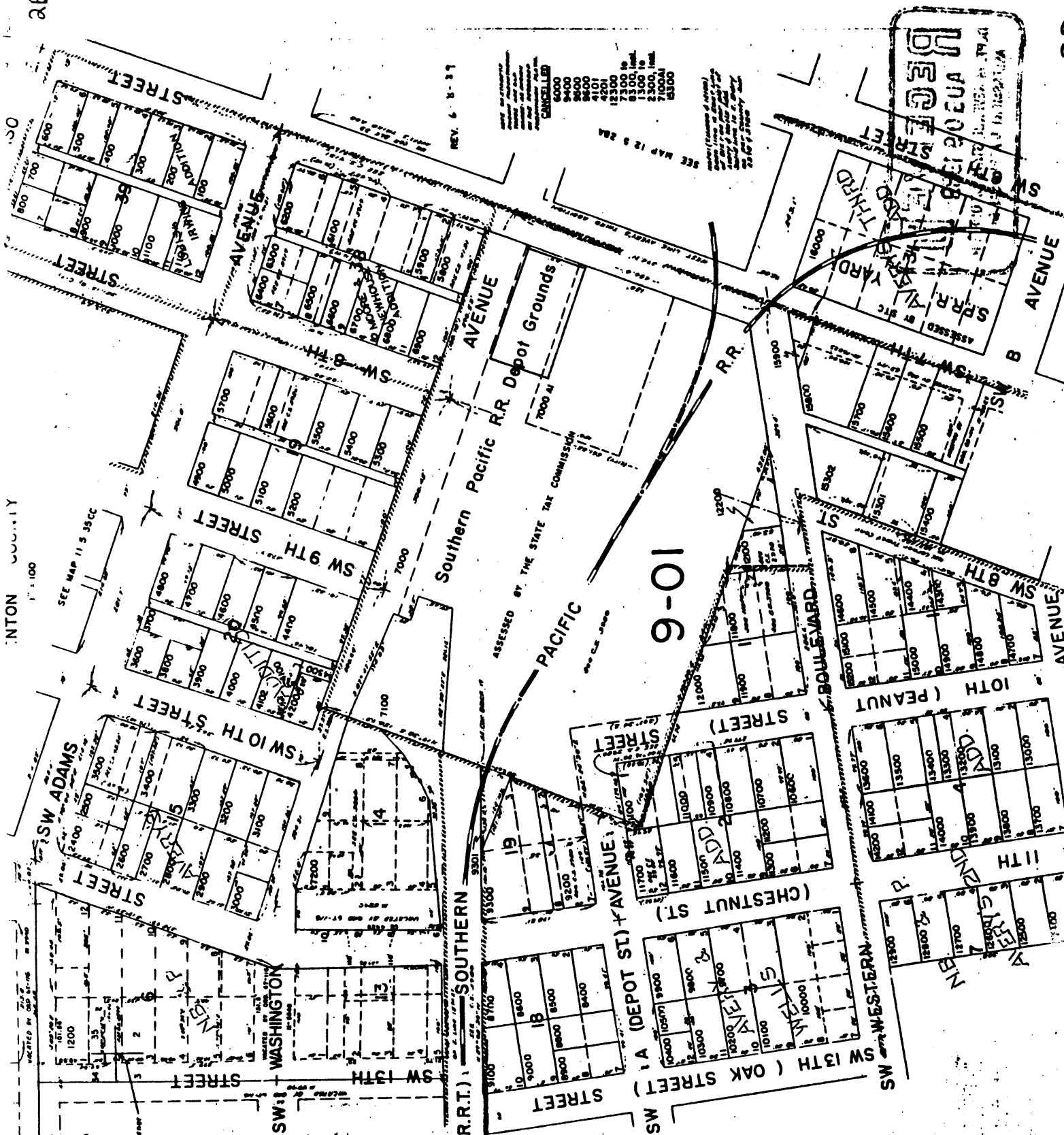
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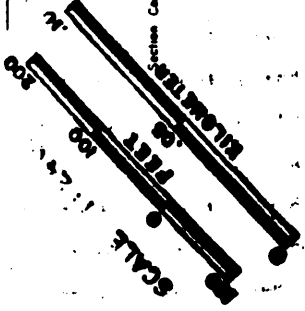
Benton County, OR

14) Historic photograph showing original gable trim and water barrels on ridge, ca. 1890's.

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BENTON COUNTY



SEE MAP 12 5 288

SEE MAP 12 5 288

(W.V. & C.R.T.) SOUTHERN

W V & C R R Depot
Benton Co., Or
12-5-288

Southern Pacific R.R. Depot Grounds

ASSESSED BY THE STATE TAX COMMISSION

9-01

REV. 4-2-31

CANCELLED

6000
9400
9800
4101
4201
12300
7300
8300
1300
2300
4300

REGISTERED

ASSURED BY STC

SPR 1/4

YARD

THIRD

ST

B AVENUE

SW 13TH (OAK STREET)

SW 12TH

SW 11TH

SW 10TH (PEANUT STREET)

SW 9TH

SW 8TH

SW 7TH

SW 6TH

SW 5TH

SW 4TH

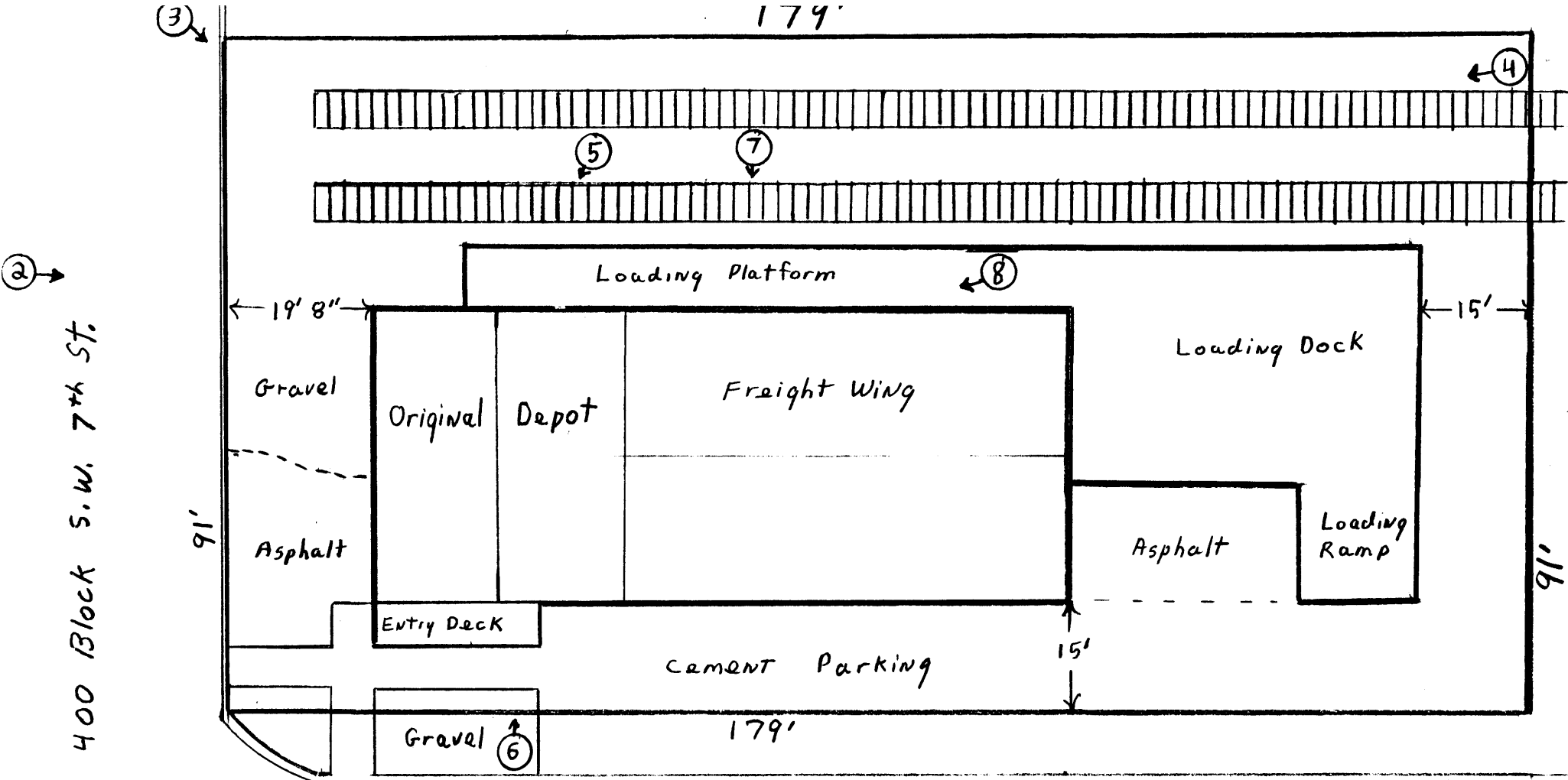
SW 3TH

SW 2TH

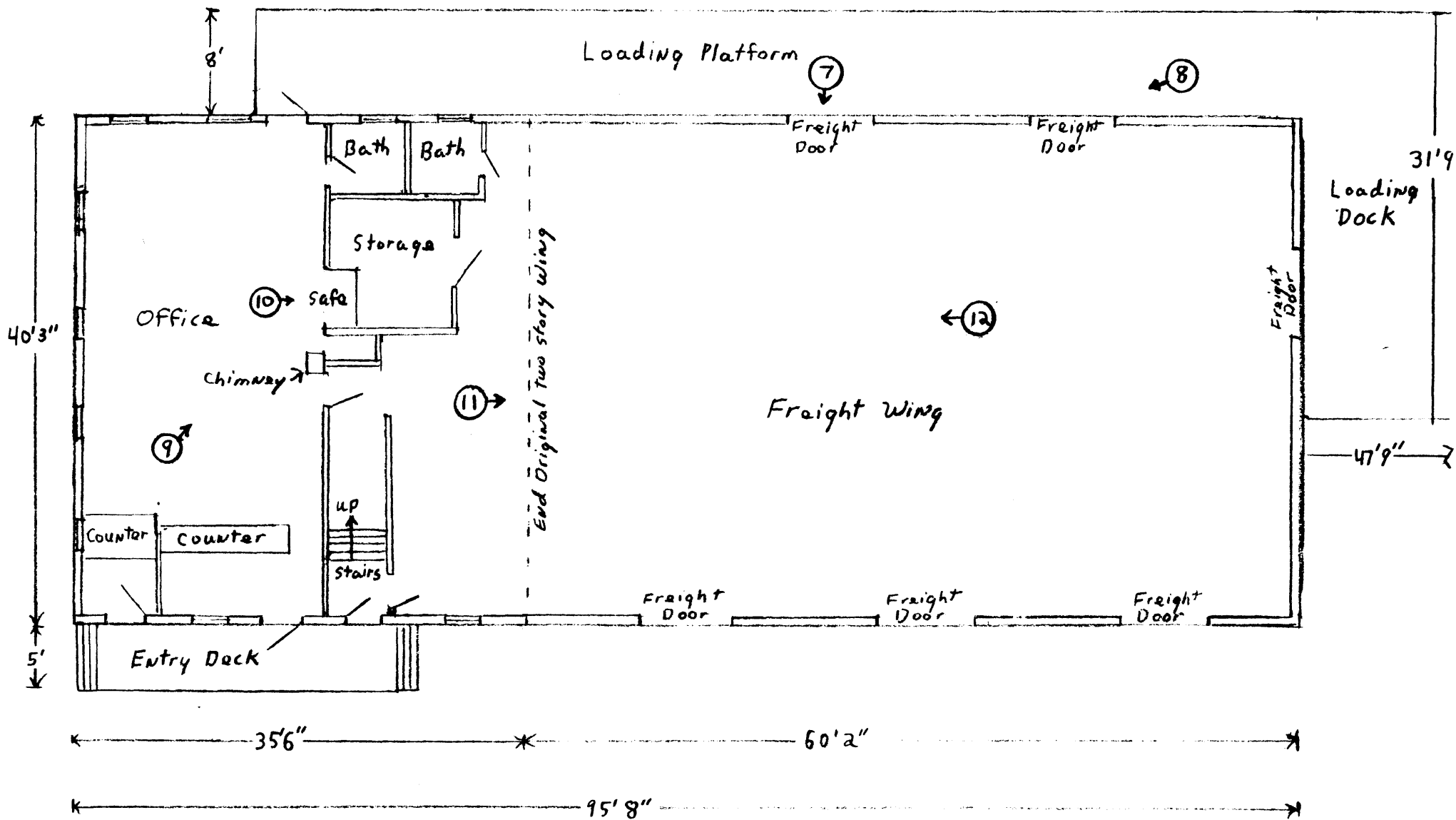
SW 1TH

SEE MAP 11 5 35CC

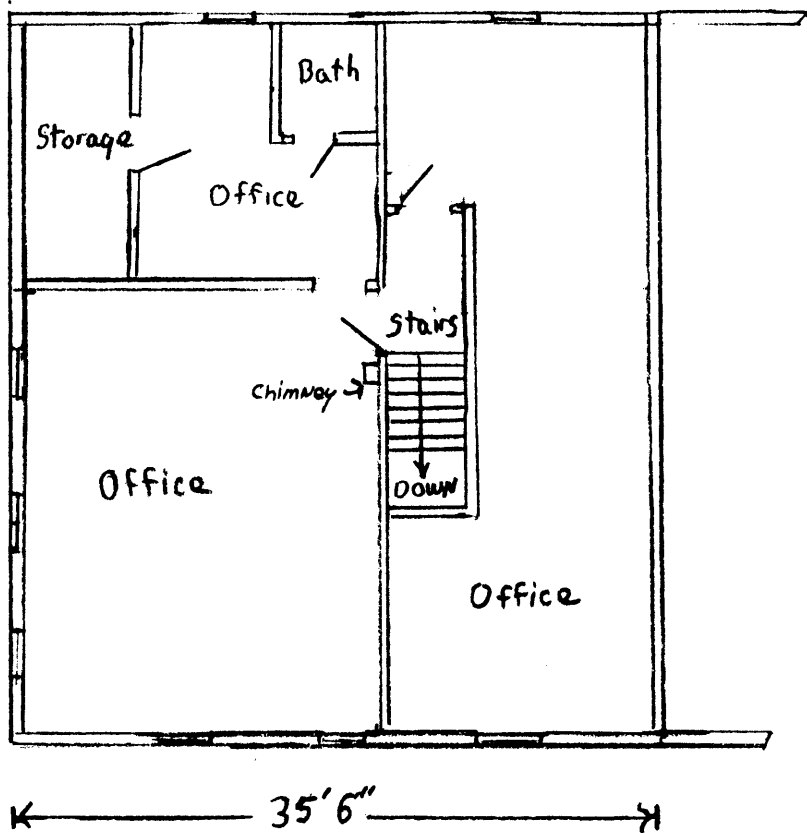
SEE MAP 12 5 288



Willamette Valley and Coast Railroad Depot
 Corvallis, Oregon



Second Floor
Original Depot



40'3"

Scale $\frac{3}{32} = 1' 0''$

Willamette Valley and Coast Railroad Depot
Corvallis, Oregon

