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United States Department of the Interior  
National Park Service

JUN 27 1988

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 Oregon-Washington Railroad & Navigation Company Passenger Station  
other names/site number Union Pacific Railway Depot  
Mt. Hood Railroad Company Passenger Station

2. Location

street & number Foot of First Street N/A not for publication  
city, town Hood River N/A vicinity  
state Oregon code OR county Hood River code 027 zip code 97031

3. Classification

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

Signature of certifying official [Signature] Date June 24, 1988  
Deputy State Historic Preservation Officer  
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.  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:) \_\_\_\_\_

[Signature] 7-28-88

Signature of the Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_

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**6. Function or Use**

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Historic Functions (enter categories from instructions)

Transportation/railroad passenger station  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Current Functions (enter categories from instructions)

Transportation/railroad passenger station  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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**7. Description**

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Architectural Classification

(enter categories from instructions)

Early 20th Century American Movements/  
Craftsman  
\_\_\_\_\_  
\_\_\_\_\_

Materials (enter categories from instructions)

foundation brickwalls stucco  
\_\_\_\_\_roof asbestos shingleother \_\_\_\_\_  
\_\_\_\_\_

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Describe present and historic physical appearance.

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The O.W.R.&N. Railroad Station, and located in Hood River, Oregon, is a fine example of Craftsman style architecture. The building is in good condition with minor alterations. The station operated until 1984. It has recently been purchased by the Mount Hood Railroad Corporation. The owner plans to rehabilitate the building, bringing it back to its former use as a passenger station.

**SITE**

The O.W.R.&N. Station is located at the intersection of 1st and Cascade Streets, Township 3N, Range 10E Willamette Meridian in Hood River County, Oregon. The O.W.R.&N. Company right of way is to the north, running east and west of the building. The Columbia River Highway and the Columbia River are beyond the tracks to the north. A large concrete retaining wall supports an embankment south of the station. Beyond this embankment, to the south and southwest, is the commercial area of Hood River. The original plat of the town of Hood River is south and west of the station, encompassing four blocks between Cascade and State Streets, and Front and Second Streets.

**EXTERIOR**

Plan

The Plan of the O.W.R.&N. Station is rectangular with one central slightly projecting wing on the northeast elevation. The building is 126 feet long and 30 feet wide and is covered with a gable roof with wide eaves which extend beyond the gable ends. An intersecting gable and dormer are located on the northwest facade. There are two dormered gables and a brick chimney on the southwest facade. A concrete platform which is cracked and broken in places, surrounds the station. The roof, originally red metal shingles, is now covered with red fire retardant shingles. The building is sided with rough stucco which covers red pressed brick. An exposed corbelled brick coursing is at the base.

Southeast Elevation

Originally, the main entrance to the O.W.R.&N. Station was on the southeast facade. A central double door was centrally located between two 8/1 double-hung wood sash windows.

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Below these windows are brick panels which extend down to the brick coursing. The doorway has been filled in with rough stucco and brick. Half timbering is located in the gable end on this facade. A fixed window of 12 lights with wood sash is centrally located in the gable. The wooden sign, "Mount Hood Railroad" is visible on this elevation.

Northeast Elevation

The northeast facade extends 133 feet, the length of the railroad right-of-way. This elevation is composed of three bays; two volumes broken by an intersecting gable end. A dormer window is located on the end of this facade. The brick coursing on the projecting bay has been covered. Both the dormer and the intersecting gable contain a single multi-paned window with wooden sash surrounds and half-timbering. The eastern portion of this elevation contains six double-hung wood sash windows of 12/1 lights, and a paneled wooden double door with a transom of 14/1 lights. This door opens into the waiting room. The projecting wing contains three double-hung wood sash windows, and one paneled door. The western bay contains a large wooden door with a transom above, which opens to the storage area, and two double-hung wood sash windows of 8/1 lights.

Northwest Elevation

The gable end on the northwest elevation has half-timbering and a fixed 12 pane fixed window. A large wooden door with rolling hardware is centrally located on this facade between two double-hung wood sash windows of 8/1 lights. Historic photographs show this door originally had a transom window. According to an article in the Hood River Glacier, the building was damaged on this facade in 1918. The newspaper reported "A runaway locomotive...traveling at a speed of from 10 to 20 miles an hour, the locomotive struck a rail passenger auto at the end of the track and plowed for 100 feet over paving until its course was stopped by the thick brick walls of the west end of the O.W.R.&N. Station." (September 26, 1918)

Southwest Elevation

This facade contains two dormers with fixed multi-paned windows. There are two doors on this elevation. A wooden double paneled door with transom above similar to the one on the

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northeast elevation is currently being used as the main entrance into the building. There are four double-hung wood sash windows of 12/1 to the east of this door, and two to the west. The second door, to the west, is also a wood paneled door. Two double-hung wood sash windows of 8/1 lights are located to the west of this door.

## INTERIOR

The interior of the O.W.R.&N. Station is composed of a waiting area, men's and women's bathrooms, counter, offices, boiler room, and storage area in the rear of the building. The Hood River Glacier boasted of the fine quality of the interior upon the station's construction in 1911. "The new station will have a general waiting room of 28 by 45 feet, which will have a seating capacity of 120. In addition a smoking room and a ladies' rest room will be provided to the dimensions of each to be 15 by 15-1/2 feet." (February 2, 1911) According to the plans of the building, the ticket office and boiler rooms were located to the north and south of a corridor which led to the baggage room. The waiting room was originally larger in size than it is currently.

Waiting Area

There have been relatively few changes to the interior of the O.W.R.&N. Station. The waiting area has four 12/1 double-hung wood sash windows, and two pairs of paneled double doors with one light each on the northeast and southwest elevations of the room. The ceilings have been lowered in this room and four fluorescent lighting fixtures added. A pink marble kickplate approximately 7" high above the floor level is intact. The floor plans show that there was originally a tile wainscoting capped by a wooden rail around the perimeter of this room. The wooden rail remains intact. The floor is now covered with VA tile. The floor was originally concrete. The passageway on the east wall of the waiting room that used to be the original entrance has been blocked off and converted into a storage area. The waiting room was reduced in size when a wood partition was placed across the room to increase the office space. The room was originally 28 x 45 feet and seated 120 people. (Hood River Gazette, February 2, 1911) On the east portion of the room are the men's and women's restrooms. One of the main attractions of the waiting room when the building was first constructed was the drinking fountain. "The handsome new passenger station has one of the new drinking fountains, where

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the traveler drinks from a flow of water bubbling from a basin as though a spring." (Hood River Gazette, April 27, 1911)

Restrooms

The men's restroom was originally called a "smoking room", which measured 15-1/2 x 15-1/2 feet. (Hood River Gazette, February 2, 1911) Both the men's and women's restrooms are now the same size and shape, each of which contains a vestibule. These restrooms were originally furnished. The Hood River Gazette boasts that the "Ladies' Room was equipped with mission rockers and large leather couches". (April 27, 1911) The men's restroom was labeled "smoking room" on the plans. The high ceilings in these rooms are coved, and in need of repair. There is a high wood rail and a pink marble kick plate around the perimeter of the room which originally had a tile wainscoting similar to the waiting room. The concrete floor is painted near the walls. A five paneled door in each vestibule leads to the bathrooms. There is a wooden double-hung sash window of 8/1 lights in each restroom. A pink marble slab divides the two restroom stalls and there is a kickplate around the perimeter of the room. A porcelain sink is located in each of the restrooms.

Office

The east wall of the office area is not original. Fixed glass windows and a countertop with cupboards underneath line this wall. The door to the office is in the center of this wall, and opens out into the waiting room. The office area is an irregular shaped room with lowered ceilings, and double-hung wood sash windows with 12/1 lights on the south and north walls. A pink marble kickplate surrounds the perimeter of the room and the floor is covered with VA tile. The floor was originally a 4" thick concrete floor with a cement finish, similar to that in the waiting room, according to the specifications in the floor plans for the station.

Baggage Room

Access to the baggage room is through the office. Originally, a corridor led to this room. The baggage room has a high ceiling which is original. As one enters this room from the office area, there is a small, enclosed storage area to the southwest and a larger second storage area to the northeast. These are original as they appear on the floor plan. The first storage

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room has two 9/1 double-hung sash windows on the south wall. A fixed glass window is to the west. The larger storage area to the north of the room has no windows. A large wooden door with a transom of 18 lights is situated on the north wall. There is a large metal rolling door to the west and to the south a single paneled, wooden door with a double transom above of three and eight lights.

COMPARATIVE ANALYSIS OF RAILROAD STATIONS ALONG ORIGINAL  
O.W.R.&N. EASTERN LINE

1. Troutdale

Constructed in 1907, the Troutdale depot is a small wooden building, presently used as a museum and headquarters for the police department. The building ceased to be used for passengers in the mid 1950's. The city of Troutdale purchased the building in 1976.

2. Pendleton

Constructed in 1910, the Pendleton depot is a one story, brick-faced Craftsman style building somewhat similar to the Craftsman style of the Hood River depot. It is located on Frazier Street, between SW First and SW Second Street and it is currently owned by the Union Pacific Railroad. The building is listed on the National Register as part of the Pendleton South Main Street commercial historic district. It is leased to the local historical society.

3. La Grande

Constructed ca. 1935, the La Grande depot is currently used as offices for the Union Pacific Railroad. Originally the building was built as a passenger station and Union Pacific headquarters offices. The depot is a large two story brick and stucco building.

**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)

Period of Significance

Significant Dates

Architecture

1911-1930

1911

Transportation

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

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

The former passenger station of the Oregon-Washington Railroad & Navigation Company at Hood River was built in 1911. It is situated at the foot of First Street and is oriented with its long axis in a northwesterly to southeasterly direction, parallel with the tracks. The station is a 1 1/2-story volume of stucco-finished brick construction reflecting the influence of the Arts and Crafts style. It has the traditional form of its type in its elongated rectangular plan subdivided for baggage and freight room, passenger waiting room, boiler room, offices, and trackside telegrapher's bay.

The longitudinal gable roof, originally clad with metal shingles painted with red oxide, has sheltering overhangs. Either end gable, the gable over the telegrapher's bay, and dormers are pedimented and decorated with applied half-timbering. Attic windows, transoms and upper sash of ground story double-hung windows are fitted with many small panes. A high, corbelled ground course of pressed brick extends to the height of window sills. The interior is essentially intact, although the waiting room, a major space originally measuring 28 x 45 feet in plan, has been encroached upon by expanding office space and a lowered ceiling.

The historic passenger station is significant to Oregon in the category of architecture under Criterion C as one of only two remaining large brick passenger stations constructed by the O.W.R. & N. Co. on its Columbia River line. The station at Pendleton antedates the nominated building by a year and is distinguished by fully brick-faced exterior elevations and scallop-edged outriggers under the eaves. Otherwise, the two stations are based on a similar pattern, and both are well preserved. The likely origin of the design was the Architecture Department of the Union Pacific Railway Company, parent company to the O.W.R. & N. Co.

The importance of rail shipping to Hood River's agricultural economy, historically, provides the appropriate context for evaluation under Criterion A.

See continuation sheet



## 9. Major Bibliographical References

### 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 # \_\_\_\_\_

See continuation sheet

### Primary location of additional data:

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

Specify repository:

N/A

## 10. Geographical Data

Acreage of property less than one Hood River, Oregon-Washington 1:24000

### UTM References

A 1,0 6,1,5,9,4,0 5,0,6,2,6,8,0  
Zone Easting Northing

B           
Zone Easting Northing

C         

D         

See continuation sheet

### Verbal Boundary Description

The nominated property is located in SE $\frac{1}{4}$  Section 25, Township 3N, Range 10E, Willamette Meridian in Hood River, Hood River County, Oregon. Its metes and bounds are as follows:

See continuation sheet

### Boundary Justification

The nominated area of approximately 0.26 acres consists of the footprint of the passenger station plus 20 feet, more or less, on all sides to encompass the concrete platform surrounding the building. The nominated area is thus limited to not more than 11,620 square feet, and its northeasterly boundary abuts, but does not exceed the south edge of the Union Pacific Railway road bed.

See continuation sheet

## 11. Form Prepared By

name/title Kimberly Demuth and Sally Donovan

organization Northwest Heritage Property Associates date December 15, 1987

street & number PO Box 1871 telephone (503) 227-6356

city or town Portland state Oregon zip code 97207

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The O.W.R. & N. Co. was created in 1910 by merger of Oregon Railroad & Navigation Company operations on both sides of the Columbia. The passenger station of 1911 reflects Hood River's status as a major shipping point and terminus of the Oregon Lumber Company's newly-completed Mount Hood Railroad (its terminal was razed in 1971). The O.W.R. & N. Co. merged with its parent company, the Union Pacific about 1930, which is considered the end of the historic period. However, the subject station continued in service for passengers and freight to 1958. Freight hauling continued for a time after passenger service was discontinued. The building was surplused by Union Pacific in 1984. It was purchased by Mt. Hood Railroad Company, Inc. in 1987 for a headquarters and passenger station.

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The Hood River depot located in downtown Hood River, Oregon, is a well-preserved example of an early 20th century Craftsman Style railroad station along the original O.W.R.&N. Line which operated between Portland to Huntington, Oregon. The large building was constructed in 1911 for the Oregon-Washington Railroad and Navigation Company (O.W.R.&N.) on the Columbia River Line. The depot is significant in the theme area of Transportation because, historically, it was the hub in Hood River for the shipping of timber and agricultural products and as a central transportation terminus for passenger travel throughout the country. The building is significant under Criterion A for its association with the development of commerce and transportation in the city of Hood River. The Hood River station is a significant reminder of the primary transportation system used from the late nineteenth century to the mid-twentieth century in Oregon. The railroad station played a very important role in the development of Hood River as a major shipping point on the Columbia River for its fruit and timber industries. Railroad depots, once commonplace, are slowly disappearing and are recognized as a symbol of transportation networks that united the country, and led to the development of the United States.

## O.W.R.&amp;N. DEPOT

The depot in Hood River is in a prominent location, one block north of the downtown area and within easy walking distance of the central business area. It is highly visible from the main entrance to town, along the second street bridge. The depot is the best remaining example of a Craftsman style station along the O.W.R.&N.'s original Columbia River Line. Constructed in 1911, it was the second station built in Hood River by the O.W.R.&N. Railroad Company. The original depot was built simultaneously with the completion of the company's eastern line in 1882. A two story frame building, the original depot had living quarters upstairs and service areas downstairs. The station served the growing valley community for twenty years, until an increase in volume of goods and people created the need for a more commodious depot. The original depot, located on the same site, was razed in 1911 to make way for the new station.<sup>1</sup>

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After the turn of the century, most small town depots were built from the railroad's "common standard designs".<sup>2</sup> These depots were constructed with standardized plans designed by railroad engineers usually differing only in scale and use of materials. The Hood River depot was larger and more elaborately detailed than most stations in comparable sized towns and was not a "common standard design".

The architectural detailing and design, and size of the depot reflects the success of Hood River as a major shipping point on the Columbia River. Architecturally the station displays many fine Craftsman Style characteristics: wide overhanging eaves, half-timbering in the gable ends, multi-paned windows, and stucco and brick exterior. The Craftsman style depot was a source of pride for the community and became the central focus point of the town, operating as a conduit through which people and goods traveled, to other destinations.

Circa 1930, the Union Pacific merged with the O.W.R.&N., taking control over the lines and depot.<sup>3</sup> The U.P. name slowly started to replace the O.W.R.&N. name throughout the state. The depot in Hood River functioned as both a freight and passenger line for the Union Pacific until 1958, when the passenger line was discontinued.<sup>4</sup> In 1968 the Union Pacific expanded their holdings in the Hood River Valley and purchased the Mount Hood Railroad Company. The Mount Hood Railroad was a twenty-three mile line built between 1906-1909 that ran between Hood River and Parkdale and carried fruit, timber and passengers. The original Mount Hood Railroad depot, a separate station located east of the O.W.R.&N. Company depot, was razed in 1971. The Union Pacific depot served both the Mount Hood Railroad Line and the main Union Pacific Line until 1984 when it closed down. The depot was purchased by the Mount Hood Railroad Corporation in November 1987. The private corporation plans to restore the depot and use it as the headquarters for the Mount Hood Railroad. They have also purchased the Mount Hood Railroad Line to Parkdale and plan to continue its use as a freight line. Future plans for the station and line include reopening the depot as an Amtrak passenger station and developing Hood River's tourism potential by promoting tours and events that capitalize on the scenic beauty of the Hood River Valley. The building will maintain its historic use as a railroad depot functioning once again as a focus for the shipment of goods and people in the Hood River Valley.

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## COMMERCE

The town of Hood River is located on the Oregon-Washington border, approximately sixty miles east of Portland. It is situated at the confluence of the Columbia and Hood Rivers at the northern end of the Hood River Valley and the base of the Cascade Mountain Range. Due to its isolated location the small community, settled in the 1850's, was only accessible by steamers on the Columbia River. The arrival of the O.R.&N. (later the O.W.R.&N.) railroad line in 1882 made possible the development of the rich agricultural and timber lands of the Hood River Valley. With the news of the coming railroad and a promise of a depot, H.C. Coe platted the town of Hood River in 1881, one year prior to the completion of the rail line. Buildings were soon constructed following the town's platting. A mercantile store was the first commercial building erected in the town and the second structure, a hotel, was built adjacent to the proposed railroad depot site.<sup>5</sup> The town developed gradually, emerging as a major shipping point for the developing fruit and timber industries by the turn of the century.

The Hood River Valley became known as a major fruit producing area in the nation, especially known for pears, apples, cherries and strawberries. Nathaniel Coe planted the first orchard in 1854 on his donation land claim which is now in the heart of downtown Hood River. Coe recognized the potential of the area and "planted the seed" for the future fruit industry development. However, the fruit industry grew slowly in the area until the mid 1880's when the feasibility of mass fruit growing operations were realized by Thomas R. Coon.<sup>6</sup> His successful strain of strawberry stimulated other fruit production in the area. By 1893, in an effort to bring order to the marketing of fruit, the Hood River Fruit Growers Union was organized; the first coop in the Pacific Northwest. Apples and strawberries became the major export by 1900, and Hood River apples became known as the "finest apples in the world."<sup>7</sup> The fruit industry prospered over the years depending on the railroad for transportation and distribution of their goods. Even with competition from the trucking business, the railroad still continues to be an important means of shipping fruit from Hood River to markets throughout the world.

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Timber, another major industry in Hood River, also prospered by the introduction of the railroad. Prior to rail transportation, logs were floated down tributaries of the Columbia and shipped by steamers out of the Port of Hood River. After the O.R.&N. (O.W.R.&N.) Line reached Hood River the lumber began to be shipped by rail. When the Mount Hood Railroad Company, constructed in 1906-1910 which ran from Hood River to Parkdale was built, the lumber industry started to blossom. The independent line was started by David Eccles of the Oregon Lumber Company who bought a mill at Dee, midway on the line. The lumber was shipped by rail to Hood River connecting with the O.W.R.&N. train line. The Hood River Railroad line also carried passengers and fruit from the valley to Hood River. The Mount Hood Railroad had a separate depot located idrectly east of the O.W.R.&N. depot which was razed in 1971. Both of the railroad yards were the center of activity and played an important role in the economic development and vitality of the town. A 1910 brochure states of Hood River, "The principal business of the town has been to handle supplies for, and ship the products of, the fruit and timber industries."<sup>8</sup> Both industries played a vital role in the development of Hood River which could not have been realized without the arrival of the railroad.

## TRANSPORTATION

The O.W.R.&N. (originally the O.R.&N.) depot in Hood River is located on the first railroad line which ran east from Portland to Wallula, Washington along the south side of the Columbia River.<sup>9</sup> The line facilitated the development of commerce and tourism along the Columbia River, as well as connecting to the first transcontinental railroad line.

The O.W.R.&N. (O.R.&N.) Railroad Company was created by entrepreneur Henry Villard in 1879. Villard saw a tremendous potential in a unified transportation network across the state and country. He systematically purchased all the major railroad lines and navigation companies in Oregon and organized the Oregon Railroad & Navigation Company. The first railroad line built by Villard was a line extending from Portland to Wallula, Washington along the south side of the Columbia River. The line was started in 1880 and completed in 1882 making the rich resources of the lands surrounding the Columbia River more accessible to development. The Columbia River had long been recognized for its scenic beauty and the railroad line further stimulated the tourism development in the area.

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New town sites were quickly platted along the proposed line. The town of Hood River was one of those towns, platted in 1881 with the anticipation of the arrival of the railroad and depot. Henry Villard's railroad monopoly prospered until 1884 when financial difficulties forced Villard to resign.<sup>10</sup> In 1887 the Union Pacific Railroad was able to secure a long-term lease on the O.R.&N.'s stations and railroad lines. The railroad, still operating under the O.R.&N. name, appeared in a 1898 promotional brochure as "a sure and speedy transportation to its people and products. With Portland as its headquarters and centering point, the O.R.&N. Company has over 1,000 miles of admirably built and equipped railway in Oregon, Washington and Idaho...and between Portland the east, the O.R.&N. Company's Columbia River Line is the only direct and scenic route, and the trip over it is a glorious and memorable one."<sup>11</sup>

The O.W.R.&N. Company railroad became the major transportation route to the eastern part of the state carrying both people and goods. The railroad expanded in 1910 by the merging of all their lines in Oregon and Washington forming the Oregon-Washington Railroad and Navigation Company (O.W.R.&N.). Hood River became a major transportation center. A 1910 promotional pamphlet states, "The town of Hood River has transportation facilities which are not exceeded in Oregon, outside the city of Portland. On the main line of the O.R.&N. seven trains each way daily are operated on a passenger schedule. Four of these are transcontinental...and two local."<sup>12</sup>

The Mount Hood Railroad Company, built between 1906-1910 by the Oregon Lumber Company, operated a feeder line which ran along a twenty-three mile track from Hood River to Parkdale. The line originally terminated at the Oregon Lumber Company's mill at Dee, midway on the line. Later the line extended to Parkdale and carried passengers, fruit and lumber to the main O.W.R.&N. line in Hood River. The line has recently been purchased by the Mount Hood Railroad Company and is still operated as a freight line.

The O.W.R.&N. lines, operating in Hood River for over 100 years, are still used by the Union Pacific, carrying freight to all locations across the state and county. The O.W.R.&N. depot in Hood River, once the focus of the city's activity, is a significant reminder of a transportation system that was a major influence in the development of the Hood River Valley.

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FOOTNOTES

1. Interview with Clem Pope, Hood River, Oregon, December 4, 1987.
2. Interview with Ken Long, Research Specialist, Public Relations, Union Pacific Railroad, Omaha, Nebraska, December 2, 1987.
3. Interview with Roger Sjput, Manager of Trains - Portland to Boardman, Union Pacific Railroad, December 9, 1987.
4. Idem, interview with Ken Long, December 2, 1987.
5. History of Hood River County, (Hood River: Hood River Historical Society, 1982), p. 12.
6. Ibid, p. 13.
7. Ibid, p. 13.
8. "Hood River Oregon," (Hood River, Oregon: The Commercial Club, 1910), p. 23.
9. Thomas Vaughn, ed., Space, Style, and Structure, Building in Northwest America, (Portland: Oregon Historical Society, 1974), p. 177.
10. Ibid, p. 178.
11. P. Donan, "Where Rolls the Oregon," The Columbia River Empire, (Portland: Passenger Department of the O.R.&N. Company, 1898), p. 65.
12. "Hood River Oregon," (Hood River, Oregon: The Commercial Club, 1910), p. 29.



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- Blythe, S.F., and Bradley, E.R. "The Pen Picture of Hood River and the Hood River Valley." Hood River, Wasco County, Oregon, August 1910.
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National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 9 Page 2

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

**National Register of Historic Places  
Continuation Sheet**

Section number 10 Page 1

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Beginning at the most northerly corner of Tax Lot 300 of Block 13 in SE 1/4 Section 25, Township 3N, Range 10E, Willamette Meridian, in the City of Hood River County, Oregon, thence northeasterly at a right angle to the south edge of the Union Pacific Railway roadbed approximately 70 feet to the northerly edge of the passenger station's concrete platform, thence southeasterly along said platform edge approximately 166 feet, thence southwesterly at a right angle to the railroad bed 70 feet, more or less, thence northwesterly along the southerly edge of the concrete platform approximately 166 feet to the point of beginning.

**21 HOURS QUICKER FROM PORTLAND TO CHICAGO** **21**  
 And all points East than any other Trans-Continental Line.



FREE FAMILY SLEEPING CARS ON EXPRESS TRAINS TO MISSOURI RIVER WITHOUT CHANGE.

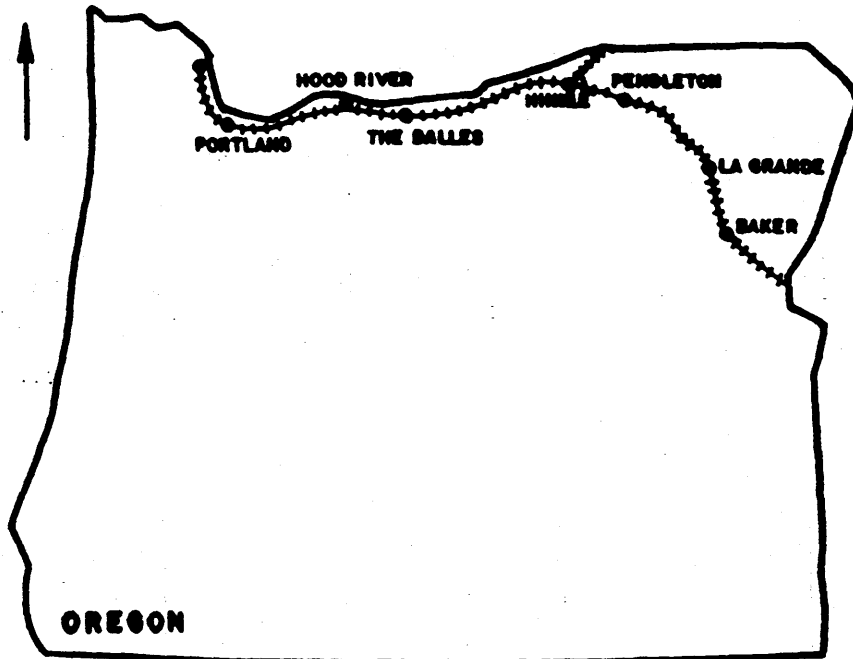
PULLMAN PALACE SLEEPERS, PORTLAND TO DENVER, OMAHA AND KANSAS CITY.

**OREGON**  
 Oregon Railway & Navigation Company.

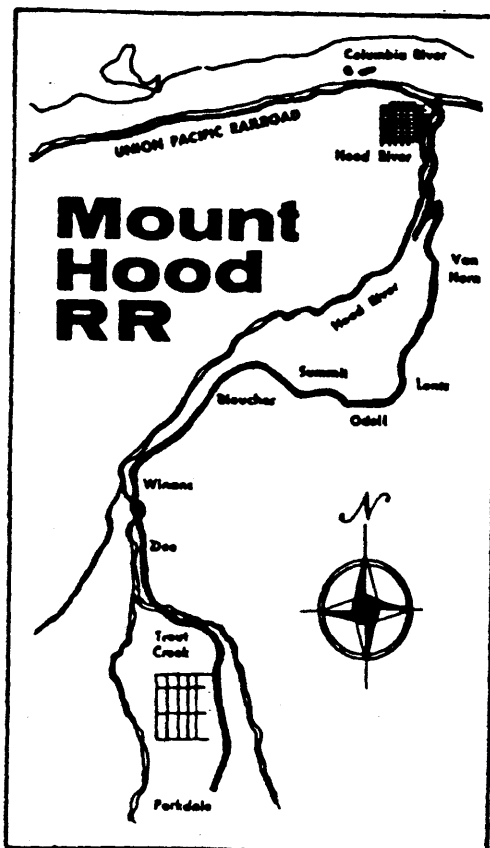
TO AND FROM THE  
**PACIFIC NORTHWEST.**

SUBJECT TO CHANGE.  
 B. CAMPBELL, TRADING MANAGER.  
 W. H. HURLBURT, GENERAL PASSENGER AGENT.  
 PORTLAND, OREGON.

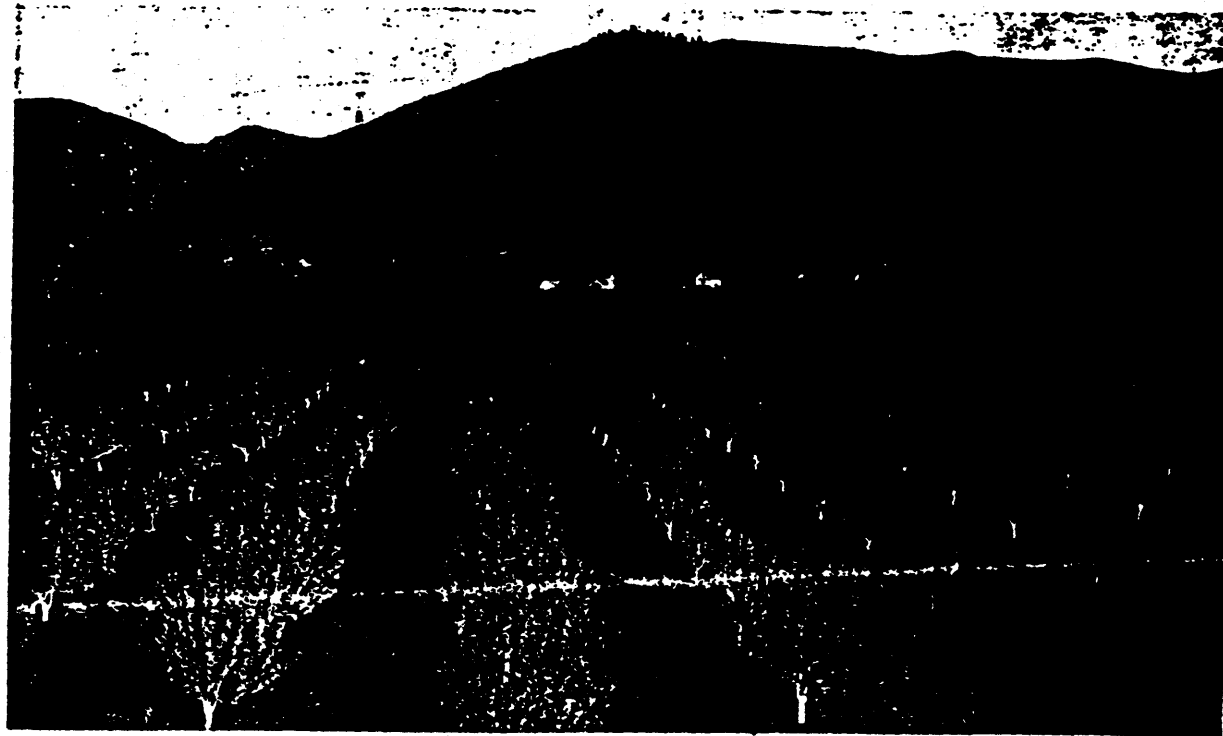
Promotional material from the O.R. & N Co.; Stations West. The Story of the Oregon Railroad.



A. Original O.R. & N. Co. (currently the U.P. lines) eastern line



B. Mount Hood Railroad Line-Hood River to Parkdale



An example of perfect cultivation and pruning in a Hood River orchard. Each tree is a duplicate of the other. The results of intensive cultivation.

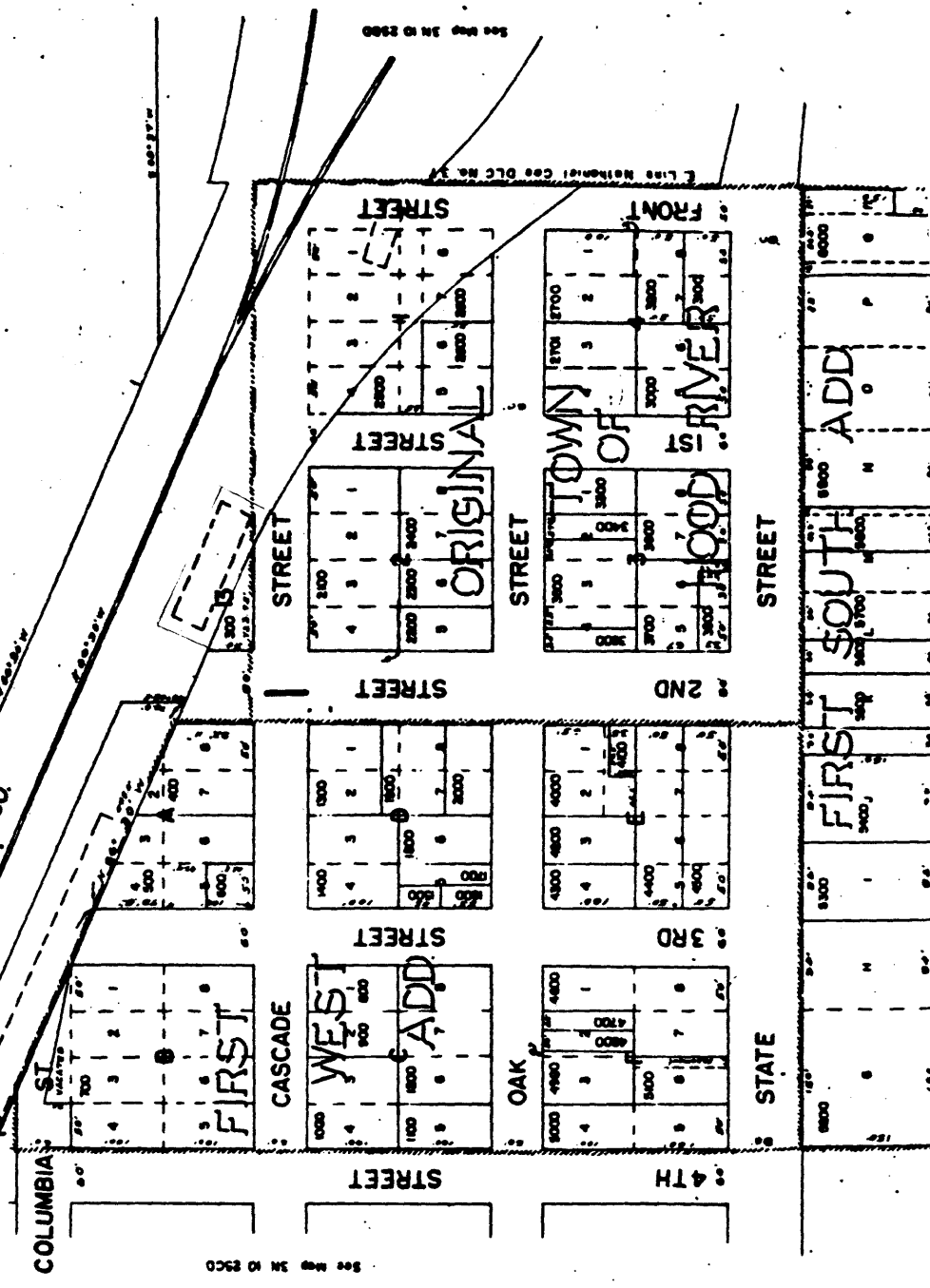
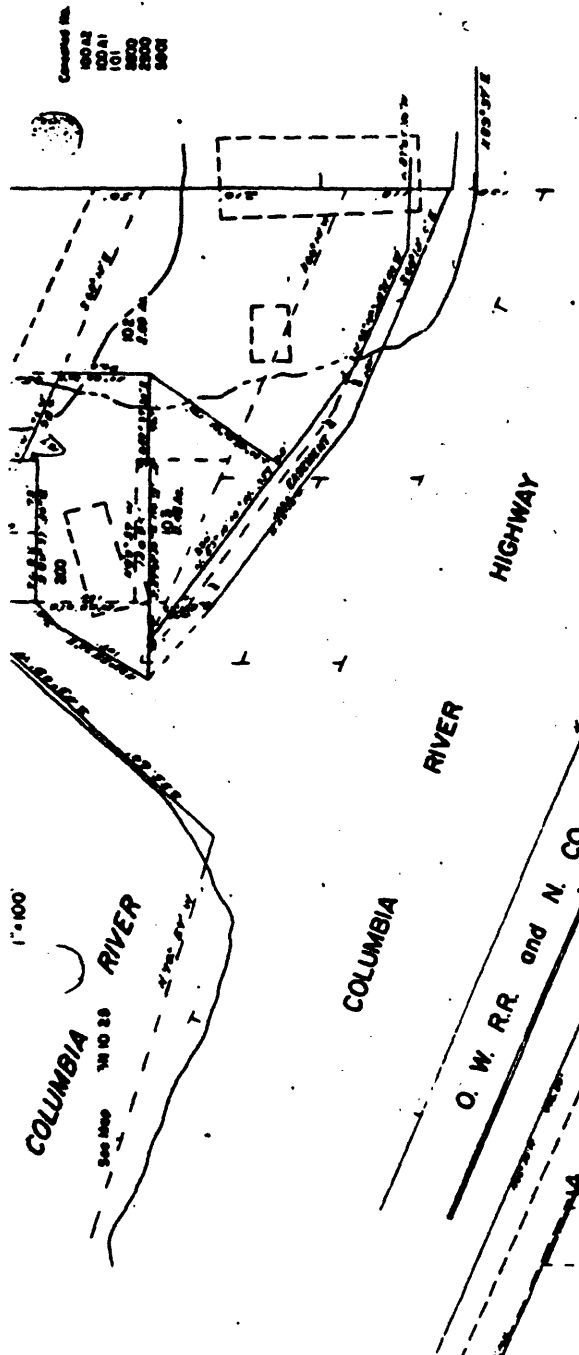
### Hood River City, The Commercial Center

**T**HE city of Hood River, in addition to being the sole town and commercial center of a valley which possesses the possibilities of producing as much in agricultural products as any like area in the world in which deciduous fruits are grown, has immense water power nearby. The principal business of the town has been to handle the supplies for, and ship the products of, the fruit and timber industries. Hood River town, as the valley, has had a substantial and gradual development. It is the county seat of Hood River county, which is but two years old. The new county has conducted its affairs on an unusually economical basis and at the same time has taken a rank second only to one or two counties containing large cities.

A flour mill supplies local needs and ships a considerable amount. A factory making cider, vinegar and pickles, employs a number of men, and several well-equipped machine shops do an extensive business. With the substantial backing of the valley and the water power awaiting development and the excellent facilities for shipment by rail and water, Hood River offers the business investor exceptional opportunities.

Promotional Brochure-Hood River; "Hood River, Oregon"

Hood River, Oregon: The Commercial Club, 1910

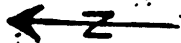


Contained in:  
 100 A2  
 100 A1  
 101  
 200  
 2000  
 5000

See Map 34 N 2500

Line Northern Co. D.C. No. 34

See Map 34 N 2500



COLUMBIA

US CASCADE (RIVER)

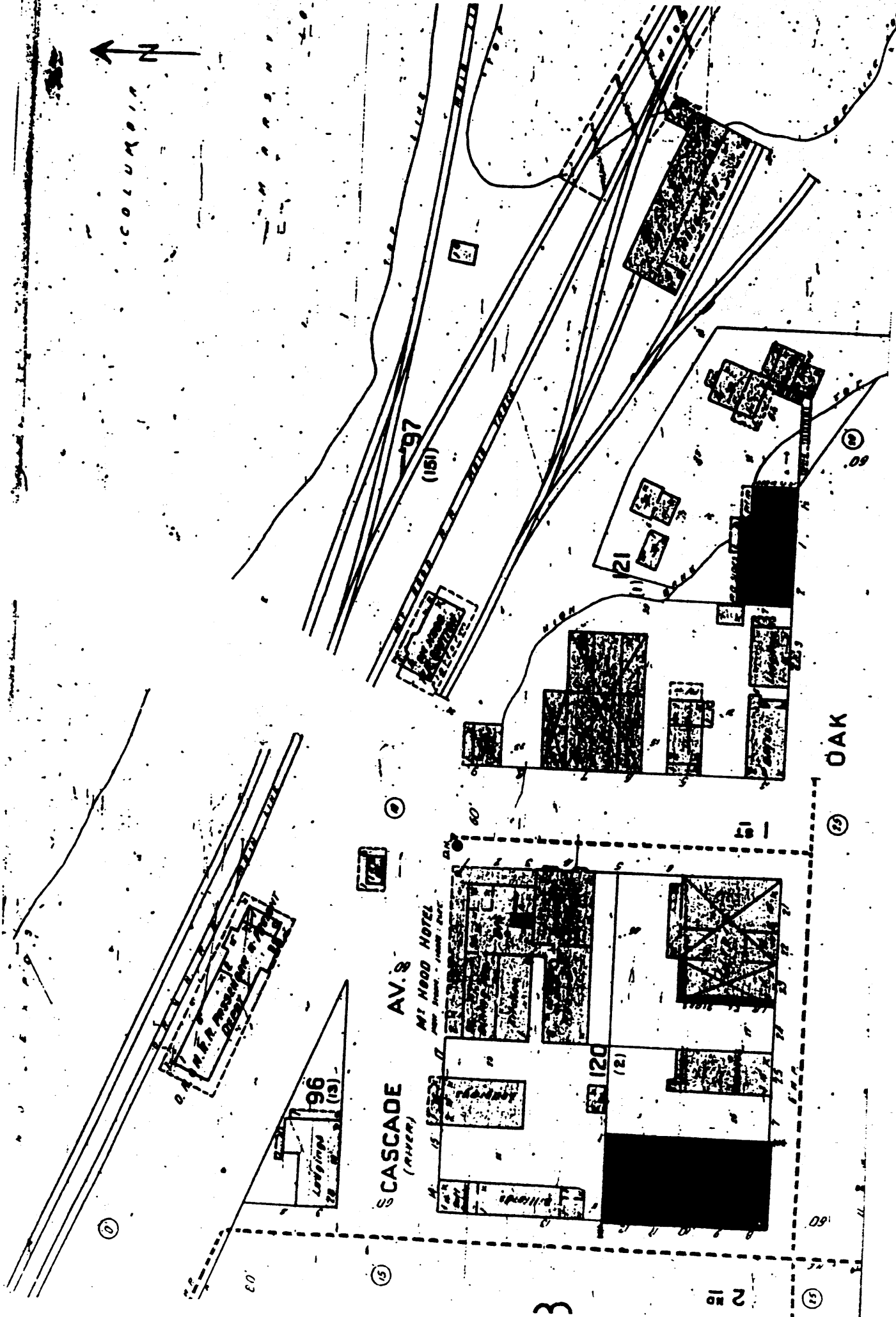
AV. 8

MT HOOD HOTEL  
Lodge, Restaurant, Bar, Billiard Parlor

96  
Lodging  
28  
(13)

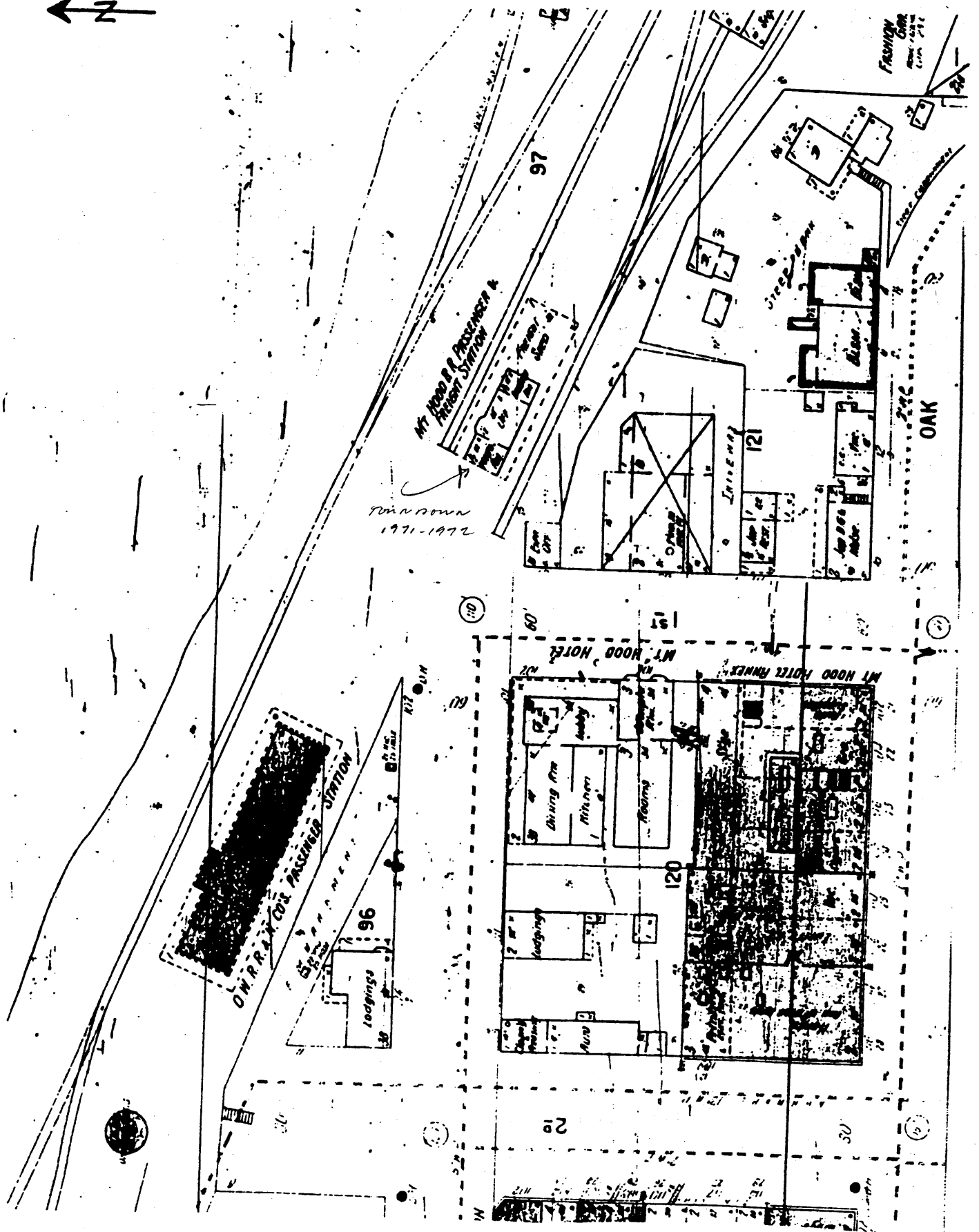
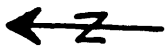
120  
(2)

OAK

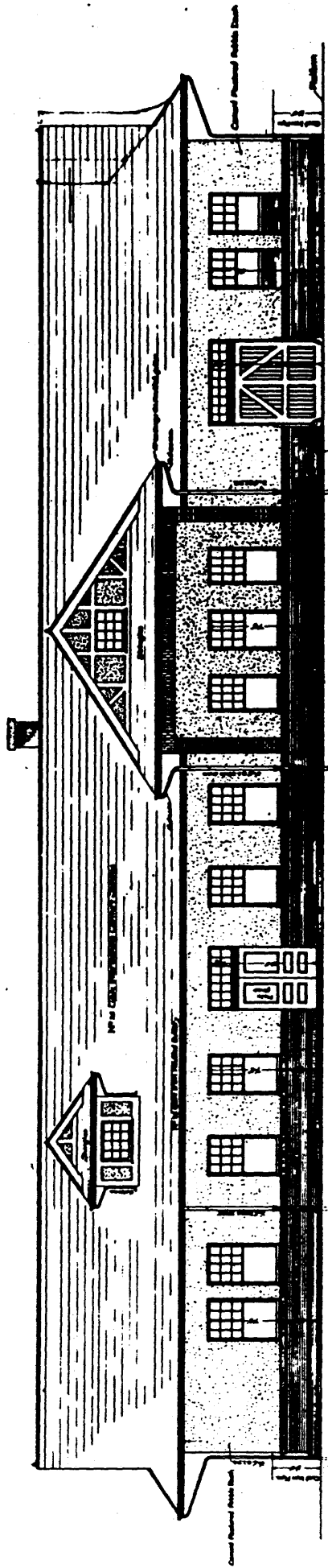


Sanborn Fire Insurance Map:1909





Sanboron Fire Insurance Map: 1916



ELEVATION (Rear View)

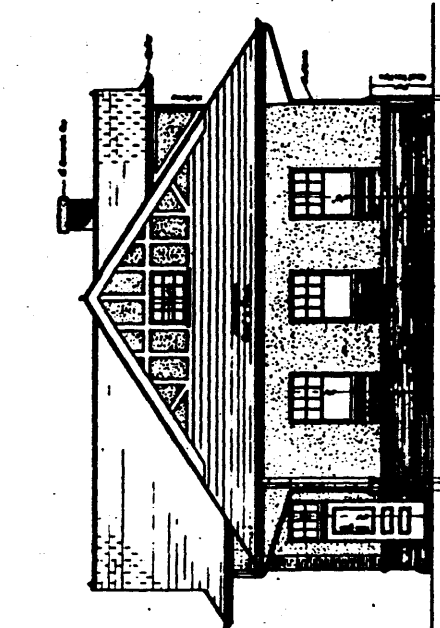
4' Concrete Chimney  
Frontal brick chimney

1/2" thick brick chimney

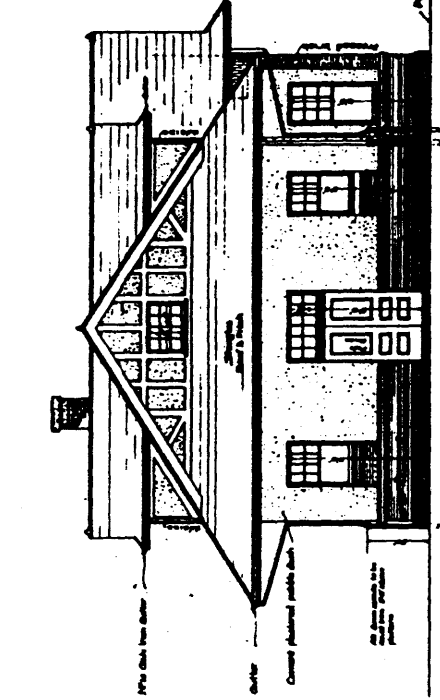
Brick and cement plastered gable end



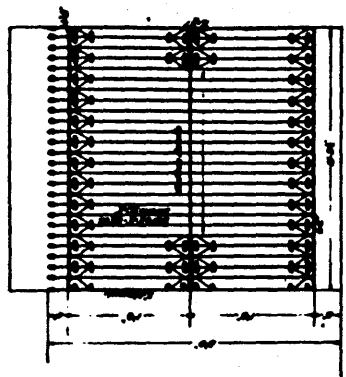
ELEVATION (Front View)



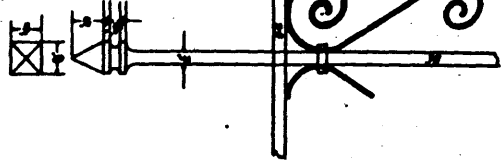
END ELEVATION (Business side)



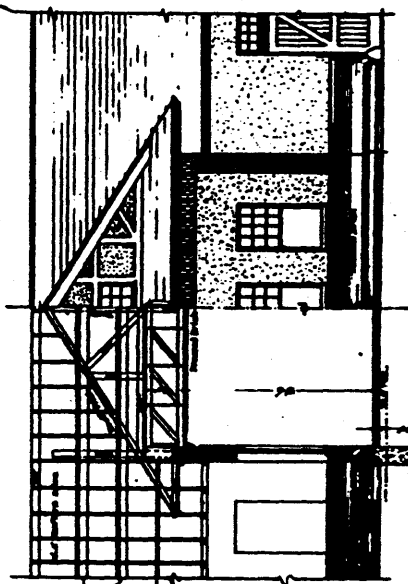
END ELEVATION (Back side)



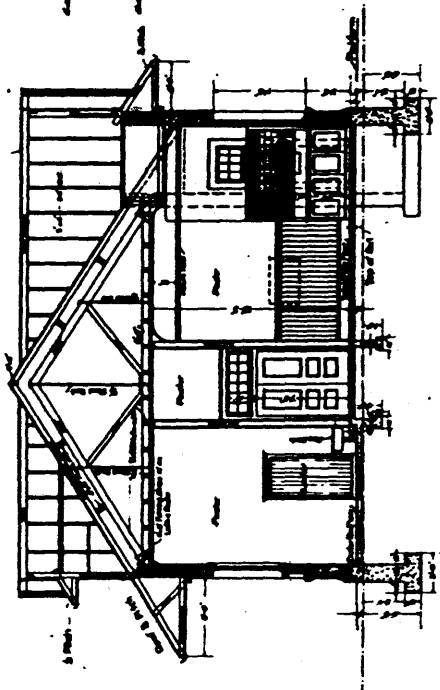
RAILINGS & THICKET WOODWORK  
 1. Imperial 1 1/2" x 1 1/2" x 1/2"  
 2. Imperial 1 1/2" x 1 1/2" x 1/2"



POSTS & PICKETS - SCROLLS



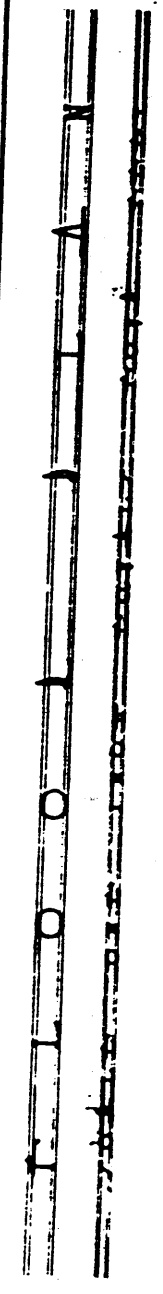
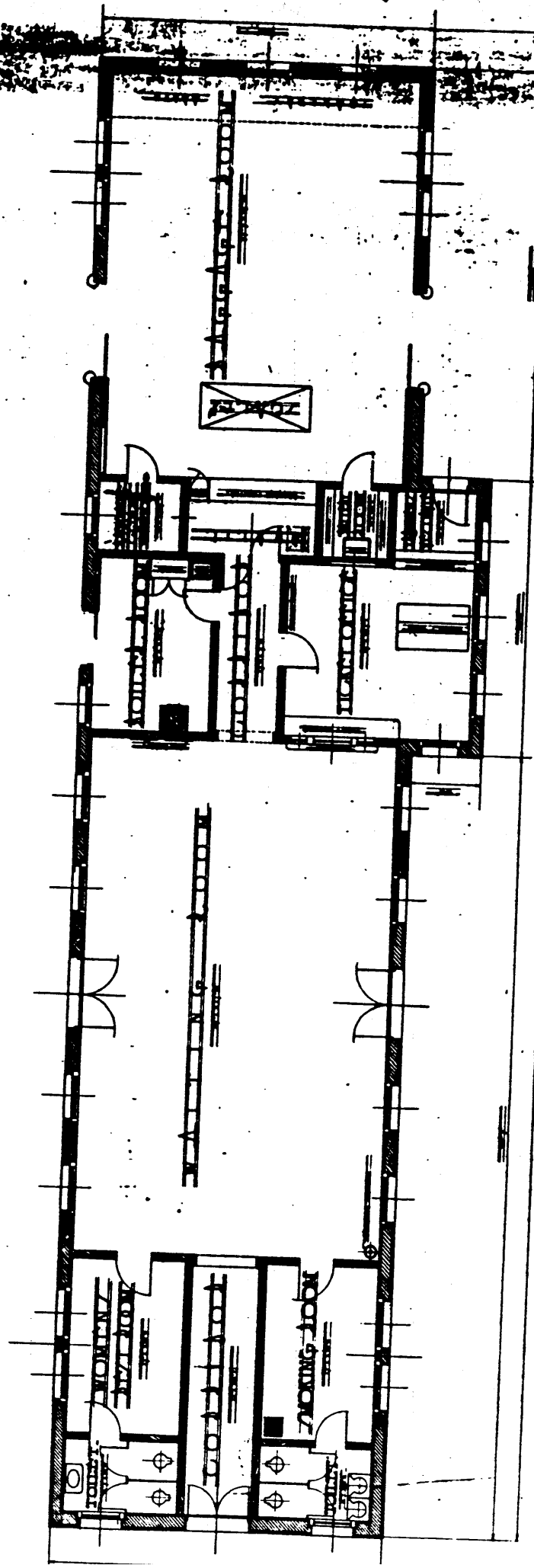
SECTION THROUGH FRONT PORCH & TICKET OFFICE

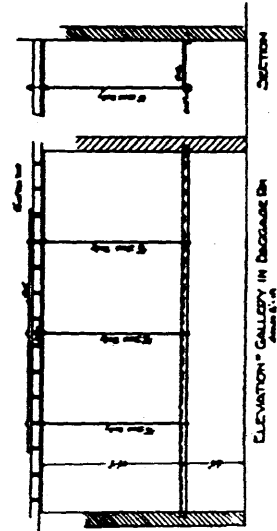
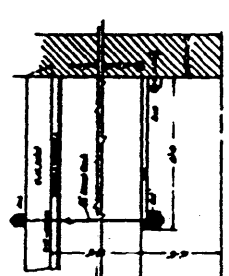
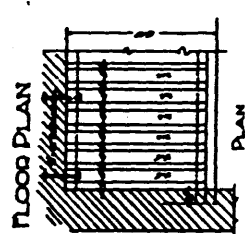
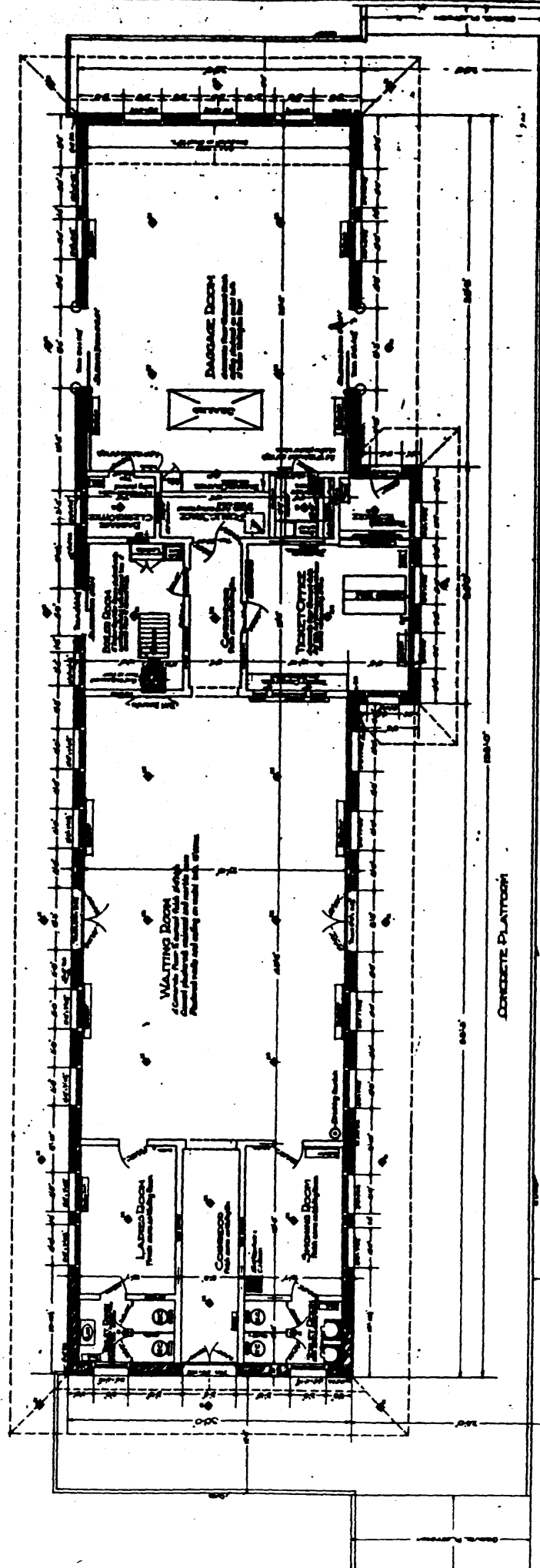


SECTION THROUGH BACK PORCH & TICKET OFFICE

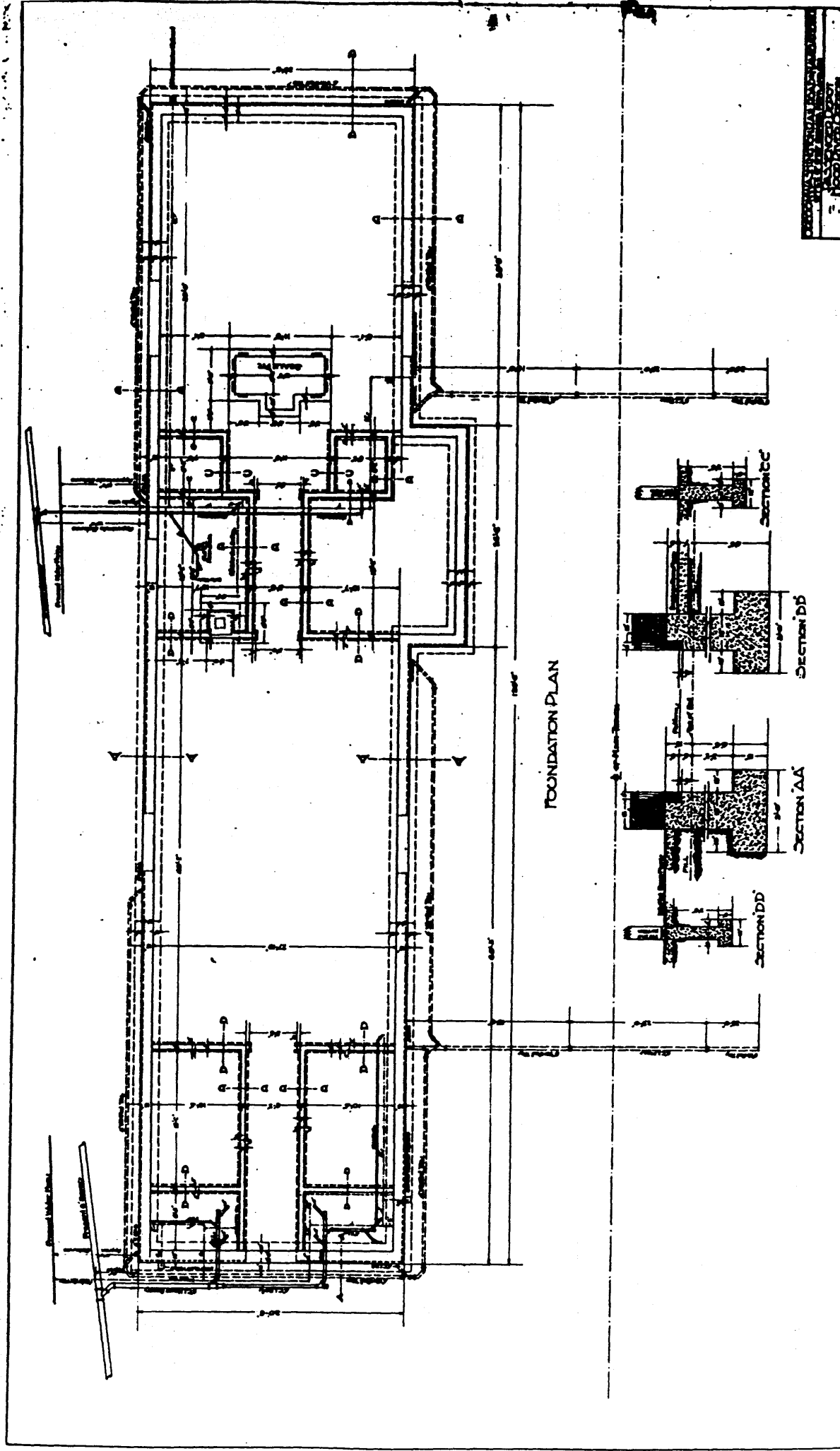
CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE  
 1921 BUILDING CODE OF THE CITY OF  
 HOUSTON, TEXAS

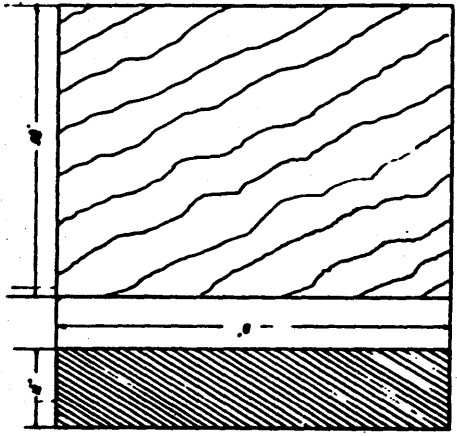
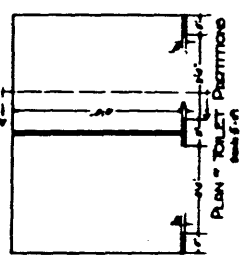
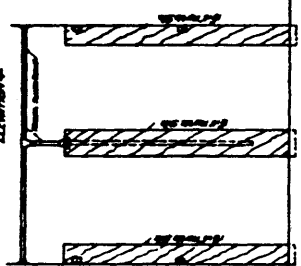
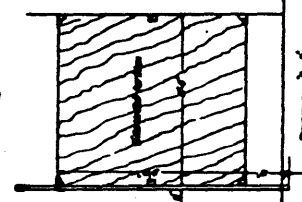
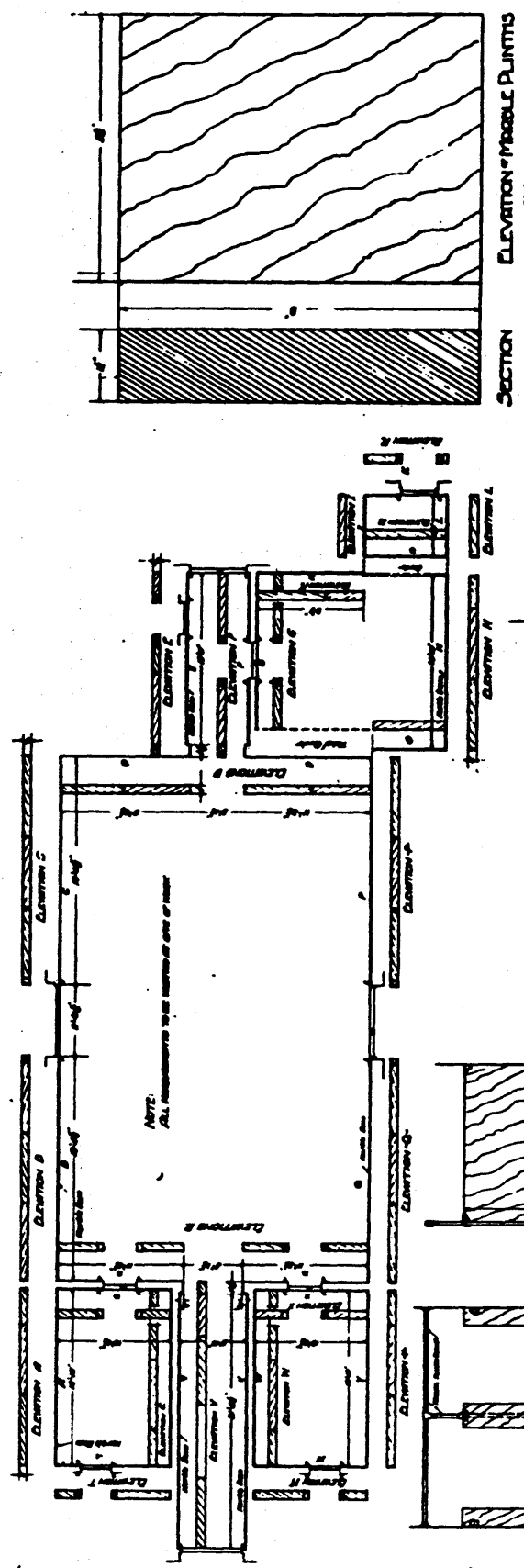
UNION PACIFIC SWARM
NO. 100
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NO. 200



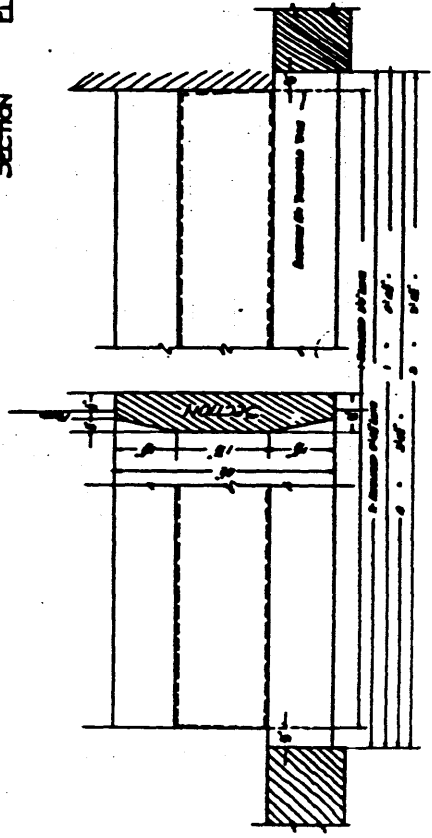


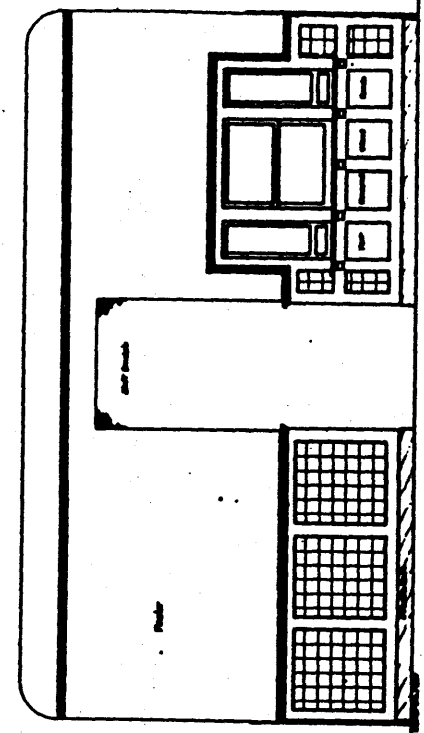
ARCHITECT  
 CIVIL ENGINEER  
 LICENSE NO. 1000  
 1000 B STREET, N.W.  
 WASHINGTON, D.C.



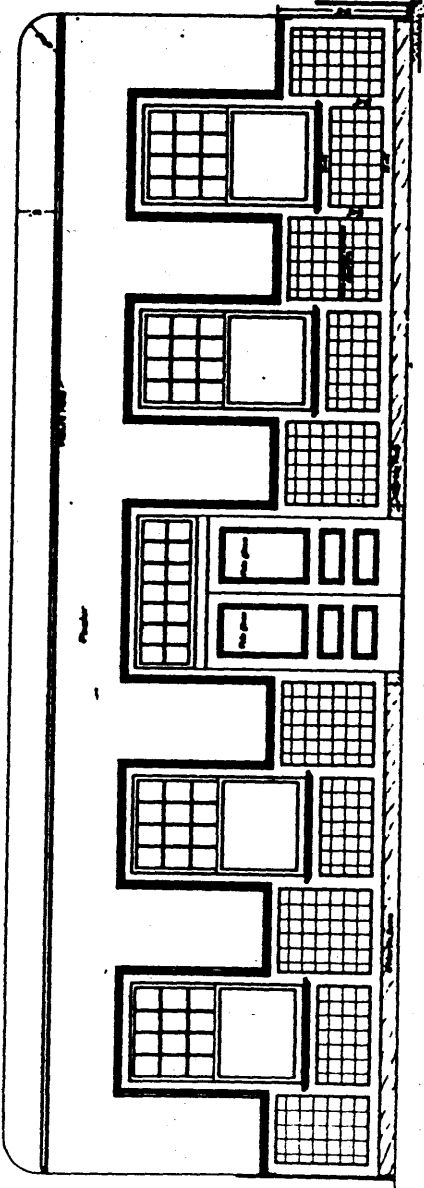


SECTION

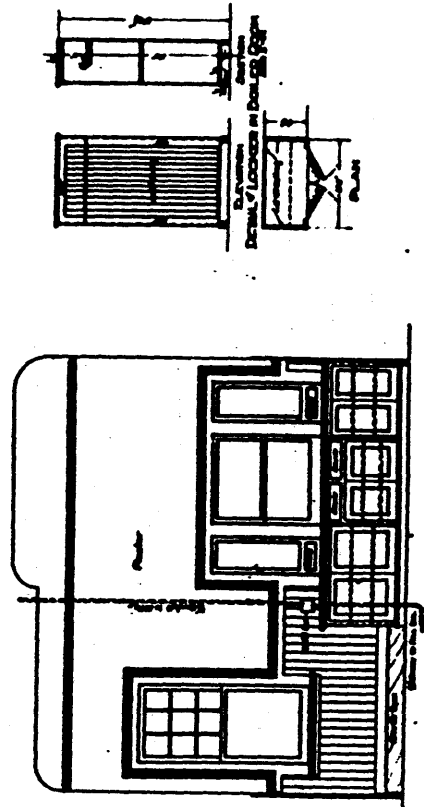




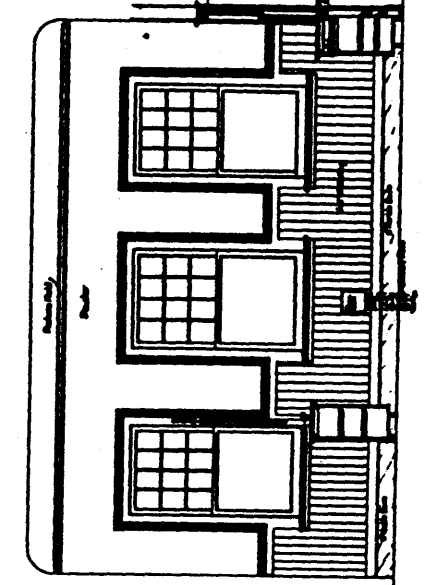
ELEVATION of WAITING ROOM



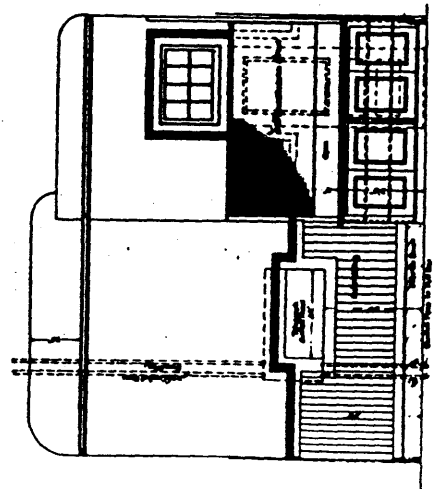
INTERIOR ELEVATION of WAITING ROOM



ELEVATION of TICKET OFFICE

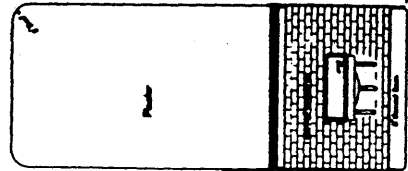


ELEVATION of TICKET OFFICE

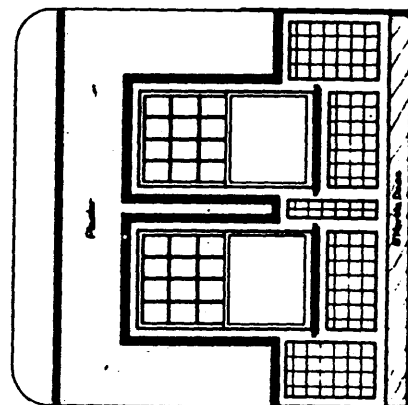


ELEVATION of TICKET OFFICE

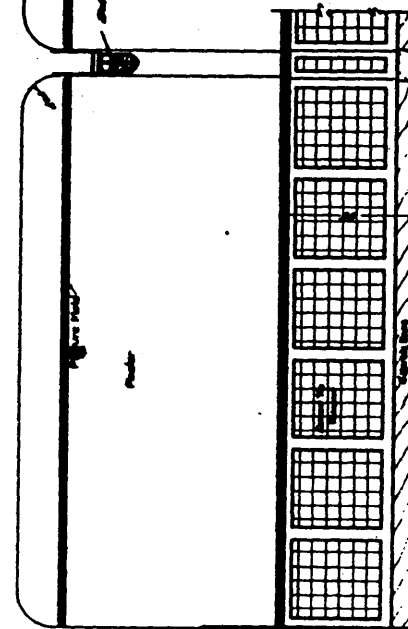




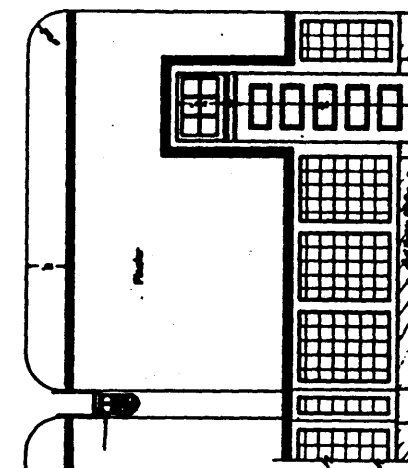
LADIES TOILET



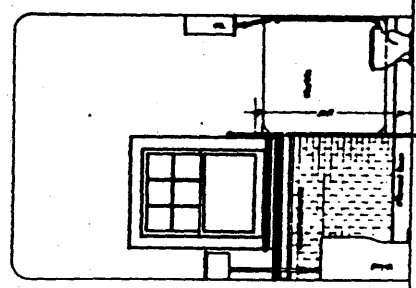
LADIES PARLOR



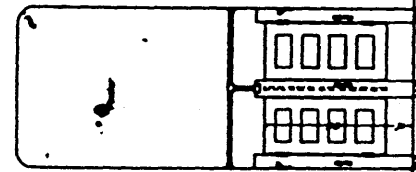
ELEVATION OF CORRIDOR



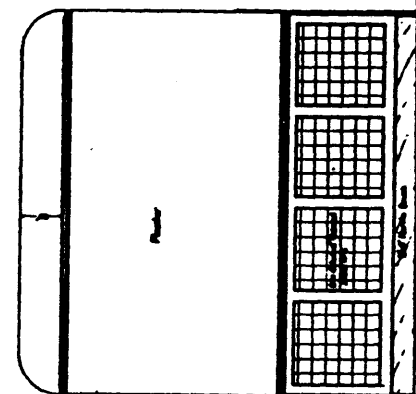
ELEVATION OF HALL



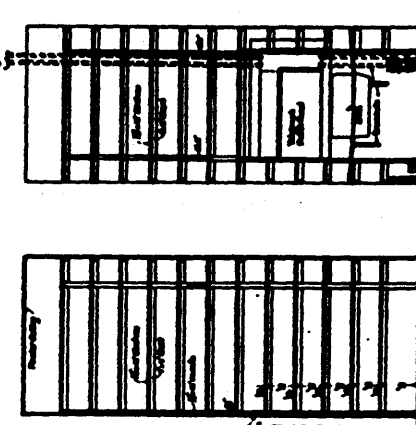
MEN'S TOILET



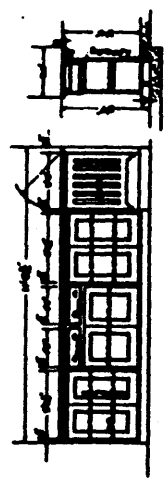
SMOKING ROOM



BATTERY ROOM ELEVATIONS



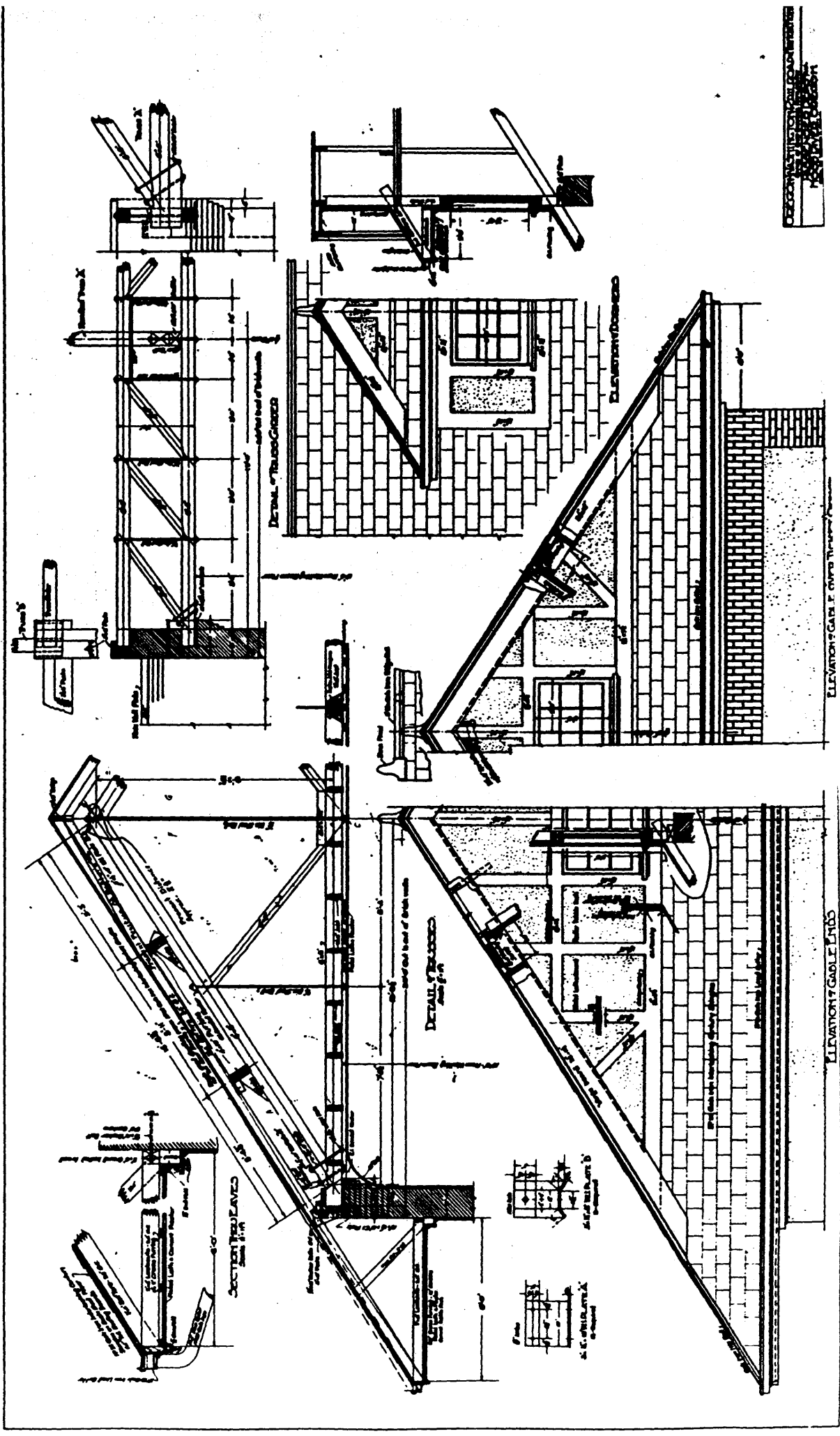
BATTERY ROOM ELEVATIONS



DETAIL OF PACKAGE ROOM COUNTER

INTERIOR ELEVATIONS

DESIGNED BY THE ARCHITECTURAL FIRM OF  
J. S. COOPER & COMPANY

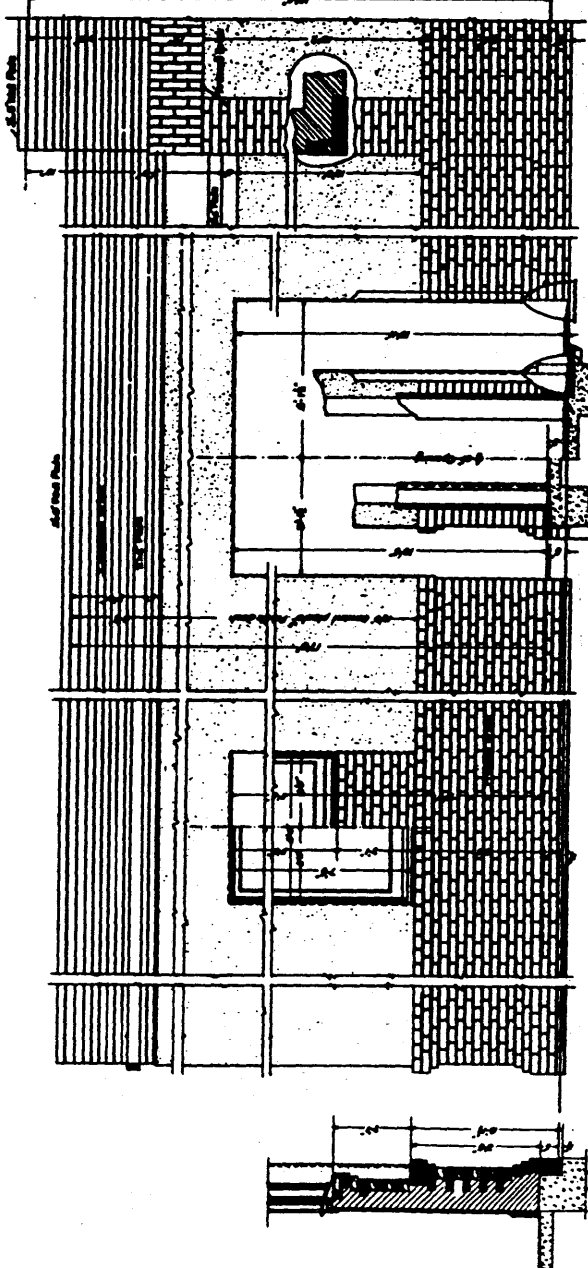
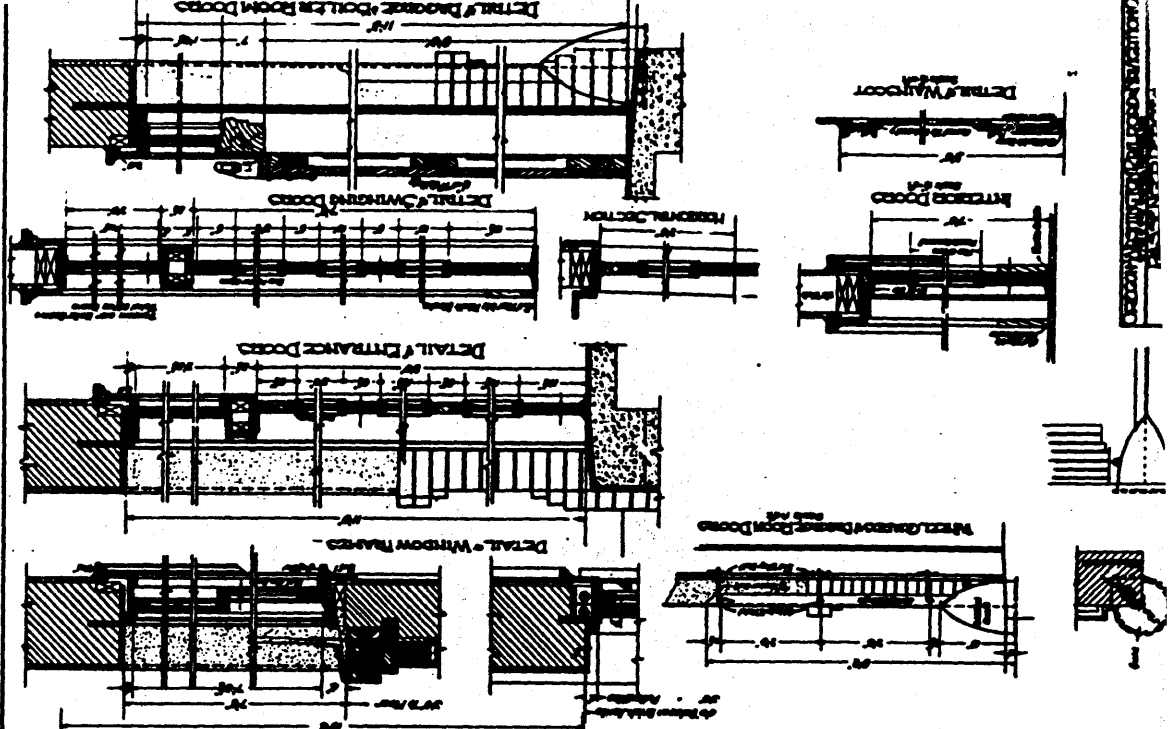


SECTION THROUGH EAVES

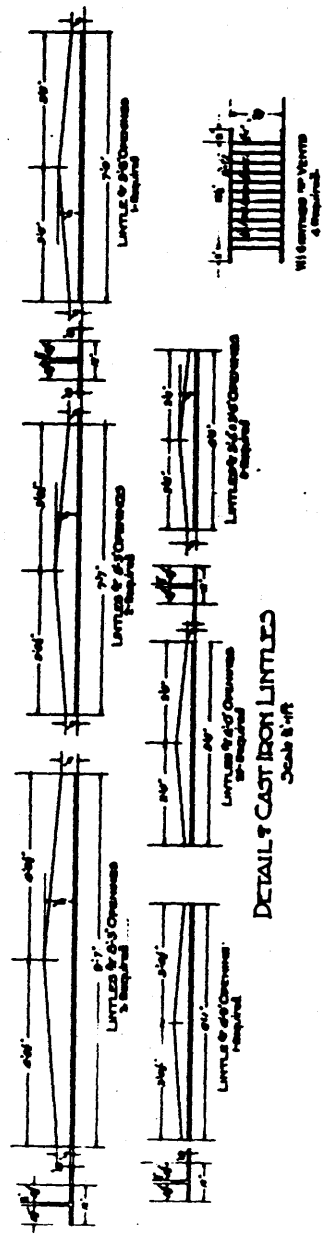
ELEVATION OF GABLE END

ELEVATION OF GABLE END

ELEVATION OF GABLE END



DETAIL ELEVATION of BRICK WORK



DETAIL OF CAST IRON LINTELS  
DOUBLE & SINGLE