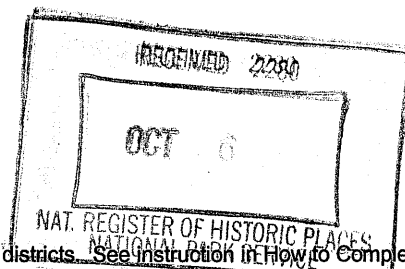


1082

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 instruction 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 an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classifications, 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 Maupin Section Foreman's House

other names/site number Maupin Section Foreman's House, Deschutes Railroad Company; Maupin Section Foreman's House, Oregon-Washington Railroad and Navigation Company

2. Location

street & number 601 Deschutes Access Road (BLM) not for publication

city or town Maupin vicinity

state Oregon code OR county Wasco code 065 zip code 97037

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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.

James Hamrick 17 May 2005
Signature of certifying official/Title - Deputy SHPO Date

Oregon State Historic Preservation Office
State or Federal agency and bureau

I concur, Kathryn Whittier, Acting Preservation Officer Bureau of Land Management 10/06/06

4. National Park Service Certification

I hereby certify that the property is:
Action

- 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 of the Keeper [Signature] Date of 11/29/2006

Maupin Section Foreman's House
Name of Property

Wasco, Oregon
County and State

5. Classification

Ownership of Property
(check as many as apply)

- private
- public - local
- public - state
- public - Federal

Category of Property
(check only one box)

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

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
1	1	buildings
		sites
		structures
		objects
1	1	Total

Name of related multiple property listing
(enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(enter categories from instructions)

DOMESTIC: single dwelling

TRANSPORTATION: rail-related

Current Functions
(Enter categories from instructions)

DOMESTIC: single dwelling

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER: Union Pacific Railroad Common Standard Plan

Materials
(Enter categories from instructions)

foundation: CONCRETE

walls: WOOD: weatherboard

roof: ASPHALT

Other:

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

See continuation sheets.

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Section 7 Page 1

Maupin Section Foreman's House
Wasco County, Oregon

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Description

The former Maupin Section Foreman's House, built in 1910, sits along the Deschutes River just upstream from the city of Maupin, Oregon. It rests in a bed of greenery, including large and medium sized deciduous trees, lilacs and roses, locusts, pine and natural vegetation. As one drives into the parking area, the view of the front facade is framed on each corner of the modestly manicured lawn by large trees on opposite sides of a small, humble sidewalk leading from the gate to the front porch. A row of substantial lilacs provide a softened border along much of the west edge of the lawn punctuated by a slender skyward reaching tree; while on the east side, an excavated embankment displays lightly toned desert soil and stones, covered by natural grasses, shrubs and sparse juniper, and directs ones view upward to the rolling hills above. The rear of the house offers another short, simple sidewalk leading diagonally from the back porch, straightening to run between a rustic shed and a large deciduous tree, and continuing back to a gated rural garden area of sunflowers, squash and other vegetables. A wooden down-to-earth clothesline runs behind and parallel to the shed and is overshadowed by a large pine tree. The site sits on an old riverine terrace, approximately thirty feet above the river and less than one hundred feet from its ripples. A low cyclone fence surrounds the area, with the exception of the east-side embankment providing the boundary there. In addition to the walkway gate, another drive-through gate exists just to its left (east). A paved road, between the fence and river's edge, running up and down the Deschutes River, flanks the site. The road sits upon the former roadbed of the Des Chutes Railroad Company's rail line. The site is visible to fishermen, rafters and other recreationists floating down the river. The approximate size of the fenced area, in which the house sits, is 141.6 feet long by 66 feet wide at the front gate, tapering near the rear to about 55 feet. The deck of the structure's circumventing veranda sits about 45 feet from the front fence and about 12 feet from the fence on the periphery toward the river. The garden area is about 60 feet long by 40 wide, fenced with both metal and wood posts and chicken wire. The remainder of the site is essentially an excavated embankment, north and south of the house, with several furrows, covered primarily by natural soils and grasses, shrubs, sage, and a fair abundance of green vegetation, including deciduous trees, such as trees of heaven and others

Roof. The house displays a low, though not extreme, horizontal emphasis, seeming to hug the ground below. One's first observation of the distinctive structure is the dominance of the low, gently double-pitched "bell-cast" hip roof, with wide overhanging, circumventing eaves, topped with a small, ventilated gable at the ridgeline, on both north and south elevations. Though the scale of the roof relative to the house initially appears overwhelming, on further examination it seems ideal as it helps nestle the building into the hillside and the surrounding foliage. The roof is the structure's crowning, most prominent and fascinating feature. Instantly, it captures the eye, juxtapositioned to the simplistic rectangular structure below that it seems to be weighing down. Also, its prominence, relative to the naive, unsophisticated veranda beneath it, creates well-defined and contrasting spaces, that play off of each other. The imposing roof extends more than two feet over the circumventing and all-encompassing, veranda below and has a very moderate fascia covering exposed rafters and soffit. Overall dimensions of the roof are 50 feet (north-south) by 42 feet (east-west). It is covered with composition shingles and has a vinyl gutter system. To the rear of the ventilated gable, a reddish brick chimney with an unadorned corbelled concrete cap gable gently pushes through the roof, just east of the ridgeline.

Veranda. A circumventing veranda is somewhat buoyed by a concrete foundation, varying from a few inches to about eighteen inches high as one walks around the house. A wide banding runs the perimeter atop the foundation and just below the veranda floor. The floor is a healthy seven feet wide, and is constructed of 4-1/2" tongue-and-groove decking boards, giving it a stout, worthy feeling consistent with the roof above. Supporting the overhanging roof and rising from the veranda deck are a series of hand-chamfered porch posts, five on the long (north-south) axis and four on the short (east-west) axis. Though only 5-1/2" square, they are given additional weight with simple, wraparound one-inch moldings on the top (5-1/2" wide) and on the bottom (7" wide), providing an appropriateness of scale that suggests strength, but offers just enough lightness that the house is not overpowered and the roof is not challenged. In addition, the scale of these moldings is

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Maupin Section Foreman's House
Wasco County, Oregon

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consistent with house's corner boards and with moldings around the doors and casings around the fenestrations. Moreover, the posts provide support via a hearty false-beam or entablature type of configuration that the roof rests upon. Between this beam-like feature and the house's walls is an appealing ceiling covered with four-inch beaded siding, beaded/grooved in the center, also. The center beading makes the boards seemingly narrow and contrasts interestingly with the four-inch drop siding on the walls of the house, though they are about the same width. On this ceiling on the east side of the house is a small opening/trap door leading into the roof area, presumably cut out at a later date for installation of insulation. Further, the veranda has a trap door near the rear door leading beneath the structure into a small cellar-type area, housing a water heater. Finally, the most noticeable non-existent feature of the veranda is that no type of railing, typical short posts, or balustrade exists. This balances the overall heaviness of the roof and veranda, with a graceful openness that allows a more transparent view of the structure's symmetry and a greater appreciation of the entire site. ¹

UP Common Standard Plan. The Maupin house was built from a Union Pacific Railroad Common Standard Plan (CSP), as explained in *Section 8, Statement of Significance*. Though the UP CSP used to build this house was not identified, information indicates that it is such a structure. A CSP for a UP section house very similar was identified. It is a plan for a standard section house of the Oregon Short Line, a UP subsidiary. The primary differences between the house in the CSP and the Maupin house are the roof style and several differences in fenestration. All windows and doors in the front façade and rear facade are located with the same centers. The window in the east elevation's southeast corner is located with the same centers as in the CSP. The other two windows in this elevation are located differently, one by about three inches and the other by about a foot. The west elevation has been altered (discussed below), but the window outside the altered area is located/centered the same as the one shown in this location in the CSP. Another difference is that the CSP fenestrations are double hung sash one-over-one, while the Maupin house displays double hung sash six-over-one in all locations, except those in the altered area (discussed below). Finally, the size of the rooms in the Maupin house are exact, or nearly the same in all cases to the CSP (discussed below). When measured, the house is within 3/8 inch of the CSP's width and within 3/4 inch of its length. These measurements take into consideration the drop siding, corner boards, and that the CSP's measurements refer to the framing dimensions. ²

Front Façade/North Elevation. The Maupin house is a one-story, wood-frame dwelling painted in its original Union Pacific colors, colonial yellow and light brown. The front façade reflects the same design and construction as the CSP. The view from the front is one of perfect symmetry. The door is centered and the double hung sash, six-over-one windows are placed symmetrically between the door and each edge (corner) of the house. The door and the windows have a wide casing on each side and above of about five inches. The fenestration shows a slightly tipped, thick plain timber stool/sill. Wide banding frames the wall on both the floor line (7") and the ceiling line (6"), with a small curved decorative molding topping the ceiling band, while wide corner boards (5") complete the bordering and framing effect. The banding in all cases meets the door and window casings. Walking up to the door, there is one concrete step from the sidewalk to the inviting and spacious veranda deck. The front door is plain and non-detailed and opens into the living room space. It is wooden with a moderately sized window and an aluminum screen door on the outside.

Rear Façade/South Elevation. The rear facade exhibits, a plain, non-detailed wooden door and an aluminum screen door, leading into the kitchen, and two windows all located in the same fashion as those found in the CSP, with the door about

¹ Two porch posts on the northeast corner, replaced sometime in the past, are not chamfered.

² Union Pacific Historical Society, "Standard Section Houses," *The Streamliner*, (vol. 1, no. 3, 1986), 32-39. *Union Pacific Corporate History*, Compiled by Don Stack, September 5, 2004. UP through its Oregon Short Line subsidiary controlled the Oregon-Washington Railroad and Navigation Company, the "parent" company of the Des Chutes Railroad Company. See Statement of Significance.

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Maupin Section Foreman's House
Wasco County, Oregon

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seven feet from the west edge of the house. One window, opening to the kitchen, is near the center of the facade and the other window, into the bedroom is near the east edge of the house. The windows are double-hung, six-over-one, the same as in the front facade. Also, as in the front facade, the door and the windows have a wide casing on each side and above of about five inches, with a slightly tipped plain timber stool/sill. Wide banding, as described on the front facade frame the wall on both the floor and the ceiling lines, with a small curved decorative molding topping the ceiling band, and wide corner boards again complete the bordering. The banding in all cases meets the door and window casings.

East Façade/Elevation. The east facade again exhibits the double hung sash, six-over-one fenestration seen on the front and rear facades, with the windows showing the wide casing on each side and above of about five inches, with a slightly tipped, thick plain timber stool/sill. And similarly as the other facades, a wide banding frames the wall on both the floor line and the ceiling line, with a small curved decorative molding topping the ceiling band, and the wide corner boards completing the bordering. The banding again meets the upper edge of the window casings. In this façade, there are three windows; one on the south end for the bedroom similarly as is shown in the CSP; however, the other two are inconsistent with the CSP. Both of these are living room windows that sit symmetrically with respect to the living room space, but somewhat closer to each other than shown in the CSP.

West Façade/Elevation – Alterations. The west façade has been altered without careful thought or consideration. However, the window on the north end, outside the alteration area, is located/centered as that in the CSP. It is the same double hung sash, six-over-one fenestration as seen on the other facades, with corner boards, casing, banding and decorative molding as previously described on the other facades. The alteration begins about 4-1/2 feet from the north end (left side of house as you view it). In general, the original boards of four-inch beaded horizontal drop siding have been removed and replaced with a wider material, a five-inch siding, inconsistent with the rest of the house's siding. The entire house with the exception of this wall has the narrower, four-inch beaded horizontal board siding. A circa 1960s-1970s sliding aluminum window has been installed in the wall near the center of the facade, into the bathroom area. This wall section around the window has been filled in with the wider boards. Just past it—between the bathroom and kitchen window, a column, about a foot wide, of original boards has been put into place from the ceiling line to almost the floor line banding. Moving right, toward the south end, a kitchen window, another obvious alteration, has been installed. It is a lower, wider, double hung sash, one-over-one, inconsistent with other fenestration, both in design and scale. Above and below it the wider boards have been used to fill in again. From this window casing towards the right edge of the house, original boards exist. The CSP indicates that in the altered region there was most likely a window located in the center of the facade (bathroom area) and two were located in the kitchen area where now one exists. The facade most likely had four windows of the same size and complexion as those on the rest of the house. The aluminum window is quite distracting, but the kitchen window was probably a good attempt and a good modification when installed, but architecturally leaves something to be desired. The siding discrepancy and workmanship is simply poor. A fair attempt was made to replace and match the window casing. Also, the ceiling banding meets the bathroom window, but does not meet the kitchen window (as it was much lower after this alteration). Though troubling, these alterations can be easily changed, restoring the façade's integrity with compatible materials and proper workmanship.

Interior. Original interior materials include four five-panel doors, the same size as the CSP, and with wide moldings, butted at the joints. The entrance to the kitchen appears to have not ever had a door, but built with a slightly wider doorway surrounded again by wide molding (though this could also be a past modification). There are five rooms including: (1) Living Room, 17' 1" by 13' 6" (2) Front Bedroom, 9' 1" by 12' 7" (3) Bathroom, 9' 1" by 5' 0" (4) Kitchen, 13' 7" by 13' 8" (5) Back Bedroom, 13' 7" by 8' 10." With several exceptions these are the exact measurements as shown in the CSP. In two cases, the room measured two inches different in one direction than the CSP. In addition, the chimney location is in the same exact place as shown in the CSP and is currently used for a heating stove. Interestingly, the location and size of the pantry

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and closet in the CSP plan suggests that the Maupin house's present bathroom space may have been used as a pantry and closet when built and subsequently was remodeled into a bathroom, presumably conducted when the exterior alterations were made. Measurements differed questionably in this space, however both it and the kitchen have had built-ins and built-outs (cabinets and cupboards), making it impossible to get accurate measurements. Also, one cannot determine exactly what has been done to the wall between the bathroom and the adjoining bedroom, again making accurate measurement of the space impossible. The living room walls are paneled circa 1960s-1970s. It appears that the paneling covers a vertical shiplap material, but the quality and extent of this could not be determined. The other rooms have had the walls plastered. The only other alterations besides those previously mentioned include counters and cabinets/cupboards in the kitchen and a linoleum floor. The living room and bedroom spaces have carpet. The entire interior has a fiberboard drop ceiling and drop lighting flush to the ceiling. The bathroom has plastered walls, the bathtub on the right as you walk in, the toilet and sink/counter on the left, with linoleum flooring.

Shack/Shed or Tool House. One noncontributing structure is located on the property. Currently used for a storage shed, it is identified in some accounts as the "shack," or "shed" and is located to the south, about 20 feet, to the rear of the house. It is likely that this building was relocated from another site; however, there is no historical data on it before 1968. The shed is in good condition, has vertical board and batten siding of unplanned lumber, a shed roof covered with composition shingles, two windows, and is distinguished only by a large sliding door, suggesting it may have been a section tool house. Section tool houses were used for storing hand-cars, tools and supplies required with the maintenance of the track, and could afford shelter from inclement weather at times. It is 16' 3" long, sitting east-to-west, and 10' 3" wide, with the sliding door in the west elevation (The opening is 6' 4" high by 4' 4" wide). The window in the east elevation is a standard six-over-six, while the north window is a single pane. Though one might conclude that the structure was built during a different period than the house due to differences in construction, that would not necessarily be a correct conclusion, as both would have been built with their own CSP, each of which would not necessarily have had any particular relationship to the other. ³

Conclusion. The Railroad Section Foreman's House at Maupin has been preserved and maintained for nearly 100 years, providing an excellent example of railroad worker housing, and retaining ample integrity for listing in the National Register. To a great extent this is due to almost continuous occupation by various workers and other inhabitants. The house is located on its original site. The property's boundaries represent those boundaries used by the railroad and by its employees during the historic period. Although other buildings are no longer extant, the topography and landscape remain largely unchanged and help maintain the relationship between the resource and the setting. The building is structurally sound. For the most part, the exterior of the building has been well maintained and retains a high degree of original materials that do not display or indicate deterioration. Though unsympathetically altered on one exterior wall and to a greater extent on the interior, sufficient materials remain for restoration/rehabilitation and adaptive reuse. The former railroad grade, though now paved, offers an opportunity to sustain the association between the building and its history through some creative interpretation. The relationship between the building and the river remains as strong as it did during the historic period.

³ Berg, Walter G., C.E., *Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students*, (John Wiley & Sons, London: Chapman & Hall, Limited, 1904), 5-9. The Union Pacific Railroad had standard section tool houses. A plan for one was identified, similar in size, but with differences. The plan shows a larger sliding door, and differences in the roof, the fenestration and the door position. Tratman, Russell, E. E., C. E., *Railway Track and Maintenance: A Manual of Maintenance-of-Way and Structures*, (McGraw-Hill Book Company, Inc., New York, New York, Fourth Edition, 1926), 162-164. Tratman suggests that for less important lines a 10' X 14' with the sliding door on the shorter/track side, as in Maupin, would be appropriate, though he speaks of double swinging doors. ; Orrock, J. W., C. E., *Railroad Structures and Estimates*, (John Wiley & Sons, London: Chapman & Hall, Limited, 1909), 87-90. Orrock gives the standard size of a tool house on the Union Pacific as 10' by 14'.

Maupin Section Foreman's House
Name of Property

Wasco, Oregon
County and State

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).

Areas of Significance
(Enter categories from instructions)

- 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.

TRANSPORTATION

Period of Significance

1910-1935

Significant Dates

1910, 1911

Criteria Considerations
(Mark "x" in all the boxes that apply)

Property is:

- A owned by a religious institution or used for religious purposes
- B removed from its original location
- C a birthplace or 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

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets)

9. Major Bibliographical References

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

- Previous documentation on file (NPS):
- preliminary determination of individual listing (36CFR67) 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: _____

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Maupin Section Foreman's House
Wasco County, Oregon

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Statement of Significance

The Maupin Section Foreman's House of the Des Chutes Railroad Company (Des Chutes RR) is significant under Criterion A in the area of Transportation for its association with the development and operation of rail transportation in Central Oregon in the early twentieth century. The Des Chutes RR and the Oregon Trunk Railroad (OT), built simultaneously up opposite sides of the Deschutes River in Oregon, are associated with what has come to be called the "Last Great Railroad War," a struggle between the era's two giants of American railroading and, perhaps, the two greatest railroad figures of all time, Edward H. Harriman and James J. Hill. The event forever changed the landscape and destined the social and economic future of the region for decades. It marked the end of frontier life and the beginning of vitality and growth to an entire region. When completed, the Des Chutes RR was a subsidiary of the Oregon-Washington Railroad and Navigation Company, which was a subsidiary of Harriman's Union Pacific Railroad. The Section Foreman's House is one of only several surviving structures associated with the Harriman rail line and his extraordinary contest with Hill. The period of significance extends from a construction date circa 1910 to 1935 when the railroad shifted use to the west bank, abandoned the track and subsequently pulled them.

Railroads to Central Oregon: 1800s - 1910

Thousands of Americans, including new immigrants, were spurred westward by visions of productive farmlands, riches of gold and vast stands of timber in the 1800s. The United States stretched from the Atlantic to the Pacific before the turn of the century. A major factor in westward expansion was the building of transcontinental railroads in the latter half of the nineteenth century. By 1900 Portland, Oregon and Seattle and Tacoma, Washington were served by E. H. Harriman's Union Pacific and by James J. Hill's Northern Pacific and Great Northern. ¹

Much of the nation and areas of the Pacific Northwest had developed trunk and smaller lines to link communities, bringing them into the social fabric and economic lifeblood of the nation by this time. However, while large parts of the nation and the Pacific Northwest had become accustomed to rail service, Central Oregon was among the nation's largest areas without rail transportation. This was an area of almost 36,000 square miles--as large as the state of Ohio--encompassing what are now Deschutes, Jefferson, Klamath, Lake, Harney, Grant, Wheeler and Crook counties.

A half-century earlier, in 1855, Lt. R. S. Williamson and Lt. Henry L. Abbot were given the task of conducting the Pacific Railroad Survey into the Deschutes country by Jefferson Davis, Secretary of War, with the instructions to make explorations for a railroad. The exploration concluded that a railroad up the canyon was not feasible. Abbot reported:

...the Deschutes Valley is a mostly barren region, furrowed by immense canyons, and offering very few inducements to settlers. Its few fertile spots...are separated from the rest of the world by almost impassable barriers...The canyon [is] in many places ... 1,000 feet in depth. It abounds in rapids and short bends, which would render numerous tunnels and deep cuts through a kind of basaltic rock of exceeding hardness... ²

¹ Culp, Edwin D., *Early Oregon Days*, (The Caxton Printers, Ltd. Caldwell, Idaho, 1987), 107. The Northern Pacific Railroad was completed on September 8, 1883 and was the first transcontinental line into the Pacific Northwest area, ending Portland's isolation from the east. The NP reached Portland by using the Oregon Railroad and Navigation (OR&N) tracks from Wallula Junction to Portland, a line that followed the Columbia River.

² McArthur, Lewis A., *Oregon Geographic Names*, (Oregon Historical Society Press, Portland, Oregon, Sixth Edition, 1992), 249-250. Lewis and Clark discovered the Deschutes River October 22, 1805. It had been given several names by Native American tribes. For a time, it was called the Clark River. In the fur trading period, it became known as Riviere des Chutes, meaning River of the Falls; Grande, Walter R., *The Northwest's Own Railway: Spokane, Portland & Seattle Railway and its Subsidiaries. Volume Two: The Subsidiaries*, (Grande Press, Portland, Oregon, 1997), 255-256. Abbot quoted in Grande.

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Maupin Section Foreman's House
Wasco County, Oregon

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The rugged terrain and sparse population essentially precluded any attempts to build a railroad into the area for over five decades.

By the turn of the century, however, railroad construction methods had greatly improved. In fact, by the beginning of the twentieth century railroad builders had made a number of attempts to reach Central Oregon. The Oregon Pacific Railway, in the 1880s, led by Colonel Thomas Egerton Hogg, built a line east from Corvallis up the North Fork of the Santiam River to Idanha. He then attempted to extend the line east across the Cascades. But, with much of the route graded and some rail laid in 1889, his creditors forced his company into receivership and the attempt failed.

From north on the Columbia River, the Columbia Southern railroad, a Union Pacific line, had built from Biggs down the plateau 70 miles to Shaniko. This was a branch of the Oregon Railroad and Navigation Company. A parallel line, the Great Southern, was built in 1904 from The Dalles south into Wasco County for 40 miles. The harsh terrain into and through the basin from these points on had put an end to further building. Wood found that several companies were working diligently to discover a route into the area:

A route from the north seemed most possible, and in 1899, the OR&N made a survey from The Dalles through Dufur to Tygh Valley, then down the White River to the Deschutes and Bend, but maps were never filed on the route as it was considered to be too difficult to accomplish. In 1902, the Columbia Southern surveyed to extend its line from Shaniko, through Antelope and Madras to Bend, but encountered engineering problems and no construction resulted.³

Several narrow-gauge lines also attempted to reach the area. At Oregon's southern border, the Nevada-California-Oregon Railway reached Lakeview in 1912. This railway "suffered from lack of traffic in the unproductive region through which it passed and never built beyond Lakeview," according to Due and Rush. Beginning from the Union Pacific line east of the Blue Mountains, the Sumpter Valley Railroad was built west across the mountains to the John Day Valley in 1909. Reports that the line would build to a connection with Hood River dead-ended, too, due to the incompatibility of the narrow gauge with the standard gauge rail lines, steep grades and other factors.⁴

Electric-powered railways were also proposed. In 1905, Portland interests called for a hydroelectric plant at the falls on the Deschutes at the foot of Willow Creek near Madras and an electric railway from the Columbia up the Deschutes Canyon, up through Trout Creek and on to Prineville. Two more proposals for electric railways to serve Central Oregon were announced in 1908. One of these proposals was incorporated in Oregon, June 18, 1908, as the Central Oregon Railroad. The electric-powered line would run from Shaniko to Bend and on to Prineville. All of these ideas failed as the costs and technical issues associated with electric railways were not well understood.⁵

³ Wood, Charles and Dorothy, *Spokane and Seattle Railway: The Northwest's Own Railway*, (Superior Publishing Company, Seattle, Washington, Second Printing, 1979), 91.

⁴ Due, John F. and Francis Juris Rush, *Roads and Rails South from the Columbia: Transportation and Economic Development in MidColumbia and Central Oregon*. (Maverick Publications, Bend, Oregon, 1991), 75. Due and Rush quoted.

⁵ Deschutes County C.D.D. "Irrigation Development in Oregon's Upper Deschutes River Basin 1871-1957: A Historic Context Statement," Michael A. Hall, Bend, Oregon, August 31, 1994, 19-28. The incorporators of the Central Oregon Railroad included Roscoe Howard and others, all affiliated with the Deschutes Irrigation Company of Bend (later the Central Oregon Irrigation Company) and had previously formed the Central Oregon Transportation Company; Culp, 1987, 63, 168. The Oregon Electric Company, an electric rail line, ran between Portland and Salem, beginning on November 20, 1907. Hill bought it March 1910. Southern Pacific spent millions of dollars electrifying its West Side branch line in the Portland and Willamette Valley region later in 1914; Grande 1997, 264-267.

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In Klamath County, on the southern edge of the Central Oregon region, E. H. Harriman and others built the California and Northwestern in 1909. This was a branch of his Southern Pacific extending from Weed, California, to Klamath Falls.

Central Oregon: An Untapped Center of Promise

Commanding the Southern Pacific and Union Pacific, Harriman wanted to reach into Central Oregon, considered "the last untapped center of great agricultural promise in the region." He also wanted to control the region by connecting through to his rail lines. The Southern Pacific ran along the western slope of the Cascade Range through Eugene in the Willamette Valley, essentially owning a monopoly of the rail service between San Francisco and Portland. The Union Pacific ran in the Columbia River Gorge and to points in the East. A multiple connection would mean control and supremacy over the Central Oregon market and guarantee that all shipments of resources and goods originating in Central Oregon would enter interstate commerce on a Harriman railroad. More importantly, it would also prevent James J. Hill, his rival, from extending his Northern Pacific line south through Central Oregon into California.⁶

Though Harriman's line sat on the edge of the prized region, his plans to extend his California and Northwestern Railroad north from Klamath Falls were blocked by the Interstate Commerce Commission, who invoked the Sherman Anti-trust Act as they investigated the relationships between the Union Pacific and Southern Pacific. With his rail line stopped in the south, the only way into Central Oregon would be up the Deschutes Canyon.⁷

James J. Hill, Harriman's relentless adversary, knew that the primary resource in the region that made multimillion dollar railroad building feasible was ponderosa pine timber. The country in its expansion westward had expended the pine forests of the Great Lakes region and the harvesting of timber in the southern states was approaching its peak. New stands of timber would have to come from the West--from Oregon, Washington and California. Central Oregon was high on the list for those seeking to exploit the opportunities timber offered. "The timber on the eastern slopes of the Cascades is the best in the state," said one trade journal. Another account noted that Central Oregon held "the greatest body of standing pine timber now existing in America." Hill was among those who either purchased timberlands in the area or controlled them through options or partnerships.⁸

Hill needed to find a way to get into Central Oregon. This would create more traffic for his railway and make his timber holdings extremely valuable. Albro Martin, Hill's biographer, summarizes Hill's perspective at the time:

⁶ O'Callahan, Jerry, *Disposition of the Public Lands in Oregon*, (Arno Press, New York, 1979), 161. When he acquired the Southern Pacific in 1901, he also received the Oregon and California Railroad Company grant lands. This amounted to 3,728,000 acres in southwestern and south Central Oregon, including Klamath County; Martin, Albro, *James J. Hill and the Opening of the West*, (Oxford University Press, New York, 1976), 567. Martin quoted.

⁷ Houghton Mifflin, *Reader's Companion to American History*, "Railroads," July 15, 2004. Houghton Mifflin state that "Because of strikes and depressions, such as the Panics of 1873 and 1893, a quarter of the nation's rail lines were in receivership [bankrupt] by 1894. Reorganizations and consolidations followed, so that by 1906 about two-thirds of the nation's mileage was controlled by seven rail groupings under the leadership of such magnates as James J. Hill, Edward H. Harriman, and J. P. Morgan."

⁸ Grande, Walter R., *The Northwest's Own Railway: Spokane, Portland & Seattle Railway and its Subsidiaries, Volume One: The Main Line*, (Grande Press, Portland, Oregon, 1992), 41. According to Grande, "Hill was friends with a number of lumber barons in St. Paul. He lived next door to Frederick Weyerhaeuser...He realized the importance of timber and that the lumber business was moving from the Midwest to the Pacific Northwest. He acquired huge stands of timber in the Santiam Basin of Oregon..." Martin, 465. Martin gives an account of Hill's drive to pursue timber profits: "[Hill's] neighbor...Frederick Weyerhaeuser, leader of the largest lumbering enterprise in the country, had finally been worn down by the...night-owl Hill. He nodded...as Hill droned on about the magnificent stands of timber on the Northern Pacific's vast granted lands...and as the hands of the big clock passed midnight...agreed to join with Hill in their exploitation. The deal, which included eastbound rates so low that they were unheard of, enormously invigorated the lumber industry and guaranteed the profitability of the Hill [rail]roads..." Hidy, Ralph, et al., *Timber and Men: The Weyerhaeuser Story*. Macmillan, New York, 1963. Between Hill and Frederick Weyerhaeuser 1.5 million acres of Central Oregon timberland were controlled; U. S. Bureau of Corporations, *The Lumber Industry*, (Government Printing Office, Washington, D.C.) 1914). When their associates were added in, the total was almost 2.5 million acres; *Railway Age Gazette*, "Competitive Railroad Building in the Des Chutes River Canyon," (vol. 48, no.12, March 18, 1910), 767-771.

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Hill decided in 1909 that the Canyon was the key with which he could unlock the potential traffic of central Oregon and, perhaps... provide an independent inland route to San Francisco that would smash the Southern Pacific's monopoly.⁹

Culp also speaks to Hill's frustration:

Hill had long dreamed of having his own rail ...into...California and of sharing in the heavy movement of both passenger and freight business accruing in the Willamette Valley. The Southern Pacific up until this time practically ruled the West Coast ...The SP kept the fire hot and eventually blocked every avenue of entrance south of Eugene and Hill was forced to build through Central Oregon to reach his destination.¹⁰

Des Chutes Railroad Company and Oregon Trunk Railroad

Two railroads would soon race from the Columbia River up the Deschutes Canyon to the new community of Bend on Oregon's High Desert. In doing so, they would forever leave a "mark" on the landscape and destine the social and economic future of the region for decades. They were Harriman's Des Chutes RR and Hill's Oregon Trunk Railroad. Both Harriman and Hill would need to put some pieces in place to get to Central Oregon. It would not be easy, but it would be costly, confrontational and challenging. But, both believed it would be worth it all.¹¹

The Union Pacific (UP) had considered a route up the Deschutes Canyon as early as the 1890s. The railroad had failed in the Panic of 1893 and was placed into receivership, but in 1897 was reorganized under E. H. Harriman. A UP subsidiary was the Oregon Railroad & Navigation Company (OR&N), which became the Oregon-Washington Railroad & Navigation Company (O-WR&N) in 1910. The OR&N surveyed a route by means of the Deschutes Canyon in 1899 as an alternative to extending its Columbia Southern, which ended at Shaniko, but took no action. Harriman soon became subject to criticism for not building into Central Oregon, from those in the area itself and from Portlanders.¹²

Hill publicly confirmed that he planned to build a new rail line along the north bank of the Columbia River to Portland--the first on the Washington side--during his visit to the Lewis and Clark Exposition in Portland in 1905. The *Oregonian* rejoiced

⁹ Martin, 567.

¹⁰ Culp, 1987, 169.

¹¹ Three spellings for the railroad's name have been used throughout history: Deschutes, DesChutes and Des Chutes. Des Chutes is the original spelling of the river. Various historians and authors have used the different spellings. Asay, Jeff, *Union Pacific Northwest: The Oregon-Washington Railroad & Navigation Company*, (Pacific Fast Mail, Edmonds, Washington, 1991), 84. Asay, who has researched and written one of the most complete works on the Oregon-Washington Railroad & Navigation Company, including the Des Chutes Railroad, states that "...for unknown reasons, the railroad used the form [Des Chutes]"; Grande, 1997. In addition, Grande, who has researched and written the most comprehensive work on the Spokane, Portland and Seattle, including the Oregon Trunk, indicates "Des Chutes" is the correct form.

¹² Union Pacific, "History: Significant Individuals" *Union Pacific*, July 7, 2004. E. H. Harriman was the former president of the Illinois Central and president of the Union Pacific from 1904-1909. In 1897, Harriman, as part of an investment group put together by Kuehn, Loeb & Co., bought the bankrupt UP for \$110 million dollars. Soon he set about improving the line, spending over \$240 million, and creating a railroad empire; UtahRails.Net. *Union Pacific Corporate History*, Compiled by Don Stack, September 5, 2004. Union Pacific Railroad (UP) was incorporated in July 1897 as a reorganization of Union Pacific Railway, which was in receivership since 1893. Oregon-Washington Railroad & Navigation Co. (O-WR&N) operated all UP lines in Oregon and Washington. O-WR&N was incorporated in November 1910 as a consolidation of Oregon Railroad & Navigation Co. and 14 other companies in the states of Oregon and Washington. The Oregon Railroad & Navigation Co. was incorporated in 1897 as a reorganization of Oregon Railway & Navigation Co., which had been in receivership since 1893. OR&N connected with UP's Oregon Short Line (OSL) at Huntington, OR. November 1884. The OSL had built from Granger, WY. to Huntington, thus providing a transcontinental link for the UP. The OR&N was leased to OSL in January 1887. UP through its OSL subsidiary bought 50 percent of the OR&N stock in November 1889, giving UP control of this important link to the Pacific ports.

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that with the new line "Oregon is at last free from the Harriman thralldom." These public statements alarmed Harriman. He viewed Hill's plan as a serious threat and announced his own intention of extending service to Seattle, a market largely under Hill's domination. With Hill's ultimate goal clearly being California, the threat to the Southern Pacific, then in virtual control of California, posed an immediate challenge to Harriman that did not go unanswered. His answer was to charter the Des Chutes RR on February 2, 1906. These actions of these two railroad magnates began to set the stage was for what historians have called "The Last Great Railroad War," "The Battle of the Gorge," and "The Canyon War," among other phrases. The event was "the greatest burst of railroad building the Pacific Northwest had seen since the Great Northern was completed to Seattle in 1893," according to Schwantes.¹³

W. F. (Billy) Nelson, a Seattle railroad promoter and builder, and several associates incorporated the Oregon Trunk Railroad in Nevada on February 24, 1906 to build up the Deschutes gorge and up Willow Creek to Madras. Rumors floated that this enterprise was affiliated with Hill, but no proof was evident. Harriman reasoned that if Hill was involved he would have to build a bridge across the Columbia River to reach a starting point in Oregon. He and his associates did not believe that Hill could afford to carry out such a mammoth project, therefore were initially unconcerned with this prospect. By May, it was being reported that Nelson had begun construction and in June that grading was underway; however, nothing yet was happening other than that Nelson's plans were going ahead. The Reclamation Service blocked the building of the line in November due to plans for dams on the river. Then, after being charged that Harriman's influence had initiated the block and after being petitioned by Central Oregon residents, the Service authorized construction in April 1907, but required a higher grade well above the water line. But, by November 1907 work had still not started.¹⁴

Meanwhile, Hill and his Great Northern and Northern Pacific associates had completed a joint incorporation of the Portland & Seattle Railway September 5, 1905 to link Spokane and Portland via the north bank of the Columbia River (Washington). The line was completed along the Columbia between Vancouver and Kennewick, Washington in 1908, and to Spokane in 1909. The "last spike" was driven at Sheridan's Point beside the Columbia March 11, 1908 and the line entered Portland November 17, 1908.

This completed Hill's network along the Columbia, providing his lines their first water-level route through the Cascade Range and, importantly, prying the area bordering the Columbia from Harriman's Union Pacific control. During this period, on February 1, 1908, the new enterprise changed its name to the Spokane, Portland & Seattle Railway (SP&S), but was often called the North Bank Road. John F. Stevens soon was made President of the SP&S. He was widely regarded as America's best railroad engineer, responsible for the Great Northern Railroad and the Panama Canal, among other accomplishments. Hill then arranged to acquire the Oregon Trunk. Stevens subsequently became President of the Oregon Trunk.¹⁵

¹³ French, Giles, *The Golden Land: A History of Sherman County, Oregon*, (Oregon Historical Society, Portland, Oregon, 1958), 163. W. W. Cotton, J. P. O'Brien and William Crooks incorporated the Des Chutes Railroad Company; Sherman County Historical Society, *Sherman County: For The Record*, (vol. 17, Number 2, Fall 1999), 10. Cotton was the Harriman chief counsel; Culp, 1987, 154. Great Northern engine No 1, in 1861, was named the "William Crooks" after the railroad's chief engineer. This Crooks, apparently, is the same person; Asay, Jeff, *Union Pacific Northwest: The Oregon-Washington Railroad & Navigation Company*, (Pacific Fast Mail, Edmonds, Washington, 1991), 85. James P. O'Brien was the OR&N General Manager; Grande 1997, 267. The officers and directors of the Des Chutes RR were all officers of the OR&N in Portland. The Des Chutes RR was not an operating company—it merely held title to the land secured for the UP forces, with operations handled by the OR&N (which became the O-WR&N). It was built with funds supplied by the Oregon Short Line Railroad Company and leased to the O-WR&N (both were subsidiaries of UP); Schwantes, Carlos A., *Railroad Signatures Across the Pacific Northwest*, (University of Washington Press, Seattle & London, 1993), 143. *Oregonian* quoted in Schwantes. *Ibid.*, 144. Schwantes quote.

¹⁴ *Railway Age Gazette*, "The Construction of the Oregon Trunk and the Des Chutes Railways in Central Oregon," (vol. 52, no. 12, Mar. 22, 1912), 680-685. Three dam sites for power development were proposed as far as 40 miles up from the mouth, two by private firms, one by the government.

¹⁵ Schwantes, 1993, 144. According to Stevens' account, in order to keep the transaction secret from Harriman, he met a representative of the Oregon Trunk [most likely Nelson] in mid-1909 "about midnight in the rain under a tree in a public park in Portland and verbally closed its transfer, passing a large-sized check the next day, not to be cashed for several days."

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The Central Oregon Railroad, which had failed in its plan for an electric rail line to Central Oregon, had however filed maps for a line from Madras to Bend, which it had surveyed, including a strategic crossing over Crooked River. Soon after making Stevens President, Hill had him quietly moving up the west bank of the river, posing as a wealthy fisherman, and purchasing rights-of-way, as well as the rights of the Central Oregon Railroad on August 24, 1909. By acquiring the railroad's rights, Hill obtained a vital site for the crossing of the Crooked River, which would play a crucial role in the final outcome.¹⁶

The newspapers were reporting that Harriman's Union Pacific had decided against extending the Columbia Southern past Shaniko and that his men were surveying up the canyon in August 1907. These accounts continued for more than a year. While on vacation in the summer of 1908 Harriman promised he would build up the canyon. The Union Pacific obtained approval from the Reclamation Service to build a line up the gorge in April 1909. Finally, in August, both companies began. However, on September 9, 1909, Harriman died. Robert S. Lovett succeeded him.¹⁷

See the Time Table of Key Events in the Additional Documents for the sequence of events leading up to construction.

The Railroad Giants Race

Harriman and Hill were among the wealthiest and most powerful railroad barons of the period. While Hill had vigorously developed the virgin territory through which his railroads had been built, Harriman developed his railroads, improving physical conditions by reducing curvature and grades, strengthening bridges, and adding heavier and standardized motive power, and building new structures. Their competitiveness reached legendary proportions in the fight for control of the Central Oregon route. The actions of each some years earlier may have been the impetus and motivation for what happened in this race up the rugged canyon. After a lengthy struggle between the two in 1901, Hill secured control of the Chicago, Burlington and Quincy Railroad. This acquisition permitted his Great Northern to enter Chicago and to tap part of the great "wheat belt" traffic held by Harriman's Union Pacific.

The two financiers tangled over other matters as well, both looking to widen and strengthen control over as much of the nation's railroad commerce as possible. In the case of Central Oregon; however, Harriman interests actually began the fight to keep Hill's line out of the canyon when the Spokane to Portland line was first proposed down the north bank of the Columbia. Harriman used every means available, both on the railroad right-of way and in the courtroom to stop Hill. Hill did not wait to play defense, but went on the offense immediately, too. The struggle finally ended in Hill's favor.¹⁸

¹⁶ Quinn, James M., et al., *Handbook to the Deschutes River Canyon*, (Second Edition, Commercial Printing Company, Medford, Oregon, 1979), 94-95. Quinn et al. offers a colorful picture of Stevens' working-vacation: "Along this part of the river, an avid fisherman appeared in 1906. He carried an unusual amount of tackle. The stranger appeared at the various isolated stock ranches and introduced himself as 'John F. Sampson.' He appeared to be a wealthy sportsman on a fishing expedition. He would tell each rancher that he was having the time of his life and that he was interested in purchasing a small part of the rancher's land for his own personal enjoyment. He spent several months moving up and down the river, accumulating options to purchase much land along the Deschutes. Then the stranger left as suddenly and mysteriously as he had appeared. ... Stevens' deception enabled the Oregon Trunk to purchase valuable right-of-way and thereby control strategic points along the river;" Martin, 567. In speaking of how Stevens initially fit into Hill's vision, Martin says, "This was what Stevens went to the Northwest in 1909 for, putting up at one fleabag hotel after another, talking big deals with ranchers whose lands were strategically located, and settling those deals with a checkbook that seemed inexhaustible."

¹⁷ Robertson, Donald B., *Encyclopedia of Railroad History, Volume III, Oregon Washington*, (The Caxton Printers, Ltd., Caldwell, Idaho, 1995), 76. By June 30, 1911 the Des Chutes Railroad Company was a non-operating subsidiary of the Oregon-Washington Railroad and Navigation Company (O-WR&N); it had been leased to the O-WR&N on May 31, 1911. Accounts of events use one or the other term. In addition, many accounts simply call the line the Oregon Railroad & Navigation, or the OR&N, since the name change actually occurred after construction in the canyon began.

¹⁸ Grande 1992, 27, 111. Grande discusses a number of disagreements and disputes where Harriman tried to block and delay Hill's attempt to build the Portland & Seattle Railway down the Columbia River Gorge. He explains: "The battle for the north bank lasted eighteen months and was very bitter at times. Every means of dislodging the rival crews was used, from exploding dynamite among the construction gangs to rolling rocks down from the bluffs above, as

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In *Railroad Signatures across the Pacific Northwest*, Schwantes observes the strategic thinking and tactical approach taken by Hill and Harriman:

Techniques of railroad empire builders were much like those of imperial nations seeking to colonize adjacent territories, fill their treasuries, and secure future prosperity while impoverishing their neighbors. Each wanted an entrenched position. To that end they made diplomatic alliances, waged rate wars, and engaged in flanking maneuvers.¹⁹

Both companies had crews preparing to build two railroads up the canyon on opposite sides of the river just before August 1909. Harriman's crews would push up the east bank, while Hill's Oregon Trunk men advanced along the west bank. George Boschke was Harriman's top man. Hill's President was John F. Stevens, assisted by Ralph Budd, the Chief Engineer. Twohy Brothers of Spokane had contracted with Harriman, the Porter Brothers of Portland engaged with Hill. Trouble between the two groups began almost immediately. Brogan indicates "First dirt was moved by Porter Brothers shortly before 12 o'clock, Monday night, July 26, 1909. When Harriman forces awakened the next morning, crews found that not only were they cut off from a wagon road they had built, but that the line of construction they had mapped was covered with Porter Brothers men."²⁰

Twohy Brothers immediately set up headquarters in Grass Valley in the upstairs of the French and Downing store and rented the Pacific Coast Elevator Company warehouse to store goods until they were needed on the river. Right away the little quiet town of Grass Valley became a bustling city filled with business people, office workers, engineers, freighters, men loading supplies, and others looking to improve their economic status. Many foreign accents could be heard. French explains:

Social life was changed as young engineers and timekeepers made themselves attractive to the girls with the lure of newness. Business boomed, near beer joints hired extra bartenders, restaurants opened in every vacant building and politics were disrupted when railroad office men tried to elect a local character as mayor over a more dependable citizen. The town grew to nearly 1,000 inhabitants, many living in tents.²¹

Grass Valley and Moro were "changed towns." The Columbia Southern brought in carloads of equipment, timbers, rails, wagons, powder, tools, food, laborers, horses and mules, and other supplies.

Each force consisted of about 3,000 men, immigrants from Europe and Scandinavia—mainly Austrians, Italians and Swedes, with some Greek and Slavic laborers—as well as Americans. The Porter Brothers had more than 1,000 men working under twenty different contractors within days and, at the peak, 3,800 men worked on the line. According to Grande, "At one time

well as personal conflict. Every means available in the courts was used. ... Harriman ... spent over \$300,000 and had nothing to show for it;" Martin 1976, 565. Martin writes that, "Hill went into action on two fronts. Into the valley he sent 300 teams in the spring of 1906 to begin earthmoving work...And in Washington, D.C. he put [his legal team] to work on getting Congress to pass a law declaring that the Harriman venture had forfeited its clearance through federal lands."

¹⁹ Schwantes, 1993, 143.

²⁰ Abdill, 142. George Boschke oversaw the building of the famed Galveston sea wall after the hurricane disaster there in September 1900; Grande 1997, 279-280. Ralph Budd was President of the Great Northern and Burlington Northern lines from 1919-1949; Robertson, 76, 121. Robertson states that the Des Chutes RR began grading July 8, 1909, laying rails November 1, 1909; the Oregon Trunk began grading May 30, 1910, laying rails October 13, 1910.

²¹ French, 167.

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there were 8,000 men working on the two railroads." The Twohy Brothers, directing the Des Chutes RR project, had 26 cars of laborers moved to various camps in July, and by October 22, had 3,000 men at work between Sherar's Bridge and the mouth of the river. These general contractors subcontracted the job out in three- to five-mile sections because each subcontractor had a group of men that followed him from job to job. And, although there were always a number of men quitting for various reasons, there were always plenty of men to take their places. The contractors had no fear of not having enough help. Literally thousands of job seekers were headed for the construction camps, primarily out of Portland. Sub-contractors set up tent camps in the canyon and supplies were hauled by wagon. It was sometimes necessary to transport supplies an average of 25 miles. Contractors generally had three crews: one working, one coming and one going.²²

Construction techniques varied depending on the nature of the materials to be excavated. Steam shovels were used where possible and the men carved the rail bed with fresnos or slip scrapers pulled by horses for the dirt work. However, the hard rock formation simply made steam shovels and scrapers useless for much of the work. In some instances, heavy equipment was first brought in by wagons to the tops of the cliff and then lowered to the bottom of the canyon on special skids erected for this purpose. Steam shovels were dismantled and brought in this way. Canyon walls 1,000-2,000 feet higher than the river in places made this difficult and dangerous. To excavate through the solid basalt, a dark volcanic rock, they used hand tools for drilling holes to blast into the canyon wall, along with picks, shovels, wheelbarrows and handcars, and then laid track. Drillers labored in three-man crews, with one holding the drill and two striking it. Tons of rocks were blasted out, resulting in forever changing the riverbed. According to French:

The Swede powder monkeys drilled holes in the rock cliffs at right-of-way level and back the width of the roadbed. These holes loaded with powder were called "coyote" holes. Then the charge was exploded, often blowing the whole cliff into the water and making a roadbed at one stroke.²³

Though both companies built up the same canyon, there were significant differences. The Oregon Trunk was considered the best built line, and the most expensive. The terrain was more difficult and demanded more bridges, including one across the Columbia to connect with the SP&S at Fallbridge, later known as Wishram. Hill had "opened his checkbook" and looked to connect his line to California. Therefore, he maintained high standards in engineering and workmanship consistent with his transcontinental work. The Des Chutes RR built its track down the east side partly to avoid the Oregon Trunk claims. It was not as well built as Harriman would have liked. Asay remarks, "...at least between the main line and North Junction [it] was not a model of construction favored by Harriman. ...Undoubtedly it looked like the ad hoc effect that it was, uncharacteristic of Harriman..." This was attributed to the narrowness of the canyon and other geographical facts, the raising of the grade to clear proposed dams that resulted in excessive curvature, and to a significant amount of trestle work to bridge creeks and ravines. However, in some areas, the banks were less steep, it was closer to the river and bringing in supplies from the UP's Columbia Southern gave them somewhat of an edge.²⁴

Initially, both companies moved quickly to seize strategic sections. These included the section between what became North Junction and South Junction where, on the west side, Hill's team thought it impassable; so claimed the east side

²² Grande 1997, 287.

²³ French , 165; *Railway Age Gazette*, "Competitive Railroad Building," 685; *Railway Age Gazette*, "Construction of Railways in Central Oregon," 770; Morrell and French, 298.

²⁴ Grande, 1997, 281-283. During construction a ferry had to be used to get supplies and equipment from the north side of the Columbia, called Fallbridge, Washington (now Wishram), to the south side near Celilo, Oregon. The sternwheeler *Norma* was used until the bridge was completed in 1912. Asay, 87. Assay quote.

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based on Nelson's survey. Hill's group went to court to oust Harriman's men from the North Junction section. The Federal Court in Portland enforced the Canyon Act, compelling both companies to accept joint-usage of an 11-mile stretch between the two junctions. The other crucial section, the strategic crossing of the Crooked River Gorge, had been secured early on by Hill's people following his acquisition of the Central Oregon Railroad rights. They had let a contract for construction from Madras to Bend and gained possession of the land, keeping men at work on approaches to hold the right-of-way.²⁵

Though the occurrence and the level of conflict and violence between the men working for the two companies has been debated over the years, there are numerous accounts to suggest that tempers were often short, that patience frequently grew weary, and that competition was real—a rivalry existed not only for Harriman and Hill, but for those down in the canyon and on the lines.

In *This Was Railroading*, Adbill says:

Strange things began to happen along the [river]. Boulders rolled down from the high bluffs into camps, and a case of giant powder with a lighted fuse was discovered in a Deschutes [RR] camp. Not long after, the engineer's field headquarters of the Oregon Trunk were burglarized. Grade stakes were pulled up and went bobbing down the trout-filled rapids ... Near Sherar's Bridge, blasts set off by the Oregon Trunks crew blew so many fragments of rocks on the gangs of the Deschutes [RR] that they were forced to temporarily withdraw.²⁶

Armed "troops" from both camps faced each other at a crucial spot where the canyon narrowed so close there was scarcely room for one railroad, let alone two.

In *James J. Hill and the Opening of the Northwest*, Martin provides a different viewpoint:

There was no violence, although for a time it was threatened as each group frantically sought to turn more of the narrow, twisted ravine into a railroad route than did the other.²⁷

Brogan in *East of the Cascades* observes:

Opposing crews had little tricks to make life miserable. Each side often placed spotters on cliffs overlooking the gorge. These spotters watched for places where their opponents stored powder. On dark nights, a crew of five or

²⁵ Brogan, Phil F., *East of the Cascades*, (Edited by L. K. Phillips, Binford & Mort, Publishers, Portland, Oregon, 1964), 243-244. This fight for right-of-way occurred on the homestead of Frank Smith in the North Junction area. The Oregon Trunk maps had been approved in Washington D. C. before Smith secured title to his homestead. The Porters Brothers offered \$2,500 for the place. The next day, the Des Chutes RR offered \$3,500, obtained title and posted armed guards and, for a time, carried construction material around the ranch; Grand 1997, 269-273. Both companies accepted the Canyon Act on May 17, 1910. Under "An Act granting to the railroads the right of way through public lands of the United States approved on March 3, 1875...any railroad...whose right of way,...track...[etc] passes through any canyon, pass or defile, shall not prevent any other railroad... from the use, ...occupancy.[etc.]... of [that] canyon, pass or defile..." In a conflict over this section surveyed by both companies, the General Land Office rejected the map of the Des Chutes RR, based on the grounds that it was not necessary for both companies to build on the same side of the river—both having testified to this. The Deschutes RR filed an appeal with Secretary of the Interior Ballinger, who was one of the original incorporators of the Oregon Trunk Line and ruled against them. Unless Harriman's team could show in court that the Deschutes canyon section was a defile under the Canyon Act, they could not bother the Hill forces over this strategic section of the canyon. When Harriman died in September 1909 an agreement was reached. The Oregon Trunk would build between the junctions without interference and allow the Des Chutes RR to use the track (joint-usage). Lovett, who succeeded Harriman, was willing to compromise and was instrumental in working out the agreement.

²⁶ Adbill, 142-143.

²⁷ Martin, 567.

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six men would slip across the river and detonate the caches. The result was that both sides faced delays because powder was not always available...²⁸

Philip Cogswell, Jr. wrote of the event that engrossed the region:

Thus, a fascinated Northwest was treated to the site of Harriman forces pushing rails up the east bank of the [river] while the Hill forces moved along the west bank. It was the last of the great railroad construction wars...As the construction crews...blasted and dug their way along, they also skirmished with each other...Shots were reported fired back and forth, and reports also indicate such maneuvers as blowing up the opposition's powder, but it is possible the violence has been over-emphasized in the interest of drama.²⁹

Schwantes' perspective in *Railroads across the Pacific Northwest* is that:

Occasionally they hurled curses and homemade bombs at their counterparts. Almost every train back to the Columbia carried one or more battered laborers, or so claimed the Sunday supplement writers who enjoyed dramatizing the duel up the [canyon]. In fact, more ink than blood was spilled during the contest. [Oregon Trunk] President Stevens did not recall any fatalities.³⁰

George Palmer Putnam suggested in 1913, however, that the drama was altogether real:

At a vantage point close to the water both surveys followed the same hillside, which offered the only practical passageway. One set of grade stakes overlapped the other, a few feet higher up. The Italian army, working furiously all but one Sabbath morning, 'dug themselves in' on the grade their engineers had established in the most approved military style. But while they worked the Austrians came—these literally were the nationalities engaged in the 'Battle of the Hillside,' unrecorded by History!—and hewed a grade a few feet above the first, the meanwhile demolishing it. That angered Italy, whose forces executed a flank movement and started digging still another grade above the hostiles, inadvertently dislodging bowlders [*sic*] which rolled down upon the rival workers below. Then a fresh flanking movement, and more bowlders [*sic*] and nearly a riot! And so it went, until the top was reached, and there being no more hillside to maneuver upon, and no inclination to start over again, the two groups called quits and spent the balance of the day playing seven-up, leaving settle of their burlesque to courts of law.³¹

Nevertheless, whatever the reality was, personal pride and competition between the competing crews drove them on.

Working On The Railroad

Building railroads in the early twentieth century was a very, very dangerous profession. By mid-July the Des Chutes RR had sent its own doctor, Eldred B. Waffle, M.D., to set up a "first class" hospital, using the entire upper story of the building of Grass Valley doctor M. B. Taylor. By August 20 the *Grass Valley Journal* reported that, "[Hill's company] will establish a

²⁸ Brogan, 243.

²⁹ Vaughan, Thomas, ed., *High & Mighty: Select Sketches About the Deschutes Country*. (Oregon Historical Press, Portland, Oregon, 1981), 240. Cogswell writes in Vaughan.

³⁰ Schwantes 1993, 147.

³¹ Putnam, George Palmer, *In the Oregon Country*, (G. P. Putnam's Sons, New York and London, 1915), 58-59.

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portable hospital here. With...[Harriman's hospital] here and now in running order, it goes to show, to a certain extent, that both companies mean business." Those coming to the hospitals had a wide-range of injuries and illnesses. By September 23, 1910, the Des Chutes RR Hospital had treated 528 patients and there were 18 buried in lots at the Grass Valley Cemetery. These were "European immigrants who had contributed their lives to the building of America," lamented French.³²

In addition to the dangers of railroading, the tasks of daily living were extremely challenging for the men. Maintaining adequate supplies, battling the weather, and being away from their families presented significant problems. Hard, dangerous work led to hearty appetites and keeping enough food was not an easy task. The Des Chutes RR's contractors were threatening to close down, due to a lack of provisions by the first part of November. These men worked in summer heat and freezing winter storms. Temperatures of zero and below and high wind speeds could be expected in the winter months. Coal and wood were in great demand. Coal was purchased 100 tons at a time to be used in the camps along the river. These men were far away from their homes and families. They worked and then sent much of their income home. Common laborers received twenty to thirty cents an hour; carpenters and concrete men from thirty-five to forty cents; and well drillers were paid seven dollars a day. Teamsters received about six dollars a day. Camp lodging was furnished and meals were twenty-five to thirty cents. Mischievous and criminal conduct was not unheard of, as these projects brought with them a population as large and as diverse as a good-sized city. In addition, dances, dinners, picnics, romantic relationships, consumption of alcoholic beverages, traveling to the "big city," washing clothes, reading and writing letters and other activities were all a part of life on the railroad.³³

The Race Comes To An End

Work progressed quite quickly. By May 6, 1910, *The Dalles Weekly Chronicle* reported that:

Nearly \$2,000,000 has already been expended by the Deschutes [RR] in its race with the Hill line into middle Oregon...a major portion of the 140 miles of grade from the mouth of the ...river to a point near Redmond is well underway, and about 20 miles of steel has been laid at the southern end of the line. ...there are about 3,000 men at work at the various camps scattered all the way from the [mouth of the river] to the exit from the canyon.³⁴

Throughout the summer individual projects were completed and the scene changed significantly. The Twohy Brothers were starting to move their headquarters to Portland by June. The large Tunnel at Horseshoe Bend, the bridge at Mack's Canyon and several other bridges were completed to allow track to be laid from the Columbia to a few miles north of Sherar's Bridge by mid-July. Workers got their pay and prepared to take the train to other work locations. Camps were burned. The hospital was closed. By mid-August, the contractors expected to be done with all grading and tunnel work in two months. The

³² French, 167. French quoted; Sherman County, "E. R. Armstrong's Diary," 54. *Grass Valley Journal* quoted.

³³ Sherman County, "E. R. Armstrong's Diary," 12-13. The *Grass Valley Journal* reported in early September 1909: "Twohy Bros. have let the contract ...for furnishing fresh meat to their numerous camps from the mouth of the ...river up to Central Oregon. It is a known fact that...there are men buying all the beef cattle that are offered for sale in Sherman, Wasco and Crook counties." To supply the Twohy Brothers camps along the river, 800 beef cattle would be shipped to Grass Valley from Montana. The contractor established four butchering stations along the river and had engaged four men expected to butcher eight head per day at each station. It required about 15,000 pounds of beef each day to feed the laborers in the Deschutes camps; *Ibid.*, 44-46. Some workers attended the Rose Carnival in Portland. Baseball became a favorite summer pastime as competition between various railroad teams and between towns took place and workers waged their hard-earned money; Quinn et al., 1979, 8-11. At one point in the construction, dignitaries, including George Putnam of the *Oregonian*, faced off with Porter crews (Oregon Trunk) blocking access to the river at the Fred Girt ranch. Some of the Italian laborers pulled Sherman County Sheriff Freeman and his deputies off their horses and bounced local Judge Littlefield around, then unhitched and unharnessed their horses. Harry E. Carleton, contractor, was arrested for giving the orders that initiated the incident.

³⁴ Sherman County, "E. R. Armstrong's Diary," 42. *The Dalles Weekly Chronicle* quoted.

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company finished its grading and the men left in October. Track laying and bridge building were proceeding. The name of Oregon-Washington Railroad and Navigation Company (O-WR&N) took the place of Oregon Railroad and Navigation (OR&N) on November 23, 1910. The race was coming to an end.

Train service began to Hunts Ferry (Maupin) as early as November 17, 1910. The train was extended to North Junction on February 1, 1911; to South Junction, via the Oregon Trunk, on March 20; to Madras June 11 and finally into Bend November 1, 1911. A daily passenger train between The Dalles and Bend provided initial service and a triweekly local freight train ran. Beginning in April 1916 the railroad experimented with passenger service along the Deschutes River for anglers. Dubbed the "Fishermen's Specials," these week-end only trains left Portland Saturday evening, arriving in South Junction early the next morning for two days of fishing, and making a return trip Sunday night, arriving in Portland in time for work Monday morning.³⁵

As finally built the Des Chutes RR was 95.3 miles long, including 71.3 miles between the main line and North Junction, and 24 miles from South Junction to Metolius. Trackage rights over the Oregon Trunk added 10.41 miles between North and South Junctions and 42.7 miles from Metolius to Bend. The total was 148.5 miles. The line left the OR&N at Deschutes Junction about two miles east of the Deschutes River. It followed the river from its mouth to the junction with the Oregon Trunk line at North Junction, then on the Oregon Trunk line to South Junction. Between South Junction and Metolius the roads followed quite different routes; the line left the river at South Junction and came up Trout Creek, running along the ridge high above the city of Madras, and descending into Metolius. There were five tunnels, two major bridges—at Trout Creek and Willow Creek (Madras), and several wooden trestles. From South Junction the Oregon Trunk stayed with the river to Mecca, came up Willow Creek canyon and under the Des Chutes RR viaduct (trestle) at Madras, and stayed east to Metolius.

Ultimately, the Harriman line terminated at Culver. The Des Chutes RR did nothing beyond this point, where the two lines ran parallel, just a hundred feet apart. Finally, on September 6, 1911, an agreement was accepted by both companies to give the Des Chutes RR joint terminal facilities between Metolius and Bend and use of the Oregon Trunk Line between the points, including the strategic Crooked River Gorge crossing.

Hill Victorious

"Railroad Day" was celebrated in Bend on October 5, 1911, with a crowd of 1,500 to 2,000 people and distinguished dignitaries from all over the state plus the railroad's top management. James J. Hill, then 73 years old, swept into Bend and drove the golden spike at the Bend depot site marking the completion of the route. He was applauded for completing a great step in the development of the area.³⁶

Brogan reflected on the event:

³⁵ "Locals: All Around Town," *The Maupin Times*, Dec. 16, 1914. The name Hunts Ferry was changed to Maupin by Union Pacific in December 1914; Asay, 87, 148.

³⁶ "Railroad Day Here Is Great Event: James J. Hill Drives Golden [sic] Spike and Bill Hanley Lays Cornerstone—Nearly 2000 People Here for Celebration," (*The Bend Bulletin*, October 11, 1911), 8. According to *The Bend Bulletin*: "Immediately after the cornerstone laying, James J. Hill left the platform to drive the golden spike in a tie just in front of the depot. The crowd surged around him so that it was some minutes before he had room enough for wielding the hammer. The golden spike was placed in a hole made by the pulling out of an iron spike and Mr. Hill struck it two blows. It was pulled out immediately and will be kept as a souvenir by the Commercial Club."

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A spectacular and costly chapter in the history of American railroads was completed on the sunny afternoon...The driving of the spike also marked the end of one of the bitterest and costliest struggles in railroad history. Two of the mightiest railroad systems...The contest between the railroad giants in the race from the Columbia River to Bend cost just short of \$25 million, with the Hill line bearing the lion's share, about \$16 million.³⁷

Cogswell believed the entire event was more for personal gratification and satisfaction than for wealth or fortune:

In retrospect, this collision of the two giants of American railroading appears to have been wasteful and unnecessary, involving personal pride as much as competitive advantage.³⁸

The first Oregon Trunk train ran from Fallbridge to Bend arriving October 31, 1911. The arrival of the railroad marked the end of frontier life and the beginning of economic vitality and community growth. The area had been brought into the social fabric and economic lifeblood of the nation. The railroad symbolized progress and hope and shattered the isolation of thousands. Products of the new industrial age were now more conveniently received. Importantly, national and even international markets were now open for products and commodities of the region. It signaled a future of prosperity rather than one of just survival.

For George Palmer Putnam, it was everything a Westerner could want:

Normal men, if they are reasonably good, hope to go to Heaven. Westerners, if they are off the beaten track, hope for a railroad; and if they have one road they hope for another. You who dwell in the little land of suburban trains and commutation tickets have no conception of the vital significance of rail transportation in the Land of Many Miles.³⁹

The prospect of a booming timber economy and wealth to those who "held the right cards" was realized just a few years later. The establishment of two large sawmills, the Shevlin-Hixon Company and the Brooks-Scanlon Lumber Company, on the banks of the Deschutes River in 1915-1916 was a significant economic force in Bend's growth and, much like the railroad, marked a new era for the region. Both lumber companies were from Minnesota, not far from Hill's headquarters in St. Paul. At the 1916 fall election Deschutes County was divided from Crook County and Bend was designated as the county seat on December 13. The 1920 Census showed the City with a population of 5,415, an increase of 910 percent from 1910. The two mills employed over 1,500 men and had a combined payroll of over \$2.5 million. In 1926 the two big mills shipped 6,828 railroad cars of lumber. One of the largest owners of real estate in the city was a corporation composed of lumbermen and bankers from St. Paul, Minneapolis and Davenport, Iowa.

Hill's investments in Central Oregon, in addition to the railroad and to timberlands, included agricultural lands, townsite lots, ranching lands and other development properties. The company offered 800,000 acres for sale in Central Oregon, "...in Large and Small tracts. Anything that can be raised on the North Pacific Coast can be produced on this land," it claimed. The prospect of irrigated lands in the area and the potential for a bounty of agricultural crops that needed to be shipped to points outside the area was attractive. However, Central Oregon was not the agricultural "Garden of Eden" that many were led to

³⁷ Brogan, 235.

³⁸ Vaughan, "Deschutes Country Pine Logging," 241. Cogswell writes in Vaughan.

³⁹ Beckham, Stephen Dow, "Section Foreman's House, Oregon-Washington Railroad and Navigation Company," (Draft) *National Register of Historic Places Nomination*, 1988. Putnam quoted.

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believe. It would not be until 1913 when the Oregon Legislature officially adopted the Reclamation Act of 1902, and until well into the 1930s that the area began to develop irrigation in a feasible manner that allowed farmers to succeed. William Ellsworth Smythe's vision of the "homestead ideal" and of irrigation as the "golden key" was never realistic for Central Oregon settlers.⁴⁰

The Interstate Commerce Commission in 1926 authorized the Oregon Trunk to build from Bend to Klamath Falls. The Great Northern took over the project and set its sights on San Francisco. The first train over the extension south from Bend to Klamath Falls ran on May 1, 1928. By 1931 the line had extended south to connect with the Western Pacific Railway in northern California. At Beiber, about 100 miles south of Klamath Falls, Great Northern tracks linked up with those of the Western Pacific, which offered access into the San Francisco area. This final piece enabled Hill interests to reach these markets in defiance of the Southern Pacific. Thus, Hill's dream was finally fulfilled. James J Hill died May 29, 1916 after becoming ill with a quickly spreading infection. He was 77 years old. His funeral was at 2:00 p.m. on May 31 and every train and steamship on the Great Northern came to a five-minute stop in his honor.

Maupin Section Foreman's House – Des Chutes Railroad Company

The Maupin Section Foreman's House is representative of the construction style and methods of the Union Pacific Railroad during the period termed the Harriman era (1899-1916) in the Pacific Northwest, beginning in 1910. Along with the former depot building, which was a new design at the time and built throughout the Northwest, it is a representative example of the standardization of railroad structures, a trend in which Harriman was at the forefront. It, along with the station's other buildings, was built using a Union Pacific Common Standard Plan. The foreman's house was chosen for the hot, arid Deschutes River canyon. Together the buildings formed a typical Harriman-style country combination depot.

1. Country Combination Stations. Depots and section houses were built as the railroads were built and were prominent features of each line. They stood out and were generally completed and ready for service and occupancy at the time the line was put into service. The Des Chutes RR's Maupin depot, during its period of significance (1910-1935), was an ensemble of buildings referred to as a "country, combination depot," a terminology attributed in 1893 to Walter Gilman Berg, an internationally recognized authority on railway buildings. He wrote: "[Country, combination depots should be] used on railroads at [locations] of minor importance, where the amount of freight or the volume of the passenger business does not warrant the construction of a separate freight-house or a separate passenger depot." He argued that variations in depot design needed to exist according to the needs for, and importance of, freight service, passenger business, baggage, express, telegraph, and dwelling purposes. Indeed, Asay says, in discussing the Des Chutes RR's parent company, that these needs were foremost considerations: "OR&N's single-story combination depots displayed a variety of roof and construction styles depending upon location and need. Single-story models were used where the railroad provided detached company housing for the agent and operators or where housing was available in town."⁴¹

⁴⁰ "Railroad Day Here Is Great Event: James J. Hill Drives Golen [sic] Spike and Bill Hanley Lays Cornerstone—Nearly 2000 People Here for Celebration," (*The Bend Bulletin*, October 11, 1911), 8. Cognizant of his multi-million dollar investment, Hill realized that promotion was still important to his success. According to *The Bend Bulletin*, Hill's speech that day urged the crowd to "... get people into this country. You could not build a prosperous community in the Garden of Eden and we could not run a railroad if there was nobody but Adam and Eve to use it." Schwantes, Carlos A., "Problems of Empire Building: The Oregon Trunk Railway Survey of Disappointed Homeseekers, 1911," (*Oregon Historical Quarterly*, vol. 83, 1982), 376. Hill company advertisement quoted; Deschutes County C.D.D., "Irrigation Development in Oregon's Upper Deschutes River Basin 1871-1957," 1-12, 31. The Reclamation Act of 1902 began a federal irrigation program emphasizing technology and cooperative relationships between the government and local water user associations that included financial arrangements. In 1913 Oregon adopted the policies of the program, indefinitely withdrawing the Deschutes River from further appropriations until a study was completed in 1937, known as the "Deschutes Project."

⁴¹ Berg, Walter G., C.E., *Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students*, (John Wiley & Sons, London: Chapman & Hall, Limited, 1904), 246. Berg quoted; Asay, 97. Asay quoted; Grant, H. Roger and Charles Bohi, *The Country Railroad Station in America*, (Pruett Publishing Company, Boulder, CO., First Edition, 1978), 21.

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See Additional Documentation for a photograph of the depot.

The Maupin depot fit well into Berg's vision. The site consisted of three primary structures. The largest was the depot building, which served three purposes: (1) a passenger station where tickets were sold and passengers arrived and departed; (2) a freight-house/warehouse from where freight was both shipped and arrived, and might be stored; and (3) as a dwelling residence for the Agent/Stationmaster who lived upstairs and presided over these activities. In addition, the site had two section dwelling houses that stood south of the depot, the Section Foreman's House and a smaller residence for laborers. The men who resided in the Section House and the smaller residence maintained the track along this section of the east bank of the river.

2. Standardization of Railroad Structures. Railroads had moved toward standardization of nearly everything by 1910. The concept of standardization for railroad structures was a trend that developed in American railroading during the latter half of the nineteenth century. Companies often built the same structure in a number of places. Standardization saved money and the trend grew more prominent by the turn of the twentieth century. Therefore, structures built west of the Mississippi were of a greater similarity to each other than those in the eastern United States built during an earlier period. In addition, western railroads generally were built through unsettled and sparsely populated areas. Besides the cost savings of standardization, convenience was a priority in the railroads' march across the West. When a number of structures had to be built quickly along a line, the structures engineer simply selected a set of plans and made minor modifications if necessary. Moreover, by the time the Maupin depot was built, Hill, Harriman and others had consolidated railroads. Simultaneously, standard plans were also consolidated with only the best from the company's standpoint retained and used. Success depended on a limited number of economical, convenient, and highly functional plans that offered the flexibility to meet and suit local needs.⁴²

Harriman's lines were on the forefront of this trend. His Southern Pacific, for example, built at least eighteen two-story combination passenger-freight stations in California between 1906 and 1930 using Standard Station No. 22 plan. Grant and Bohi report that, "The Union Pacific ... employed sets of standard ... plans during its initial building years." Robert I. Melbo, a former Southern Pacific railroad operating official and in 2004 and 2005 an Oregon Department of Transportation (ODOT) Rail Planner believes the Maupin Section Foreman House is an example of UP's use of a standardized plan chosen specifically for the location:

Interesting design. Really wide porches. ...Harriman was an advocate of standardization on his railroads and pressed his managers to adopt common designs for just about everything. So, while it's possible this section house may be a design unique to the Deschutes Railway, more likely it was built to a UP system common standard. ... [T]his model would appear to be the type one would build in hot arid climates because the porches could be appropriated in summer for sleeping. This house type I would expect to find along the line between Salt Lake City and Los Angeles, like at Las Vegas or Yermo, California, than in Oregon. But ... it can get ... [very] hot in the Deschutes canyon during summer and that may have influenced what was built there.⁴³

⁴² Grant, H. Roger and Charles Bohi, *The Country Railroad Station in America*, (Pruett Publishing Company, Boulder, CO., First Edition, 1978), chapters 2 and 3.

⁴³ Ibid., 134. Grant and Bohi quote; Melbo, Robert I., E-mail to Michael Hall, August 27, 2004, BLM Prineville District Office, Prineville, Oregon. Melbo quote; Edmondson, Harold and Richard Francaviglia, *Railroad Station Planbook*, (Kalmbach Publishing, Milwaukee, Wisconsin, 1977), 33.

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Melbo's impression is insightful and logical as temperatures in the Deschutes Canyon can range from ninety to well over one hundred degrees during the summer months, with little or no relief at night.

Railroads could be cost conscious and still provide communities with objects of civic pride as UP did in Maupin. Though standardized plans were utilized, designs were flexible to allow variations to meet local needs. Simple attention to decorative or structural features that were common in the East, but not found on the country's western frontier, could not only improve a station's appearance, but also build a relationship with the community. Extra attention to a facility that went beyond its functional needs made the town's gateway attractive, projecting a good public image for the railroad. However, this attention typically meant using standardized architectural features, such as brackets, vertical siding and other detailing in order to make structures built to the same plan look different to the average citizen. In addition, paint schemes were also part of the standardization process. Western paint schemes typically highlighted the trim, doors and windows. In Maupin we see the western paint scheme used to highlight the structure's features. Interestingly, the colors of the UP-built Maupin Section House, colonial yellow and light brown, are the same as those once standard on the Southern Pacific, presumably reflecting the standardization process resulting from Harriman's ownership of both lines.⁴⁴

Moreover, special attention often meant roof designs were sometimes changed on a particular plan. According to Grant and Bohi, "Usually the roof is the most prominent feature of a small combination depot. ...[It often] is so effective that it distracts the eye from the fact that the building is extremely plain." This is true for the Section Foreman House. The house is distinguished by its "bellcast" hip roof, with wide overhanging eaves topped with a small gable, a unique and apparently rare railroad roof. The former depot's roof was also a prominent feature, built in a distinctive gambrel fashion, typical of the Harriman style in the northwest beginning in 1910. According to Asay: "[Harriman] stopped building [the two-story gable-roof depots] prior to 1910 in favor of the gambrel-roof style ...Not only was the new design more modern and pleasing, it increased living space upstairs for the agent and his family. This style was used with very little variation at ... diverse locations [in Oregon, Washington and Idaho], and on the Deschutes line to Bend [including Maupin, Gateway and Madras]." The prominence of the roof of both buildings served to distract the eye from each structure's overall simplicity.⁴⁵

3. The Maupin Section Foreman's House -- UP Common Standard Plan. The Maupin Section Foreman's House was built using a Union Pacific Common Standard Plan (CSP). Though the UP CSP used for the Maupin house was not identified, information indicates that it was such a structure. In addition to the preceding information, a CSP for a UP section house very similar was identified. It is the plan for the UP's Oregon Short Line (O.S.L.) Standard, 1-Story Section House, No 1490 N. 3, traced from O.S.L. Drawing # 2113, and appearing in the Union Pacific Historical Society's *The Streamliner*, Volume 2, Number 3, July 1986, pages 36-37. The plan provides architectural data regarding room sizes and location, house design, door and window location and size, and numerous other details and facts that bear a remarkable and significant resemblance to the Maupin house. Understandably there are differences. The plan identified is for a house with a simple gable roof, not the "bellcast" hip roof, with wide overhanging eaves. In addition, the wraparound porch, or veranda, is not found on the CSP. Also, the fenestrations of the two are different. Nevertheless, there are other similarities. In addition to the features and details mentioned, the location and size of the pantry and closet in the UP plan suggests that the Maupin house's present bathroom space may have been used as a pantry and closet when built and subsequently was remodeled into a bathroom. When built, the Maupin house probably had a nearby water closet (outhouse) as others in the period did. Finally, we know

⁴⁴ Grant and Bohi, chapters 2 and 3.

⁴⁵ Grant and Bohi, 46. Grant and Bohi quoted; Asay, 96. Asay quoted.

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the depot was built from a CSP used throughout the region after 1910, suggesting all buildings on the site were built with a CSP.⁴⁶

See Additional Documentation for more information on the UP Common Standard Plan identified.

4. Living Quarters. The addition of living quarters within a depot complex was almost a certainty as railroads built across and throughout the West. In the East, railroads were built from city to city, but in the West railroads often appeared before the population, making the likelihood of living quarters greater. Grant and Bohi state that: "One key difference between combination stations of the East and West was the presence of living quarters in the station itself." They use Union Pacific as an example:

The company provided depots with living quarters ... primarily in towns located on branch lines rather than those on the main line. ... [These communities] tended to be smaller and hence offered less chance for [employees] to either rent or buy suitable housing. ... [Companies] considered the extra investment in living quarters worthwhile, since they viewed married [employees] as more stable and responsible and as being better community representatives than single ones. By having 'live-ins,' employees would be on duty twenty-four hours a day. This [also reduced insurance costs and discouraged burglary].⁴⁷

In addition, technical manuals on railroading by various authors and industry organizations addressed the building of section houses. Weiss, in his 1923 book, *Practical Railway Maintenance*, said that the "... foreman must always be available... It is in the interest of the company to provide at least foremen with company houses... Track men are usually the lowest paid class of employees and giving them ... company houses is well worth while." However, the economic realities of maintenance and the problems of being a landlord ended the era of railroad housing.⁴⁸

5. Section Foremen. Section Foremen and their crews were responsible for keeping the tracks, signal systems and other equipment in good condition, so that trains could operate safely and efficiently. The Maintenance-of-Way Department employed the men. The foreman typically had years of experience in track work, had a history of dependability, and understood how to manage his section crew, or section gang as it was sometimes called. He and his crew kept their section of the railroad in repair, including inspecting the tracks, replacing ties, rails, spikes, and bolts as needed, shifting the ballast (crushed rock under the ties) when required, and performing other duties to keep the railroad tracks smooth, strong and safe.

⁴⁶ Union Pacific Historical Society, "Standard Section Houses," *The Streamliner*, (vol. 1, no. 3, 1986), 32-39.

⁴⁷ Grant and Bohii, 70. Both quotes.

⁴⁸ Weiss, Charles, C. E., *Practical Railway Maintenance*. (McGraw-Hill Book Company, Inc., New York, New York, 1923), 194. Weiss quoted; Melbo. Melbo suggests a reason as to why these structures have faded from the nation's countryside: "In the mid-1970s I made a trip east on I-84 Portland to Boise and remember seeing ... section houses still in use ... along the Union Pacific ... in eastern Oregon. On a similar trip ... [in July 2004], I saw none. In the 1970s I was working for Southern Pacific, which by then had pretty well eliminated company-furnished housing ... except for unique pockets here and there on its far-flung system. That UP apparently was trailing behind SP in "modernizing" was probably the wrong conclusion. More than likely, housing in towns ... wasn't particularly abundant then. But I remember thinking at the time from the perspective of a railroad operating official, looking at these ... [section houses] that it made perfect sense to have these people living right on the premises because it was so ... convenient for them to get to work, especially during inclement weather. ... I began to think we were [not managing well] at SP. But, ... the economic realities of maintaining what must have been hundreds of aging houses plus keeping up water and septic systems plus connections to utilities, not to mention the general headaches of just being a landlord, eventually became evident in Omaha just as they had in San Francisco, ending the era of company-furnished housing;" Berg, 1904, 14-27; Orrock, J. W., C. E., *Railroad Structures and Estimates*, (John Wiley & Sons, London: Chapman & Hall, Limited., 1909), 92-93.

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Weiss believed that the Section Foreman should constantly emphasize fundamental principals. He suggested that the foreman was the keystone of the maintenance organization, and unless his standards were high no amount of supervision, liberality of material or quantity of labor would produce good track results. The qualities of a good foreman, he said, included justice or fair play; a detailed knowledge of the work being done; control of his temper; the ability to make logical, prompt and firm decisions; a desire to treat his men humanely; the development of the habit of listening to advice; planning ahead; having a discreet tongue; and discipline. He offered suggestions for successful supervision of section men, such as introducing competition or friendly rivalry; instructing each man carefully from the start of the job in the methods of work, and the correct and safe use of all implements; broadening each man's interest beyond what he actually must do; that "there should be no lookers on, but rather all should be busy," and that good records and cost data should be kept. The foreman, he suggested, should have at least two years of experience to determine his loyalty, and ability, and to make him sufficiently familiar with local conditions; be able to gain the public's trust and to develop good will; keep squatters off of railroad property; be on the lookout for any encroachment on the railroad, overhead crossings or structures; and protect the company's interests. He held that a foreman ought to walk over his entire section, making inspections at least once a month, carefully inspecting switches, individual sidings and structures. Recording information and reporting it was also a key to success, he noted, including accurately filling out and submitting forms, keeping a record of the materials used, furnishing estimates of tie and rail requirements and keeping an accurate inventory. He was to report fires, unusual weather conditions, accidents or any local situation that might be of interest to the company. He was also required to fight fire, help clear wrecks, and build new tracks and crossings when needed. ⁴⁹

In *Railway Track and Maintenance*, Tratman describes some of the duties and responsibilities of a Section Foreman, recommending that he walk over his section at least once a week, or daily; make a monthly inspection and report on trestles, bridges and tunnels; and that he should report only to the roadmaster. His main duties were to direct and supervise the operations, although he could work with the crew and at the same time watch the progress. He was to see that the men were warned of approaching trains and that they clear the track and set out slow signs and have flagmen, as necessary, to alert oncoming trains. In addition to being responsible for the inspection and safety of the track and structures, the foreman was to steadily improve the condition and appearance of the entire section. He was to ensure that ditches were cleared, weeds and grass were cut, rails were spiked and bolted, ties were tamped, tracks were in line, and the surface and switches were in proper working condition. He was responsible for the gang having the proper equipment, tools and supplies, and that everything was properly used and stored. In case of floods or heavy storms, he was to patrol the section and warn trains if there were any problems. He was to keep records of work progression, the time of the men and the material used, and was to provide this to the railroad in reports and requisitions. ⁵⁰

Willard, in his 1915 book, *Maintenance of Way and Structures*, wrote that by July 1914 a total of 445,000 miles of track were being operated in North America, enough to girdle the earth seventeen times, and almost twice the distance from the earth to the moon. Between June 1910 and June 1911, almost two million (1, 815,239) people were employed to maintain and operate the railways of the U.S. Section Foremen were an important part of this industry. He explains that:

The Section-foreman has charge of the actual work and reports to the Roadmaster. ...He should be capable of outlining the season's work in advance...must make daily inspections of all track on the section...must see that all waterways are kept open, fences repaired, farm-crossing gates closed, cattle-guards repaired, switches free from snow and ice...Though near the bottom of the operation, the section-foreman holds a responsible position and is an

⁴⁹ Weiss, 186-195. Weiss was a proponent of schools for foremen, regular meetings and various typed of rewards for jobs well done.

⁵⁰ Tratman, Russell, E. E., C. E., *Railway Track and Maintenance: A Manual of Maintenance-of-Way and Structures*, (McGraw-Hill Book Company, Inc., New York, New York, Fourth Edition, 1926), 244-245.

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important unit in the organization. Besides his duties...he should endeavor to get on friendly terms with the farmers living adjacent to his section and should...[do] all in his power to protect their property. ...The best section-foreman is an old resident from the vicinity of his section. ...he must be honest, industrious, and sober...

Willard lists nineteen "recommended rules" of the American Railway Engineering Association for the government of section-foremen and sixteen "special rules" the track forces must obey. ⁵¹

He wrote that:

...a railway is divided into districts or divisions each of which is further subdivided and each subdivision placed in charge of a roadmaster or supervisor of track. Each subdivision is in turn subdivided into sections. The section-foreman is in charge of the section and is assigned a force of men varying in number according to the location and length of the section, density of traffic, equipment of track, season of the year, etc. ... ⁵²

Willard said that, "In the past the work of maintenance was generally in the hands of a practical man who had worked up from the section-gang. The tendency at present [1915] is, however, to recognize more and more the engineering importance of the work and the necessity for placing experienced and trained engineers in charge of it." He stressed the importance of gaining knowledge, gathering information, making calculations, keeping records, and emphasized the need to focus on details, plus developing the ability to understand and use writing, mathematics and science. It appears that the best section foremen were unique individuals, with great management, personal, and technical skills. They were the ones who were responsible for what happened "where the wheels met the rails" and were seemingly grossly underrated and, unfortunately, underpaid by their companies. ⁵³

6. Sections in the Deschutes River Canyon. Though railroads used standards for nearly everything, the distance of a section appears to have varied depending on a number of factors. Berg states in his 1904 book, "Section houses will be found located, as a rule, from three to ten miles apart, according to the local conditions on each [rail]road, the number of tracks, and other controlling circumstances." Willard says, "The length of a section is often fixed arbitrarily." Both railroads most likely were forced to adapt for the location of facilities in the Deschutes Canyon according to the opportunities presented by the topography and geology. They would have had to lean toward feasibility and build where there was a realistic site, such as a bench along the river. ⁵⁴

Information on other section houses in the canyon is scant. In addition, as noted above by Weiss, section men were among the lowest paid positions in the company and presumably moved from time to time, without their names ever being recorded by history. However, it is evident that the rail line connected people and played an important role in the "community" that it connected. The published timetable from the Oregon Trunk of May 18, 1912 lists twenty-seven "stations," beginning at the SP&S connection at Fallbridge (Wishram), Washington and ending at Bend, Oregon. A Des Chutes RR timetable of May 7, 1916 shows only seven stops, including the beginning connection with the O-WR&N at Sherman on the south bank of the Columbia River and the terminus at Bend, Oregon. McNeal's history of the area reports that aside from the various section

⁵¹ Willard, William C., *Maintenance of Way and Structures*, (McGraw-Hill Book Company, New York, NY., 1915), 1, 20-22, 25-27. Willard quoted.

⁵² Willard, 23. Willard quoted.

⁵³ Willard, 2. Willard quoted.

⁵⁴ Berg, 1904, 6. Berg quoted; Willard, 23. Willard quoted.

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houses the Des Chutes RR had (which are not mentioned), there were no important connections until they reached Sherar's Bridge (also called Fargher). Then, there was Hunts Ferry (Maupin), McLennan, Two Springs, Cove Creek, North Junction, Jersey and South Junction, where the Des Chutes RR climbed out of the canyon following Trout Creek up to Gateway, Paxton, Madras and so forth on to Bend. These stations or stops could have included depots with one or more buildings; a siding, which is a short track at the side of a railroad line, used for switching trains; a flag stop, at which trains would stop for passengers or freight, if signaled; one or two section houses; or even post offices. In fact, a number of post offices were scattered throughout the canyon, including five on the Oregon Trunk and one on the Des Chutes RR. It also appears there was no correlation between a "station" or stop on one side of the river to one on the other side. Interestingly, individuals were often identified by the "section" where they lived, for example, *The Maupin Times* of August 6, 1915, reported: "R. E. Campbell, an old time resident of the Wamic section, was brought to The Dalles yesterday..." If anything, we can conclude it was a busy and vibrant community of settlers, small rail stops and post offices threaded together by the rail lines.⁵⁵

7. Stationmasters/Agents. A. C. Eagan was the general passenger agent (Agent) representing the O-WR&N (Des Chutes RR) until October 22, 1915, when he was promoted and transferred to Bend as the Traveling Freight and Passenger Agent (T. F. & P. A.). Following Eagan and serving to 1933, R. B. Bell (Robert) worked in the same capacity, and was generally known as the Stationmaster to locals. He lived with his wife, Lillian, and their family upstairs and, as Eagan had, presided over ticket sales and the shipment of wool, wheat and livestock as well as the arrival and handling of farming equipment, wagons, commodities and other goods being brought into the community. The Bells moved down into the area near Maupin's current city park when use of the depot stopped.

8. Property History. William E. Hunt, born June 10, 1860, first owned the property on which the former depot, including the Section House, was built. He had originally settled close to the depot site at the mouth of Bakeoven Creek in 1881 and later purchased the Howard Maupin Ferry. The area between the ferry and the property was known as Hunt's Ferry, Oregon for sometime, but later was called East Maupin. On September 3, 1909, Hunt and his wife, Rojinia, sold the right-of-way across their land to the railroad. The railroad donated the depot and section crew houses to the United Brethren Church (date unknown, but presumably after 1936). The Church subsequently sold the depot to Clarence and Helen Hunt. The Hunts, however, failed to secure a deed from the Church and thereafter the Church sold the property to Dant and Russell, a Portland firm that operated a Pearlite mine 16 miles up the Deschutes. The company used the two railroad residences for its employees until 1947 when it razed the depot. Dant and Russell sold the property to Rueben D. and Joyce Getz and James and Marion Miller. On June 26, 1968, Getz and Miller sold the land and remaining two residences and a shed to the Bureau of Land Management (BLM). Although the depot had vanished by 1968, part of the warehouse remained. Both the warehouse and the second dwelling were razed shortly after the BLM acquired the property.

9. Abandonment of Depot. Though abandonment of the Maupin depot can be somewhat attributed to the Great Depression, the process had actually begun with agreements reached during construction which resulted in joint use of the line in the North-South Junction area and from Metolius to Bend. On July 10, 1923, in a further agreement, the Oregon Trunk line from South Junction to Metolius (24.36 miles) was abandoned, and the Oregon Trunk used the Des Chutes RR line, beginning August 16, 1923. The agreement also provided the Des Chutes RR the right to operate from the Columbia River to North Junction, but the parent company chose not to at the time. But, as the Depression reduced profits, the viewpoint changed. On July 1, 1935, the Oregon Trunk granted the Des Chutes RR full trackage rights over the Oregon Trunk line. The Des

⁵⁵ McNeal, WM. H., *History of Wasco County*, (Wasco County Historical Society, 1958), 120; Spokane, Portland and Seattle Railway Company, *The Dope Bucket*, "Oregon Trunk: Gold Spike Issue," (Vern J. Vasey, ed., vol. 23, no. 3., Portland, Oregon, 1961); Robertson, 76; Untitled. *The Maupin Times*, August 6, 1915.

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Chutes RR abandoned 71.3 miles of lines on the east bank of the Deschutes from Ainsworth (formerly Sherman) on the O-WR&N main line to North Junction. On the same date, control of the remaining Des Chutes RR trackage between South Junction and Metolius was released to the Oregon Trunk. The effect was that traffic shifted exclusively to the west bank and the Oregon Trunk gained control of the entire line to Bend. March 28, 1936 is the official track abatement date from the main line at Ainsworth/Sherman to Maupin and from Maupin to North Junction. Portions of the railbed in this area are now the Deschutes River Access Road, managed by the BLM, going both up and downstream and used by a variety of commercial enterprises and private recreationists. Moreover, even without abandonment, the O-WR&N reduced or eliminated services at a large number of stations during the 1930 to 1936 period. So, the fate of the Maupin depot was sealed almost from the beginning.⁵⁶

Conclusion

The Maupin Section Foreman's House is one of only a few remaining buildings associated with the Harriman-Hill saga. The majority of extant structures are Oregon Trunk buildings and reflect the Hill company style, methods of construction and architectural features. The Hill resources include the Metolius Depot, the Bend Passenger Station, the Redmond Passenger Station, the Redmond Freight Building, and the Terrebonne Depot. The American Railway Express Company Freight Building was a component of the Bend depot, but was neither a Hill nor a Harriman structure per se. The following is a brief description of each and the status of each as of April 2005:

Metolius Depot. The Metolius Depot, a wooden structure built in 1911, was shared by both lines and is intact, well maintained and retains a high level of integrity in all seven aspects of the quality (location, design, setting, materials, workmanship, feeling, association). It was closed in 1978, but is now owned and managed as a community center by the City of Metolius, which purchased it for \$1 in 1983. It was moved north about 100 feet and across the tracks to the east side prior to restoration in the 1990s. The annual "Spike and Rail Celebration," held in August, offers old-fashioned family fun with a parade, barbecue, dancing and a variety of entertainment. Funds raised from the celebration are used in developing and maintaining the depot.

Bend Passenger Station. The Bend Passenger Station, built in 1911, was shared by both lines and was constructed of volcanic tuff stone. It was dismantled and moved to a significantly different location in the late 1990s to make room for the Bend Parkway. Prior to the move, it was determined eligible for the National Register of Historic Places by the Oregon SHPO in 1994. It now (2005) sits at a site associated with Bend's lumber industry that has been commercially developed, more than a mile from its original location and not adjacent to the track. It is known as the "Art Station" and is managed by Arts Central, a non-profit organization that uses it for art classes. Its integrity with respect to location, setting, feeling and association has been greatly diminished; however, attention has been paid to workmanship, design, and materials.⁵⁷

⁵⁶ Pacific Northwest Chapter, National Railway Historical Society. Oregon Trunk History., August 7, 2004. The SP&S, Great Northern, Northern Pacific and various subsidiary companies, including the Oregon Trunk, were merged to form the Burlington Northern, Inc. in 1970; Melbo, Robert I., E-Mail to Michael Hall, (April 27, 2005, Notes in possession of BLM Prineville District Office, Prineville, Oregon). In 1996 the Burlington Northern and the Atchison Topeka & Santa Fe Railway Company merged to form The Burlington Northern and Santa Fe Railway Company. On January 24th, BNSF officially changed its name to the BNSF Railway Company. Today, in 2005, all of the rail line following the Deschutes River between Bend and the river's confluence with the Columbia River is operated and maintained by BNSF, but 23.99 miles between South Junction and Metolius is owned by Union Pacific. This harkens back to the Hill and Harriman competition and ultimate agreement to use the best portion of each other's route and to share the track. That arrangement exists today, with BNSF having responsibility for dispatching and maintaining the joint line, and with UP still owning a piece (23.99 miles) of it, and operating over it also under a trackage rights agreement.

⁵⁷ Keeney, Rosalind Clark, "Determination of Eligibility of the Oregon Trunk Passenger Station," (Oregon State Historic Preservation Office, Salem, Oregon, 1994); Arts Central, "About Arts Central," (Arts Central, April 28, 2005).

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American Railway Express Company Freight Building (Bend). Though not a Hill or a Harriman structure per se, the American Railway Express Company Freight Building played an important role in the Bend depot's operations as the tuff passenger station was built without any freight facilities. The building, an adjacent companion to the station, was "constructed in 1922 to facilitate the handling of goods shipped into and out of Bend via the Oregon Trunk and Union Pacific railroads. The express agency owned its own railway cars and operated in a similar fashion as United Parcel [Service] does now [handling parcel post and packaged shipment of perishable goods] and was separate from the railroad (although the railroads owned the buildings)," according to HABS No. OR-168, prepared by Tonsfeldt and Keeney in 1999. The report describes it as a "plain frame structure with a hip roof," with some features "common to Oregon Trunk freight and passenger stations." The building is no longer extant, being also effected by the construction of the Bend Parkway in the late 1990s and torn down.⁵⁸

Redmond Passenger Station. The Redmond Passenger Station, built in 1911, was shared by both lines and was also constructed of volcanic tuff stone. As built, it was fundamentally identical to the Bend Passenger Station and it, too, was determined eligible for the National Register of Historic Places in 1996 by the Oregon SHPO. In 2004, however, it was dismantled and moved to a significantly different location. It is in private ownership, located more than a mile from its original location, sited perpendicular to the track rather than in its original orientation of parallel to the track. In addition, it borders a Wal-Mart and the store's large paved parking lot, along with a small business center, a car wash, a restaurant, a motel and other commercial buildings. Its integrity with respect to location, setting, feeling and association has been seriously compromised and diminished, if not all together vanished. As of April 2005 it is not in use, but available by lease or sale to commercial enterprises.⁵⁹

Oregon Trunk Freight Building (Redmond). The Oregon Trunk Freight Building, another component of the Redmond depot facility, was built of wood (circa 1911) and originally sat just north of the tuff passenger station. Though used by both lines, too, it was constructed by the Oregon Trunk in the Hill company style, featuring an overhanging hip roof and a number of large sliding doors, typical of railroad freight building of the era. Like the American Railway Express Company Freight Building in Bend, it was built for freight operations as the tuff passenger station did not have any freight facilities. It was moved in spring of 2005 to a site about a mile east of the tracks and a mile north of its original location to the corner of NE Hemlock and NE 11th Street in Redmond. According to a Redmond City Planner it will be converted to office and warehouse space. Though it seems structurally sound, it appears that much of the building's historic integrity, with respect to location, setting, feeling, association has perished and other aspects (design, workmanship, materials) may also disappear.⁶⁰

Terrebonne Depot. The Terrebonne Depot, built of wood in 1912, is about five miles north of Redmond and was a Hill facility most likely used by both companies, as it sits in the stretch of railroad between Metolius and Bend, the tract for which one of the first agreements for joint use was made. Hollinshead describes the depot facility in her book as: "A modern depot ... built beside the tracks at the east edge of town. The building contained ticket and telegraph offices, waiting room, freight

⁵⁸ Tonsfeldt, Ward and Rosalind Keeney, "American Railway Express Company Freight Building," HABS No. OR-168, (Oregon Department of Transportation, Environmental Section, Schwab, Leslie, Ed. Salem, Oregon, 1999), 2, 8-9. The report states that, "In 1929, it became the American Railway Express Company as part of the merger of most railway express companies in the United States and by 1939, the Railway Express Agency Corporation controlled all railway express service in the United States. In 1960, the Railway Express Agency Corporation changed its name to REA Express and subsequently went out of business." Business had declined due to trucking, the U.S. Postal Service and United Parcel Service. The building was used in its later years as a railroad administrative and storage facility.

⁵⁹ Hall, Michael A., "Oregon Trunk Railway Passenger Station (Redmond Depot), Determination of Eligibility for the National Register," (Oregon Department of Transportation and Oregon State Historic Preservation Office, Salem, Oregon, November, 1996).

⁶⁰ Barry, Amy. "Phone Interview with Michael Hall." (Notes in possession of BLM Prineville District Office. Prineville, Oregon. April, 2005).

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and baggage room and four living rooms for the agent. Also erected were two section houses ...” The photograph of the depot provided in her book appears to somewhat resemble the Metolius Depot. The building today (April 2005) is a tall, hipped-roof structure that is hardly recognizable. It is being converted to a restaurant, according to the architect working on it. It was moved in 1929 from the east side of the tracks to the west side and, at that time, the roof was raised approximately ten feet, according to the architect. It also was moved just off the railroad right-of-way in 2005 prior to undergoing rehabilitation. The integrity following rehabilitation is not known at this time, but it is at least questionable, given previous and ongoing changes in its design, workmanship and materials.⁶¹

In addition to the Maupin Section Foreman's House, only one other building associated with the Harriman railroad and the race into Central Oregon remains extant as of April 2005:

Gateway Depot. The Gateway Depot is the only other structure entirely associated with the Harriman railroad along this rail line. It is of the Harriman-era gambrel-style roof design previously discussed with respect to the Maupin Depot. Today (2005), it is in poor but salvageable condition, but worthy of rehabilitation. It remains in its original location along the tracks, which are still in use today, in the small community of Gateway, north of Madras. It is relatively structurally sound with original materials, features and elements remaining. Essentially, the integrity is at a fair and reasonable level, considering that attention and care has abandoned it.⁶²

Madras Depot. The Madras Depot, a wooden Harriman-era structure built in the gambrel-style in the vein of the Gateway and Maupin depots, was entered into the Oregon State Inventory in 1976, but is no longer extant.

Maupin Section Foreman's House. The Maupin Section Foreman's House of the Des Chutes Railroad Company is the *only* surviving building exhibiting a high level of integrity and retaining its close relationship and connection with the E. H. Harriman railroad and the historic contest with James J. Hill. The integrity is high in all aspects--location, setting, design, materials, workmanship, feeling and association. The structure remains in its original location. Changes to the immediate surroundings have not significantly affected the relationship of the resource to its setting, especially its bond with the Deschutes River and the imposing canyon. Design, materials and workmanship remain at a high level. The design retains the features and the essential elements of a Union Pacific Common Standard Plan (CSP) Section House of the Harriman era. Original materials of historic importance remain and have not been distorted or changed by deterioration. The physical condition and structural integrity are remarkable. The workmanship of the original craftsmen is preserved, maintained and interpretable. The feeling and association are high, to a certain extent, due to the noteworthy levels of the other aspects of its integrity. The property thoroughly communicates a sense of what it was like during the historic period. Finally, it is the *only* remaining section house associated with either figure in the struggle between two of the greatest railroad magnates of all time. The property meets Criterion A in the area of Transportation for its association with the development and operation of

⁶¹ Hollinshead, Bonnie Davidson, *The Hillman-Terrebonne Saga 1907-1924*, (Self-Published, Terrebonne, Oregon, 1977.), 3-4. The original name of the town was Hillman, a name derived from Hill and Harriman. The change of the town's name from Hillman to Terrebonne took place about 1911. This occurred due to an unsavory realtor named Harriman who got into trouble with the government, embarrassing the "good people of Harriman, who changed the name to Terrebonne, a French expression meaning good earth," says Hollinshead. Hollinshead (Davidson) was born in Hillman in 1910; her brother was born in the same house, but then Terrebonne, in 1912. She also indicates that the property along the railroad was originally sold to the Central Oregon Railroad Company and, therefore, was part of the land that Hill's Oregon Trunk acquired in securing the Crooked River Gorge crossing (March 23, 1911). The first depot agents in 1912 were Mr. and Mrs. Boyd Wagner; Stevens, Derek. "Phone Interview with Michael Hall." (Notes in possession of BLM Prineville District Office. Prineville, Oregon. March 30, 2005).

⁶² Hall, Michael, "Gateway Depot Photograph Collection," (Oregon State Historic Preservation Office, Salem, Oregon, September, 2004).

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rail transportation in Central Oregon in the early twentieth century. It is eligible for listing in the National Register of Historic Places.

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Wasco County, Oregon

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Wasco County, Oregon

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Section 9 Page 6

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Wasco County, Oregon

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Section 9 Page 7

Maupin Section Foreman's House
Wasco County, Oregon

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Maupin Section Foreman's House
Name of Property

Wasco, Oregon
County and State

10. Geographical Data

Acreage of Property 5.7 acres

UTM References

(Place additional UTM references on a continuation sheet)

1 10 650634 5003239
Zone Easting Northing
2 _____

3 _____
Zone Easting Northing
4 _____

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 Michael A. Hall, consultant

organization _____ date October 2004

street & number 134 S.W. H Street telephone 541-475-6020

city or town Madras state Oregon zip code 97741

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

name USDI Bureau of Land Management, c/o Ron Gregory, Prineville District Office

street & number 3050 N.E. 3rd Street telephone 541-416-6700

city or town Prineville state OR zip code 97754

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.460 et seq.).

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

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 10 Page 1

Maupin Section Foreman's House
Wasco, Oregon

=====

Verbal Boundary Description

A strip of land of varying width, situated in Government Lot 2 of Section 5, Township 5 South, Range 14 East of the Willamette Meridian, in Wasco County, Oregon, being 50 feet, measured at right angles on the northwesterly side and 100 feet, measured at right angles on the southeasterly side of and parallel with the center line of the main track of the Deschutes Railroad Company, as formerly constructed and operated, and extending northeasterly from the West line of said Government Lot 2 to a line drawn at right angles to said center line of main track, at a point thereon designated as Railway Survey Station 2688+23, thence, being 50 feet wide, measured at right angles, on each side of and parallel with said center line of main track for a distance of 400 feet to a line at right angles to said center line of main track, at a point thereon designated as Railroad Survey Station 2684+23; thence, being 50 feet, measured at right angles and/or radially on the northwesterly side and 100 feet, measured at right angles and/or radially on the southeasterly side of and parallel with said center line of main track for a distance of 283 feet to a line drawn radially to said center line of main track, at a point thereon designated as Railroad Survey Station 2681+40, which is 1145.6 feet distant southwesterly, measured along said center line of main track, from the North line of said Section 5, and being a part of those certain strips of land heretofore conveyed to the Deschutes Railroad Company by W. E. Hunt and Rojinia Hunt, his wife, by deed dated September 3, 1909, and recorded in Book 49 of Deeds, on page 107, Records of Wasco County, Oregon.

ALSO, a strip of land 100 feet wide situated in Government Lot 3 of said Section 5, being 50 feet wide, measured at right angles, on each side of and parallel with said center line of main track, as formerly constructed and operated, and extending from the South line to the East line of said Government Lot 3, and being a part of those certain strips of land heretofore conveyed to the Deschutes Railroad Company by Sarah J. Darnall, Administratrix of the estate of Richard B. Darnall, deceased, by Administrator's deed dated December 15, 1909, recorded in Book 49 of Deeds, on page 418, of the Deed Records of Wasco County, Oregon.

ALSO, all of that part of Lot 3 of Section 5, Township 5 South, Range 14 East of the Willamette Meridian, lying in the Southeast corner of said Lot 3 and also lying South and East of the abandoned right-of-way of the Deschutes Railroad Company.

Boundary Justification

The boundary encompasses but does not exceed the full extent of the resource; the boundary is the historic boundary dating back to 1910.

Key Events Leading Up To Deschutes River Race

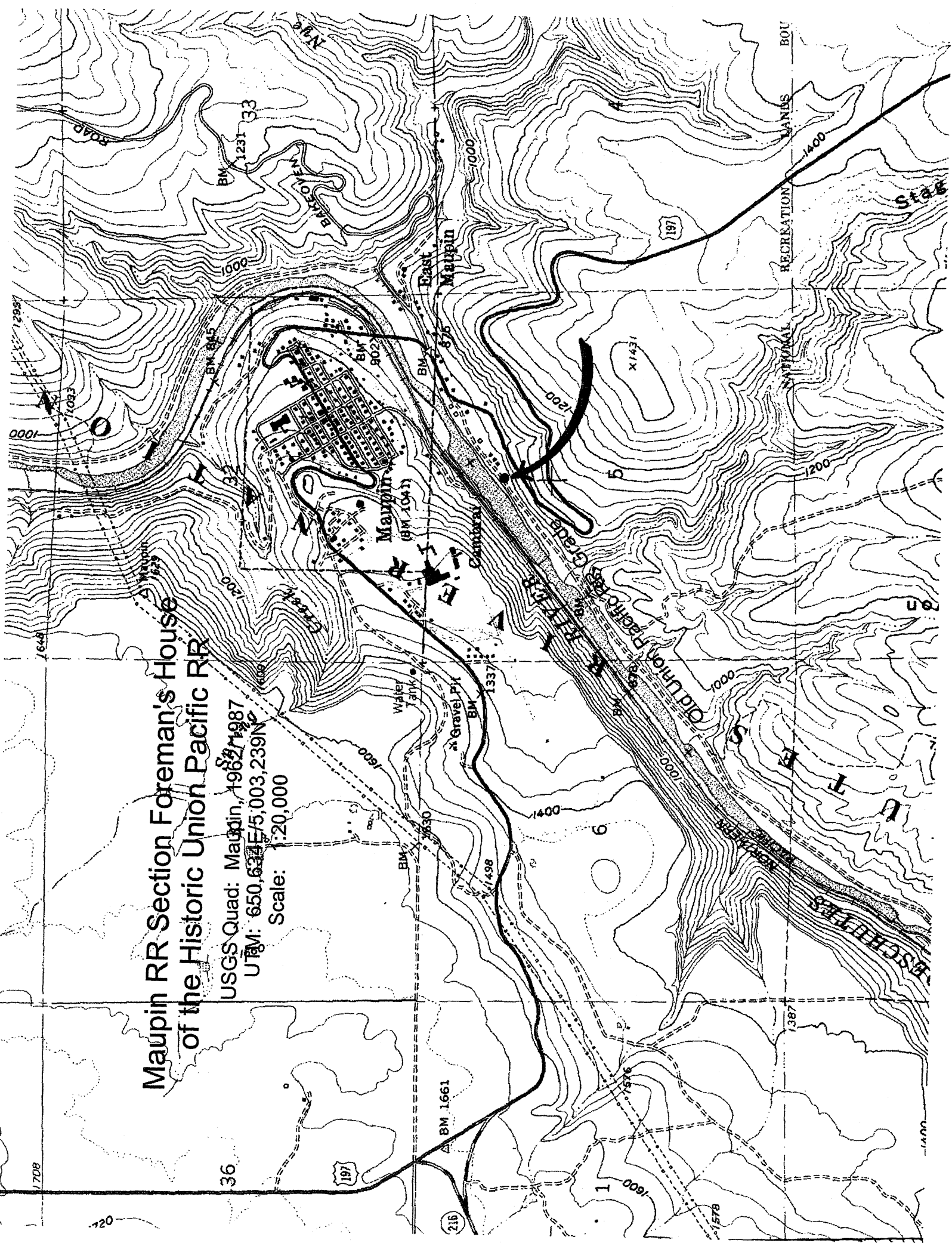
<u>Des Chutes Railroad Company (Harriman)</u>	<u>Oregon Trunk Railroad (Hill)</u>
1897 Union Pacific (UP) reorganized under Harriman. Controls Oregon Railroad and Navigation Company (OR&N).	
1899 OR&N surveys route up Deschutes Canyon.	
1905	Hill visits Lewis & Clark Exposition. Says he will build line up north bank of Columbia River (Washington).
	In August, the Great Northern and Northern Pacific jointly incorporate Portland & Seattle Railway (P&S Railway).
1906 Harriman charts Des Chutes Railroad.	Billy Nelson incorporates Oregon Trunk Railroad to build up Deschutes Canyon.
1907 Reports of Harriman's men surveying.	Reclamation Service approves building of line up Deschutes in April after blocking it in November 1906.
1908 Harriman says he will build up the Deschutes.	Central Oregon Railroad files maps, Madras to Bend via Crooked River Gorge.
	P&S Railway changes name to Spokane, Portland & Seattle Railway (SP&S).
1909 UP receives Reclamation Service approval.	SP&S completed. Hill lines now have first water-level rout through Cascades. Often called North Bank Road.
	Acting for Hill/SP&S, Stevens acquires Oregon Trunk from Nelson, becomes its President.
	Oregon Trunk takes over Central Oregon Railroad.
Building begins July/August.	Building begins July/August.
Harriman dies September 9 th .	
1910 Name Change: Oregon Railroad and Navigation Company (OR&N) consolidated with other railroads to form the Oregon-Washington Railroad and Navigation Company (O-WR&N).	

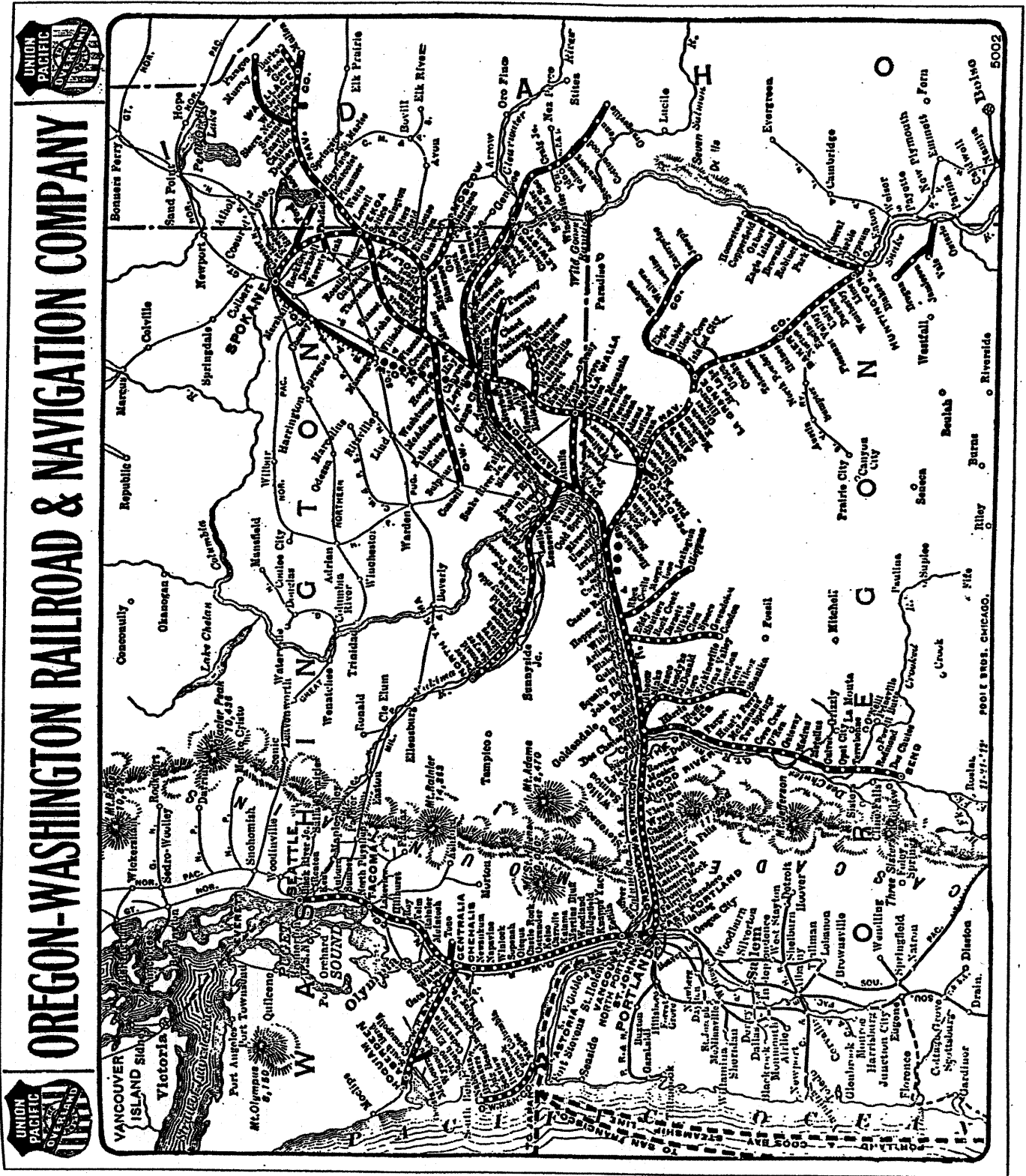
Maupin RR Section Foreman's House of the Historic Union Pacific RR

USGS Quad: Maupin, 1962M1987

UTM: 650,634E/5,003,239N

Scale: 1:20,000

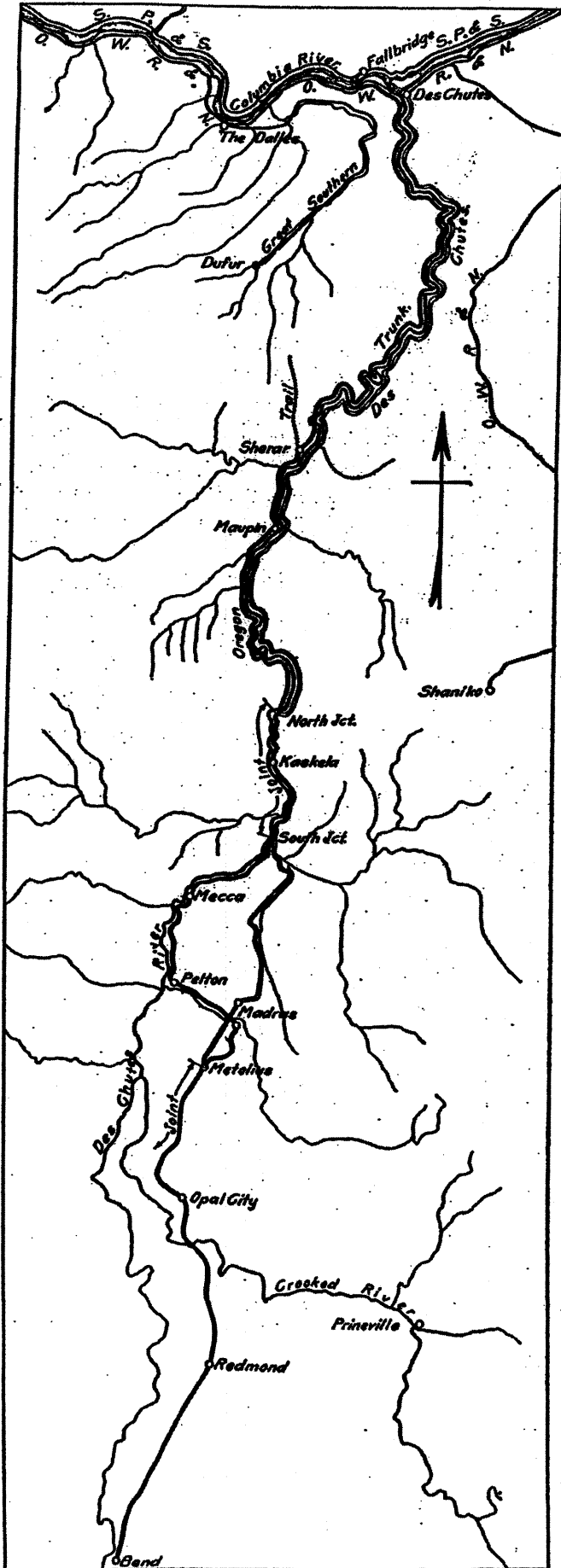




Oregon-Washington Railroad & Navigation Map
Source: Schwantes, 1993

Railroad Section Foreman's House
Wasco County, Oregon

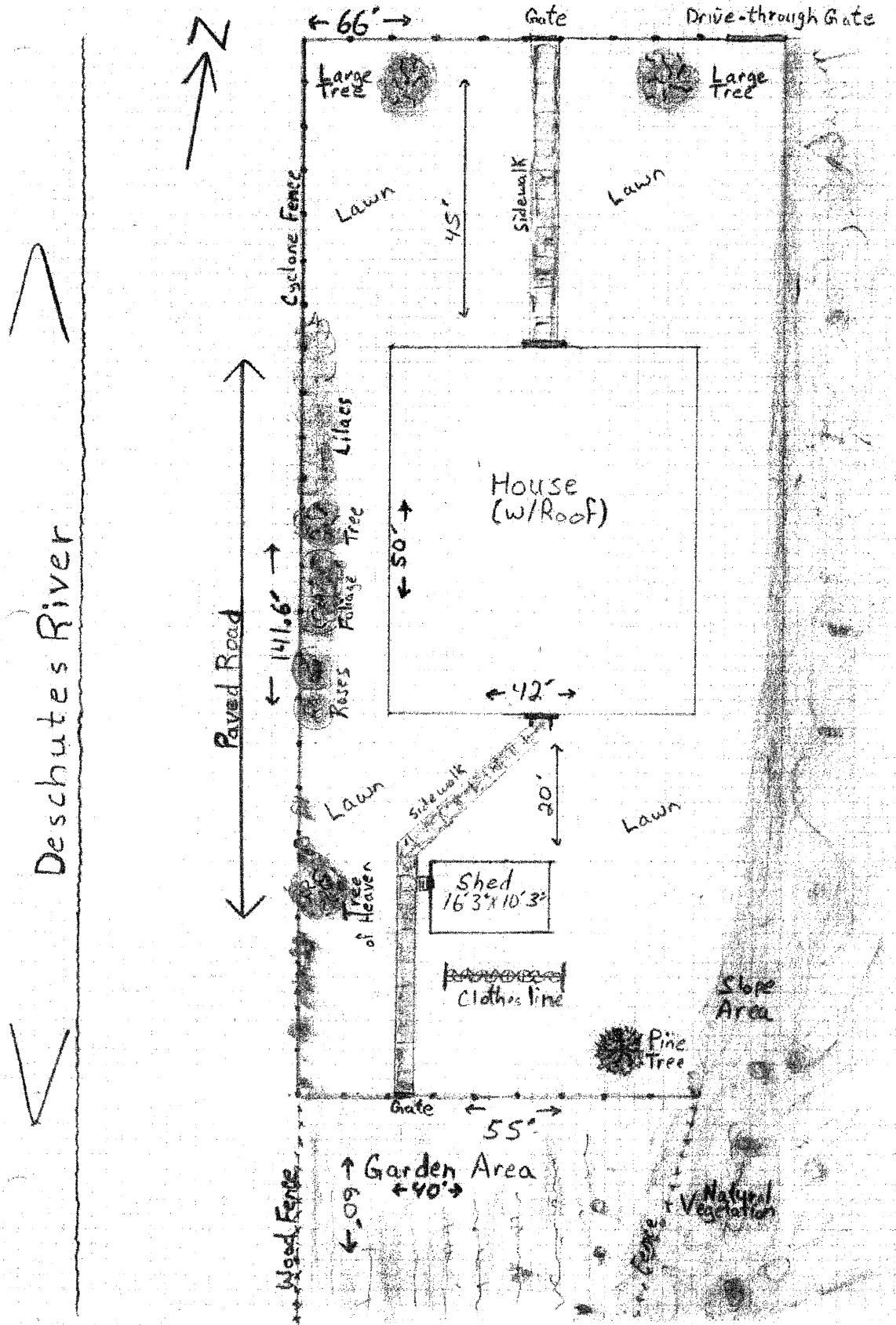
Rail Lines As Completed In 1911
Source: Railway Age Gazette,
Vol. 52. No. 12 (March 11, 1911), p 680



Oregon Trunk and Des Chutes Railways.

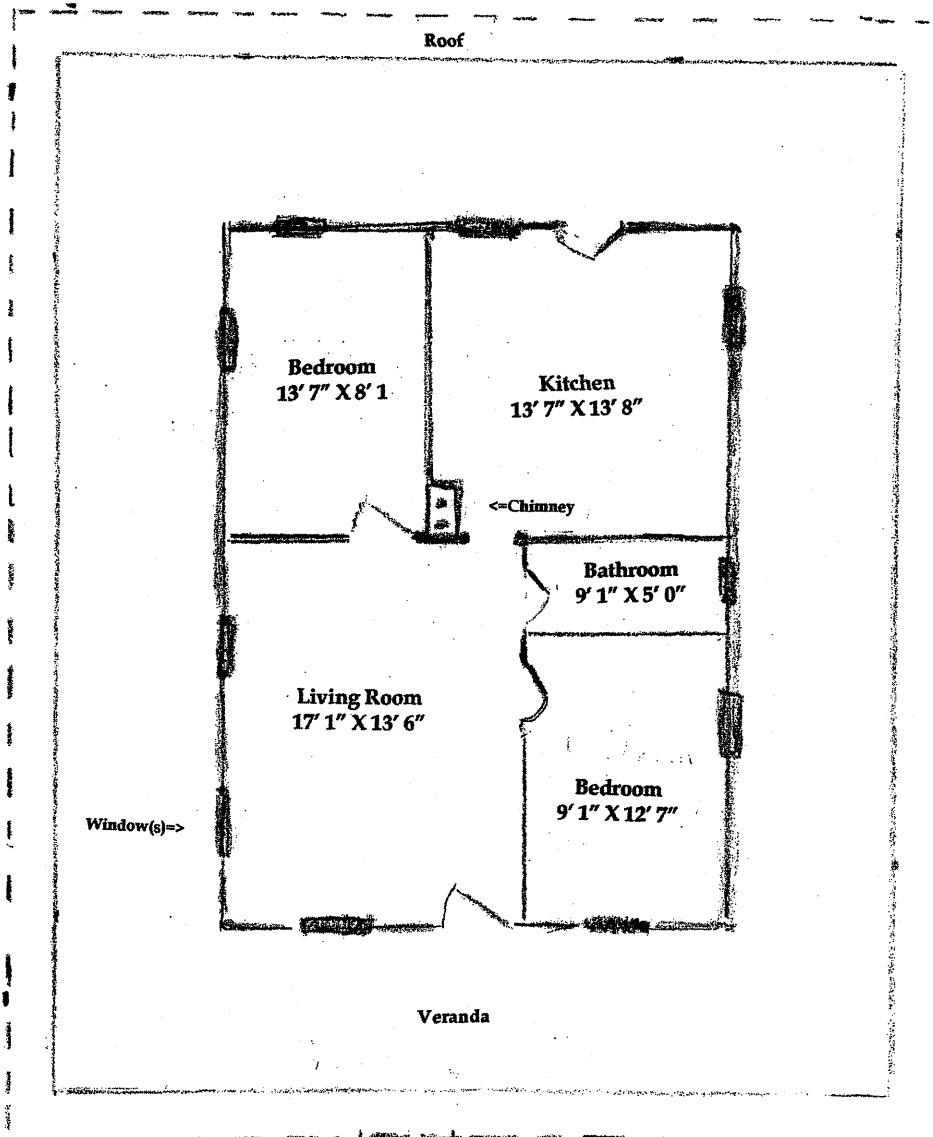
Maupin Section Foreman's House
Wasco County, Oregon

Site Sketch



Maupin Section Foreman's House
Wasco County, Oregon

Floor Plan Sketch

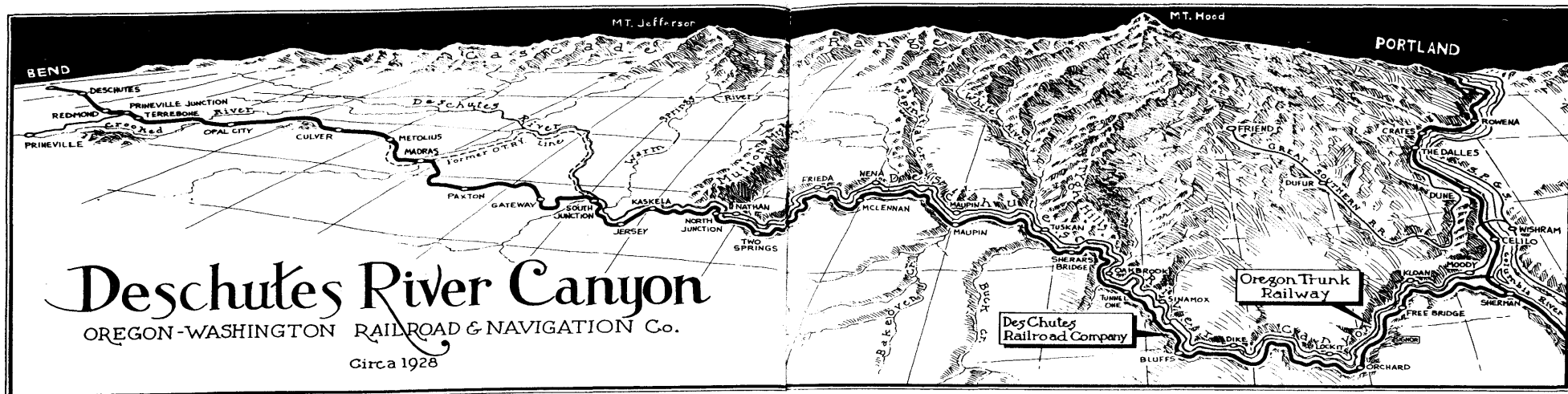


Roof
50' X 42'

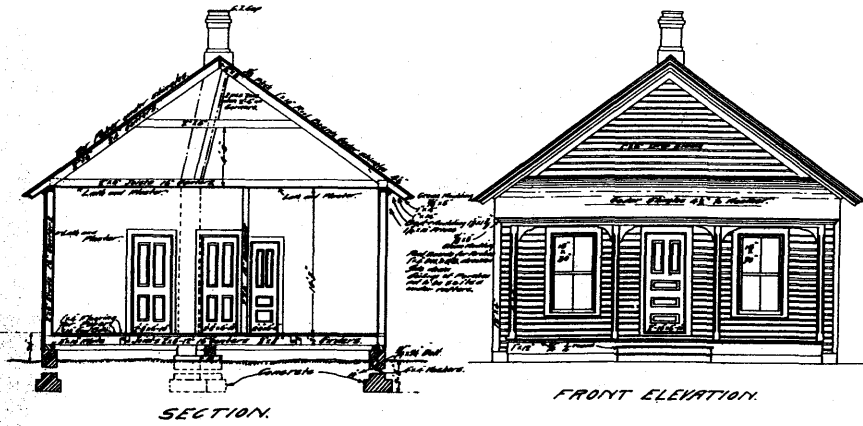
Veranda
46' X 38'

House
32' X 24'

North Elevation / Front Facade

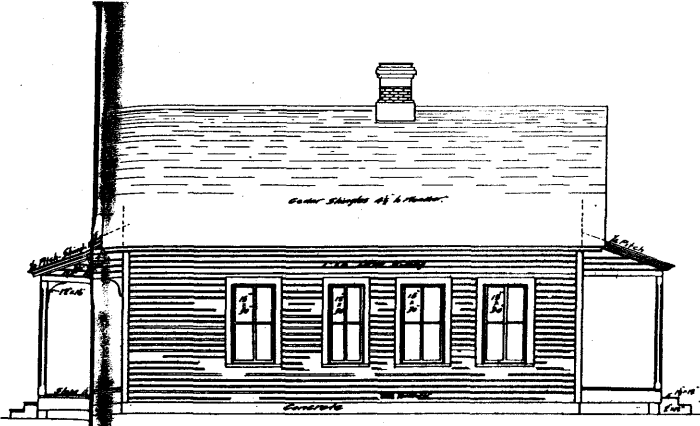


Source:
Asay, Jeff, *Union Pacific Northwest: The Oregon-Washington Railroad & Navigation Company*,
Pacific Fast Mail, Edmonds, Washington, 1991, 86-87.

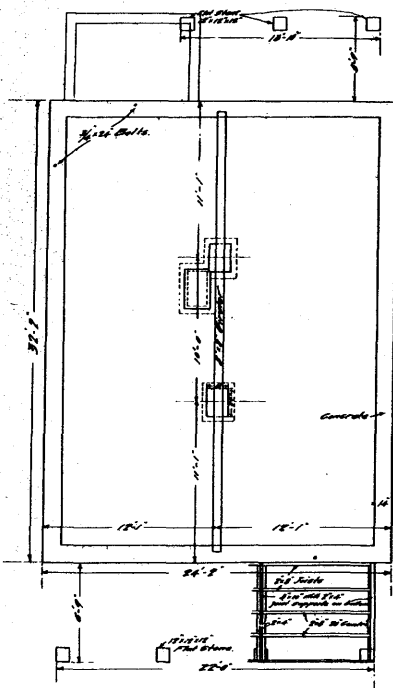


SECTION.

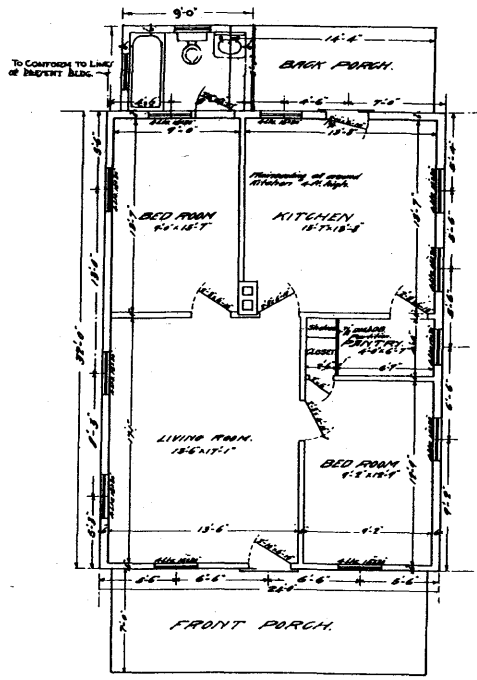
FRONT ELEVATION.



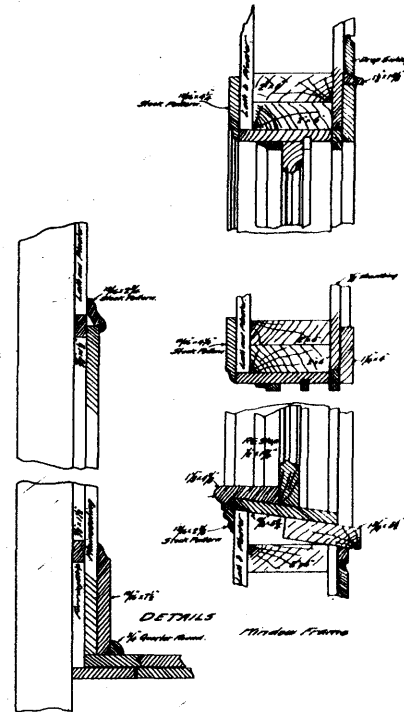
SIDE ELEVATION.



FOUNDATION PLAN.



FLOOR PLAN.



DETAILS
FRAMING IN KITCHEN

BILL OF MATERIALS	
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100	1/2" x 4" x 8" Plywood

NOTE: All materials to be of standard sizes unless otherwise specified.

S. P. L. A. & S. L. R. R.
Salt Lake Div.
O. S. L. STANDARD
1 STORY SECTION HOUSE

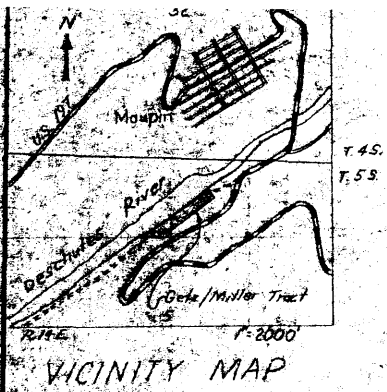
SCALE: 1/4" = 1' TO 1" RE APRIL 12 1927
OFFICE OF CIV. ENGRS. B. OF W.

No. 1490 N. 3

Traced from O.S.L. Drawing # 2113

Maupin Section Foreman's House
Wasco County, Oregon

Original Depot Site and Building Configuration



VICINITY MAP

PLAN	DATE
SUPPLIER	2/2/1907
PLOTTED	2/2/1907
ALIGNED	2/2/1907
RE-ORIENTED	2/2/1907
NO.	

Lot 3, Sec. 5

DESCHUTES

Section Foreman's House (Section Crew House to South)

RIVER →

2681+40

2684+23

2688+23

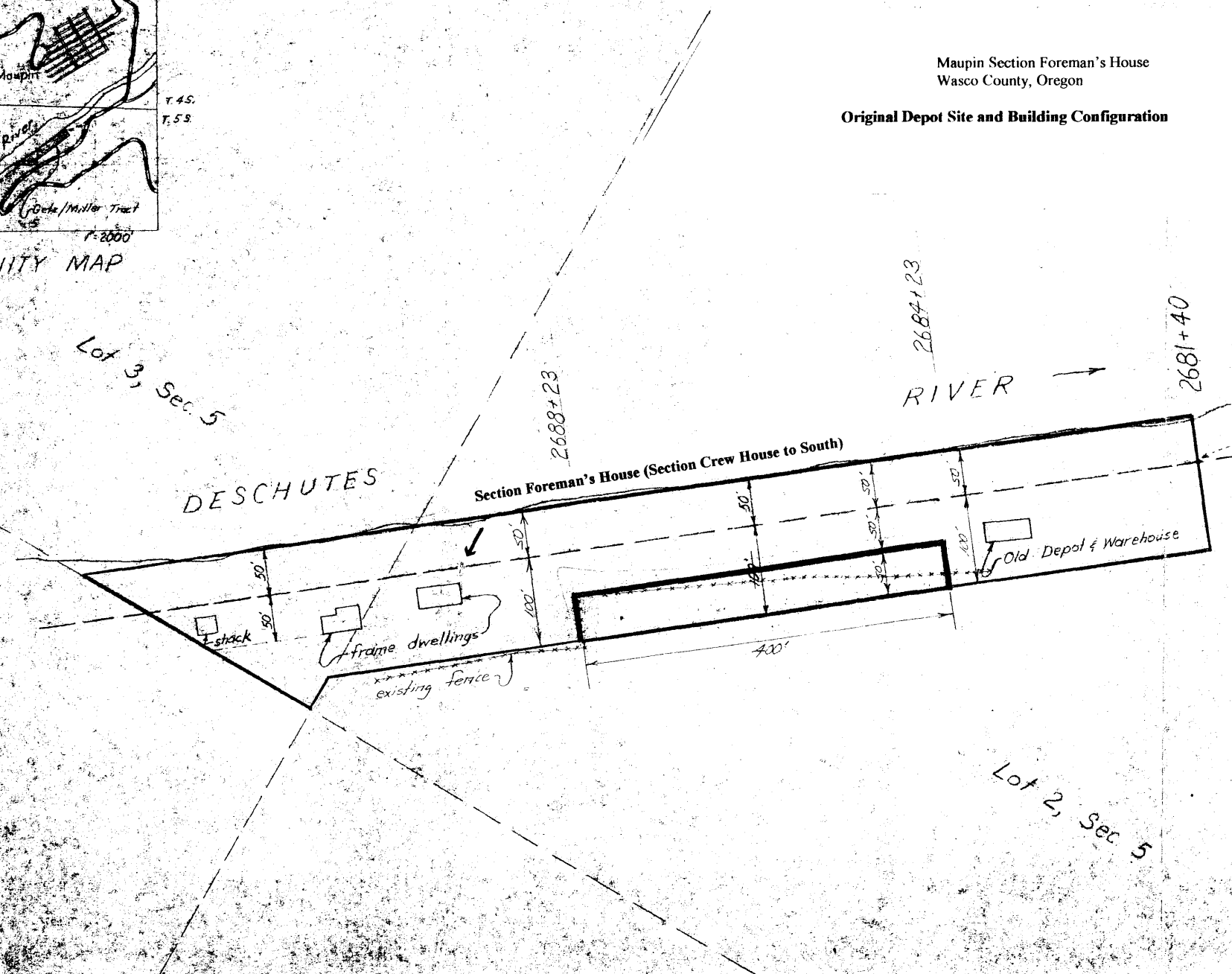
stack

frame dwellings

existing fence

Old Depot & Warehouse

Lot 2, Sec. 5



United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Additional Documentation - Photographs

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Maupin Section Foreman's House
Wasco County, Oregon

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All photographs taken by Michael A. Hall on August 23, 2004. Negatives in possession of Bureau of Land Management, Prineville District Office, Prineville, Oregon.

1. West elevation and rear entrance. Looking northeast. West elevation is area of alteration. Note banding, corner boards and eaves.
2. South elevation/Southeast corner. Looking north.
3. East elevation. Looking north.
4. South elevation. Kitchen window. Note moldings and banding.
5. Shed/shack. Sliding door.
6. South elevation. Looking north from shed/shack south facade/rear door of house.
7. South facade/rear entrance. Looking northeast.
8. West facade. Looking south. Kitchen window (alteration). Veranda ceiling (4" beaded board). Post/false-beam configuration. Shed/Shack in background. Note chamfered posts.
9. Northwest roof/ceiling corner. Looking northwest. Post, false-beam, rafters, ceiling. Note chamfered posts and molding.
10. West elevation. Looking south. Shed/shack in background. Veranda deck, ceiling and posts.
Note: Moldings on bottom of posts have been removed for repair and painting.
11. West (left) and south (right) elevations. Looking northeast. Cyclone fence.
12. South elevation. Roof. Looking north/northwest from embankment/hill near edge of property.
Note ventilated gable and chimney.
13. West elevation. Looking east. Alteration area begins near left edge of aluminum window molding (bathroom window). 5-inch boards surround it (above and below) vs. original material 4-inch. Six-over-one window, as well as siding on both sides of it are original materials. Note banding.

United States Department of the Interior
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14. North elevation, front facade. View from parking area. Walkway gate and sidewalk in center, drive-through gate on left. Note view framed by large trees.
 15. Shed/shack. Looking south/southwest. Broad/wide facade is parallel to and facing south facade of house.
 16. South facade/roof. Looking northwest from hillside above property.
 17. Front door/front facade. Looking south. Note molding, banding.
 18. Shed/shack. North facade. Looking south.
 19. Looking west from northwest corner of veranda across Deschutes River. Note vegetation, fence, roadway, river, west riverbank, chamfered post.
 20. Looking west from northwest corner of veranda across Deschutes River. Note vegetation, fence, roadway, river, Oregon Trunk railroad track on west riverbank.
 21. Front facade, looking south.
 22. Front facade, looking south. Note eaves.