

United States Department of the Interior
National Park Service

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NATIONAL REGISTER
HISTORIC PLACES

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Southern Pacific Railroad Passenger Station and Freight House

other names/site number Springfield Depot

2. Location

street & number 101 South A Street not for publication

city or town Springfield vicinity

state Oregon code OR county Lane code 039 zip code 97477

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)
James Hannah December 30, 1992
Signature of certifying official/Title Date
Oregon State Historic Preservation Office
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

- I hereby certify that the property is:
- entered in the National Register.
 See continuation sheet.
 - determined eligible for the National Register
 See continuation sheet.
 - determined not eligible for the National Register.
 - removed from the National Register.
 - other, (explain:)

Signature of the Keeper Patrick Arden Date of Action 2/24/93

Southern Pacific Railroad Passenger Station and
Name of Property Freight House

Lane County, Oregon
County and State

5. Classification

Ownership of Property
(Check as many boxes 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	
<u>1</u>	<u>∅</u>	buildings
		sites
		structures
		objects
<u>1</u>	<u>∅</u>	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

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/Rail-Related: train depot
COMMERCE/TRADE/Warehouse

Current Functions
(Enter categories from instructions)

SOCIAL/Civic: Springfield Chamber of Commerce

7. Description

Architectural Classification
(Enter categories from instructions)

LATE VICTORIAN/Stick Style

Materials
(Enter categories from instructions)

foundation concrete
walls WOOD/stud, shingle, weatherboard
(shiplap)
roof WOOD/shingle
other _____

Narrative Description

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

see Continuation Sheet

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Continuation SheetSection number 7 Page 1**7. Description**

The 1891 Southern Pacific Railroad Passenger Station and Freight House (Springfield Depot) in Springfield, Oregon, is the only extant two story, Stick Style train station remaining in the state. Although the depot was moved during the fall of 1989 from its original site, its continued existence in Springfield signifies the city's earliest rail transportation industry in what became the lifeline for Springfield's economic, social, and manufactory growth.

The SPRR Passenger Station and Freight House at Springfield is not the oldest structure on the Southern Pacific system in Oregon. The single-story Dillard station, which was moved to the Douglas County Fairgrounds in Roseburg, is believed to date before 1887. Another early Southern Pacific Railroad structure, the detached freight house at Salem, dates from 1889. The Salem rail structure, however, exemplifies only a salvaged remnant of an original two-story passenger station that was previously destroyed by fire. While earlier station buildings survive, the Springfield facility, nevertheless, has the distinction of being the oldest intact two-story passenger station now standing in Oregon (SHPO 1985; Raley and Piper 1981).

Site Description

The Springfield Depot was initially constructed on the south edge of the city's downtown core adjacent to the Booth-Kelly Lumber Mill (T.17S., R.3W., WM, Sec. 35, NW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$). The site was surrounded by one of the earliest industrial areas of the city, bounded by Willamette Heights on the south, the Willamette River on the west, and downtown Springfield on the north. The entire railroad yard consisted of the depot and several ancillary buildings and structures that were removed by Southern Pacific after 1960 when section facilities were abandoned. These buildings and structures included a section house, a bunkhouse, two toolhouses, a cookhouse, two sheds, fences, boardwalks, and platforms.

The SPRR Passenger Station and Freight House's new location, five blocks to the west of the original site, is still in Springfield's historic, as well as contemporary, industrial area. The depot fronts South A Street and is bordered by South Second Street on the east, the 1850s' Springfield Millrace on the south, and South Mill Street on the west. Situated in the NW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the SW $\frac{1}{4}$, Section 35, Township 17 South, Range 3 West, the SPRR Passenger Station and Freight House currently lies approximately 217 yards due east of the Willamette River, but is topographically above the 100 year flood plain. Two of

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Springfield's city park landmarks, the White Horse statue and Island Park, are located just northwest of the property.

Although the new site is not situated directly in the Southern Pacific right-of-way, the area is compatible and in close proximity to the railroad tracks. The immediate ground surrounding the SPRR Passenger Station and Freight House is covered with ballast and a section of track runs the length of the depot on the south side. Both of these features are in keeping with the building's original landscape context. A parking lot exists on the south side of the building site, and the area to the west is grass covered, consistent with the White Horse statue green space across South Mill and South A streets.

Exterior Description

The Southern Pacific Railroad Passenger Station and Freight House was constructed in the Stick architectural style with Queen Anne Style details. Although specific records and floor plans are no longer available, a set of 1906 construction drawings for Southern Pacific's "Combination Depot No. 22," a station design employed mostly in California, is quite similar to the Springfield Depot.¹ Drawings and photographs of this particular depot design are also reprinted in a publication entitled *Railroad Station Planbook* (Edmonson 1977). According to these sources, the two-story main block, the Passenger Station, was specifically designed to serve as a trainmen's lobby (comprising a passenger waiting area and a ticket office) on the ground level with living quarters above for the station master. Telegraphers' bays on the ground-story north and south elevations of the Passenger Station were intended to offer an unobstructed view up and down the tracks. A single-story freight wing, believed to have been constructed between 1909 and 1911, is appended on the east side of the Passenger Station.

The building is rectangular in shape and plan and measures roughly 130 feet long (north-south), 30 feet wide at its two-story (west) end, and 25 feet wide at the warehouse (east) end. The second story measures approximately 28 feet north-south by 25 feet east-west. The building has two wood-shingled gable roofs, one over the Freight House oriented east-west and one over the two-story Passenger Station section running north-south. Both roofs are decorated at the ridge with a longitudinal wooden cresting that terminates in wooden finials at the ends of the ridge. The depot building has broad, open eaves supported by stylized

¹These drawings were located by Raley and Piper during the course of their initial National Register determination of eligibility research in 1981.

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brackets, and the rakes are detailed with incised vergeboards. A wooden wrap-around gutter element with boxed downspouts forms the drainage system.

The Freight House portion of the building is surrounded by a wooden freight deck. At the building's earlier site, a platform originally encircled the Freight House, and an incline projected north from the northeast corner of the deck. Both components were removed from the depot in 1939 and 1946.

The exterior surfacing materials vary. The entire ground level of the Passenger Station and Freight House is sided with horizontal v-groove shiplap weatherboard, and vertical stick work is dominant on each elevation. The Freight House section is decorated with a rabbeted board and batten frieze, a detail that is mimicked in the east gable as well. The second-story of the Passenger Station portion of the depot is covered with imbricated wood shingling, vertical stick work, and a belt course of vertical and horizontal stick work below the window sill level.

Doors and windows occupy over 50 percent of the surface area of the Passenger Station. Most windows occur in banks of two, three, and four, and many of the original 16/4 double-hung sash are still in situ on the building. Other window types include 8/4 double-hung sash on the projecting telegrapher's booth (south elevation), and 6/1 double-hung sash on the freight office portion of the depot (south elevation). The second story of the Passenger Station is detailed with a bank of four 8/2 double-hung windows on both the north and south elevations. The windows on the south elevation are sheltered by a pent eave.

All doors were replaced in 1992 with a similar design. The original doors were typical Queen Anne panel and light style, with a multi-colored, multi-light window above and a beaded tongue and groove panel below. The current doors are single light above with beaded tongue and groove below. The door bays on the Freight House section of the building are large gliding, paneled freight doors, two on both the north and south elevations and one at the east gable end of the building.

Structural System

The original foundation of the Southern Pacific Railroad Passenger Station and Freight House was post and pier. A new perimeter wall concrete foundation was laid when the depot was moved to its present location, and a post and pier system still exists to support beam span.

Southern Pacific used balloon framing for the Springfield Depot, a typical light-frame structural system widely employed throughout the nation during the late

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19th century. The materials utilized in this system include 2x6 wood studs, 2x8 wood joists, and 2x6 wood trusses. Tongue and groove fir was used for the floors in the trainmen's lobby, and rough-sawn wood decking completed the floor system in all other areas of the building.

Interior Description

The interior spaces of the SPRR Passenger Station and Freight House are arranged in a linear fashion. Most spaces originally were no more than one room deep with the exception of the west end of the Passenger Station and its second floor. Both of these areas were two rooms deep. The Passenger Station section housed a trainmen's lobby on the ground floor that was initially divided into a passenger waiting room and a ticket office. Built-in seating once existed in the southwest corner of the passenger waiting room. The earliest toilet facilities were detached from the depot building until 1916 when lavatories were added in the northwest corner of this room. Telegraphers' bays project from the main space on both the south and north sides. An L-shaped staircase formerly rose to meet the north wall from the center of the trainmen's lobby.

Earlier interior finishes included tongue and groove fir flooring, linoleum flooring, and board paneling with a beaded tongue and groove wainscot. The area was converted into separate office spaces in 1991. All period finishes were replaced with modern materials in accordance with current building codes.

The upper level of the Passenger Station was originally the station master's living quarters, but no plans have been found to verify the original configuration. Documentation of the depot before it was moved and renovated indicates that finishes were similar to those of the first floor, and floor-to-ceiling wall cabinets covered the east and west walls. Counter-height cabinets existed in the northeast corner of the second level and might have been once part of a kitchen. Floor plans for the "Combination Depot No. 22" reprinted in the *Railroad Station Planbook* illustrate possible spatial configurations for the station master's quarters (Edmonson 1977). The second floor is accessed by a modern staircase located flush with the north wall of Passenger Station. This area is currently undergoing renovation, and its intended use remains undetermined at this time.

The one-story freight office was previously the baggage room and part of the 1891 design, and original finishes were identical to those of the trainmen's lobby. Its interior was modified during the mid-1950s to accommodate freight office operations. The area was converted into a modern conference room and hallway in 1991-92.

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The SPRR Passenger Station and Freight House was expanded between 1909 and 1911 to include a long, one-story section used as a warehouse. In 1956, a new baggage room was created in the west end of the warehouse. This area was redesigned for wheelchair accessibility and modern lavatories in 1991-92. The warehouse portion remains relatively intact with its exposed wood truss roof system and partially exposed stud walls. The original plank floor, also intact, was refinished in 1992. A small kitchenette and storage room were recently constructed at the east end of the warehouse.

Restoration, Adaptive Use, and Additional Alterations

Alterations to the SPRR Passenger Station and Freight House, specifically interior, have taken place historically. The earliest change, that of the Freight House addition, occurred around 1910. Evidence discovered during the planning phase for restoration and reuse of the depot indicated that ten feet of the original baggage room's east end was cut off. Instead of being added on to the existing end of the building, the longitudinal Freight House section was constructed and attached to the baggage room, and the original gable end was reconnected.

Alterations sympathetic to the SPRR Passenger Station and Freight House's true design occurred during the course of restoration. Some deteriorated siding and eave brackets were matched and replaced. Windows were rebuilt to match the originals, and doors were replaced with a similar design. Only one of the Freight House doors was salvageable, and others were reconstructed. Because of state building code requirements, the west freight door on the north elevation was reconstructed as a false door, and the door at the east end was rebuilt as a mock-up to conceal a human-sized fire exit.

Previous research on the building also uncovered Southern Pacific work order records explaining the spatial changes that took place primarily in 1956. The remodeling included changing the location of some interior walls that formerly ran north-south in the Passenger Station. The wall between the ticket office and the passenger waiting room was removed, and the opening between this office and the earliest baggage room was enclosed with hardboard siding to provide a larger space for what is now the trainmen's lobby. Three windows were added to the south elevation and one to the north elevation. These windows were removed and the siding matched during the 1991-92 restoration.

Some historical materials replacement has occurred on the exterior, and every effort was made to accurately match form and materials. Replacement of building components included reconstructing the freight and passenger decking that

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surrounds the depot on three sides. A modern heating, ventilation, and air conditioning system was placed under the north deck, and a skirting of 1x5 vertical boards was constructed to conceal the unit.

The wooden gutter system was severely deteriorated when the City of Springfield acquired the depot, and a new wooden system was installed that copies the original. Although the design is not exact, the roof cresting was reconstructed as accurately as possible.

The 1891 brick corbelled chimney, once on the east pitch of the Passenger Station section of the building, was removed historically and a different brick chimney added to the edge of the west pitch of the roof. This chimney was removed at the time the depot was moved and to date has not been replaced.

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.)

- [x] 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.
[x] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
[] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- [] A owned by a religious institution or used for religious purposes.
[x] 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.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION
COMMERCE
ARCHITECTURE/19th CENTURY

Period of Significance

1891-1942

Significant Dates

1891
1905-1926

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Southern Pacific Company

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

- [] preliminary determination of individual listing (36 CFR 67) has been requested
[] previously listed in the National Register
[x] 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:

- [x] State Historic Preservation Office
[] Other State agency
[] Federal agency
[x] Local government
[x] University
[x] Other

Name of repository:

Lane County Historical Museum, Eugene, OR
Springfield Museum, Springfield, OR

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SHPO SUMMARY

The railroad passenger station built at Springfield, in Lane County, Oregon, in 1891, along with its freight house addition of 1910, is associated with Oregon's first through-state railroad west of the Cascade Range. Springfield was a strategic location on one of the branches of the old Oregon and California line completed by the Southern Pacific Railroad after 1890. The branch extended from the main line near Eugene, ran east through Springfield and up the canyon of the Mohawk River, a tributary of the McKenzie, to a lumber mill at Wendling.

The Southern Pacific Railroad Passenger Station and Freight House was the historic hub of passenger flow, freight traffic and communications in Springfield from the time of its construction in 1891 to the time the Booth-Kelly Lumber Company began to shut down its mills and logging camps, around 1942.

Originally located at 575 South A Street, the building has the distinction of being the oldest two-story passenger station now standing in the state. Second-story living quarters for the station master, the telegrapher's bay on the ground story which offered an unobstructed view of the track, and the single-story freight wing express the function of the building. The building embodies the distinctive characteristics of Stick/Chalet style railroad stations built on the Pacific slope in the late 1880s and 1890s. Specifically, it resembles the Southern Pacific Company's standard plan No. 22 for a combination station and depot, a design once executed by Company forces at various locations in Oregon and California. Historically, a brick flare-top chimney and roof ridge cresting between pole-like finials at either gable end linked the Springfield depot stylistically to the now-vanished Southern Pacific stations at Medford (1884), Ashland (1887), and Salem (1889).

The passenger station/freight house was found to meet criteria of the National Register when the property was reviewed by the State Advisory Committee on Historic Preservation in 1982. However, the Southern Pacific Company objected to the listing and, in accordance with federal rules governing the nomination process (36 CFR 60.6s),

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the nomination was forwarded to the Keeper of the National Register for a determination of eligibility. The Keeper declared the property eligible on March 18, 1982.

Ten years ago, it was the policy of the Southern Pacific's real estate division to clear unused, or surplus station buildings from company property. In consideration of a citizens movement to acquire the building and move it to another location, the City of Springfield negotiated a delay of the clearance order. In the expectation that federal Urban Development funds might be applied to a relocation and rehabilitation project, in 1985 the City, the State Historic Preservation Office and the Advisory Council on Historic Preservation executed a three-party memorandum of agreement that stipulated measures to mitigate the acknowledged adverse effect of moving the building from its historic location. The stipulations were 1) photo-recording prior to removal, 2) adherence to the Secretary of the Interior's Standards for Preservation Projects in the rehabilitation, and 3) assessment of the proposed relocation site to ensure that prehistoric and historic archeological values would not be destroyed by the project. Each of these conditions ultimately was met.

Fundraising for the project did not fall into place quickly. After three years passed, in 1988, the Springfield City Council deliberated the question of whether to demolish the deteriorating vacant building. The Council narrowly voted a reprieve. An ad hoc citizens task force was appointed to help implement a plan, and in due course, the station building was permanently resited on a vacant parcel on South A Street within four blocks of the historic location. Though the new site has proximity to the historic main line alignment, there is no visual connection. It was planned that the station building would be adapted to a multi-purpose (ultimately, Chamber of Commerce) use, reversing, where possible, the Southern Pacific Railroad's non-historic alterations of the 1950s. The site, while not visually related to the railroad, did allow for orientation of the building with its long axis west to east, in keeping with its historic placement. Based on this fact, staff of the National Register in 1988 gave encouragement to a future bid for nomination. As completed, the project carried out by the non-profit Depot Foundation--owner of both land and improvement, surmounts the normal exclusion of relocated property. The building is sensitively resited and its rehabilitation

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allows the significant architectural qualities to remain intact and accessible at the new location. All material replacements were in-kind and well-justified. A site surface survey and literature search confirmed no significant archeological values would be affected by the project. A copy of the archeological assessment of the relocation site is appended to the nomination.

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8. Statement of Significance

The Southern Pacific Railroad Passenger Station and Freight House in Springfield, Oregon is a rare and intact example of a late 19th century Southern Pacific Company combination station and depot once prevalent in various locations throughout Oregon and California. As the oldest two-story passenger station still standing in the state, the SPRR Passenger Station and Freight House epitomizes the Southern Pacific Company's ideology during the 1880s and 1890s of functional form architecture. The Springfield station also exemplifies Southern Pacific's architectural tastes at the time, focusing on the Stick Style to convey the company's aesthetics and importance. In its continued and relatively unaltered existence, the SPRR Passenger Station and Freight House evokes a sense of time and place and is representative of the historic themes of transportation, commerce, and communications so critical to the economic and cultural advancement of the City of Springfield.

The Southern Pacific Railroad Passenger Station and Freight House in Springfield clearly satisfies two of the four National Register criteria:

- Criterion A: association with events that have made a significant contribution to the broad patterns of our history; and
Criterion C: embodiment of the distinctive characteristics of a type, period, or method of construction.

Early Railroading in the Southern Willamette Valley

The California and Oregon Railroad Company, incorporated in 1865, was the first organization to develop a rail line from Portland to California in the second half of the 19th century (Southern Pacific 1955:26). The endeavor, called the Shasta Route project, made possible the link between the Willamette Valley and markets to the south. The route was somewhat disputed as to whether it should travel down the west side of the Willamette River or the east side. Immediately two rival groups were formed under the auspices of the Oregon Central Railroad Company, one favoring west side building, led by Joseph Gaston of Portland, and the other, the east side, headed by Simon Elliott of California (Winther 1950:259). Elliott formed a partnership with Ben Holladay, a prominent stagecoach baron, and the "East Side Company" was reorganized in 1870 as the Oregon and California Railroad Company. Holladay persuaded the West Siders to merge with the O&C RR and thus proceeded to open the railroad route from Portland south through Salem, Albany, Eugene, and finally reaching Roseburg by 1872.

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Unfortunately, Holladay was notorious for mismanaging finances. The Panic of 1873 ruined his enterprise and caused him to relinquish his holdings to German investors, of whose American representative was Henry Villard (Schwantes 1989:152). The project remained at a standstill until 1881. Villard pushed the railroad through the Rogue Valley and over incredibly challenging and treacherous terrain through the Klamath Mountains to Grants Pass and on to Ashland in 1884 (Southern Pacific 1955:28).

Villard had financial problems as well, and he succumbed to bankruptcy in 1885. Two years later, the O&C RR was passed to the newly formed Southern Pacific Company, which had previously purchased the old California and Oregon Railroad (Winther 1950:267-268). The Southern Pacific Company, established in 1884, was the brainchild of four Sacramento, California enterprising and visionary merchants: Leland Stanford, Collis P. Huntington, Charles Crocker, and Mark Hopkins (Southern Pacific 1955:7). These men were no strangers to the railroad industry, having organized the Central Pacific Railroad in the 1860s and been the headmasters on the West Coast for construction of the first transcontinental rail line. The intent behind the Southern Pacific Company was to manage and operate the properties of the Central Pacific and its affiliated companies in California and other western states. Southern Pacific captured glory in 1887 at the golden spike ceremony, marking the completion of the Oregon-California rail connection in Ashland (*Ashland Daily Tidings* 1976).

The Coming of the Railroad and Station to Springfield

During the Railroad Era in the Willamette Valley, economic development everywhere was dependent on rail transportation. Springfield, as well as a number of settlements throughout the state and the country, was able to develop economically only to a certain point without access to a rail line. Without the railroad, Springfield barely survived in the shadow of Eugene, its wealthier and more influential neighbor to the west. Eugene managed to convince Ben Holladay and his O&C RR that the most practical route south was to cross the Willamette River at Harrisburg, rather than at Springfield, thus channeling the tracks directly into the heart of their city (Mills 1950:34). An agreement was made to do just that, much to the dismay of a bypassed Springfield.

It was not until 20 years later, by 1890, that the cries for a Springfield rail branch and railroad passenger station were heard by the Southern Pacific. While Eugene's population multiplied and their economic position gained prominence within Lane County between 1871 and 1890, Springfield, just a few miles away, remained a predominately rural, agricultural hamlet. The effects of being denied a rail line during this crucial decade for development is illustrated by

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population figures. In the ten years between 1880 and 1890, Springfield's population declined by nearly 50 percent (Spicer n.d.:9).

Springfield's strategic location near the confluence of the McKenzie and Willamette Rivers was eventually realized by the Southern Pacific Company. Springfield was included in a program of Willamette Valley narrow gauge railway acquisitions and rail branch construction that Southern Pacific undertook after 1887. When C.P. Huntington took over the Southern Pacific presidency and operations in 1890, the construction campaign continued, averaging over 200 miles of rail construction per year with 70 percent being on the Pacific system (Southern Pacific 1955:33). One acquisition that was to prove most beneficial to the citizens of Springfield was the Oregon Railway Company. Huntington took control of the company and its narrow gauge line that stretched from Dundee, in Yamhill County, to just north of Springfield at Coburg. Once acquired, a proposal was made to extend the line through to Springfield and over the Cascade Mountains to meet with rail lines heading east (Graham 1978). This rail building project would achieve one of the shortest transcontinental connections in railroad history.²

The citizens of Springfield and others became quite stimulated by Southern Pacific's promise of a rail line through the city. Investors hurried to buy property and floundering industries with confidence that a railroad and depot would raise the city's manufacturing and commercial importance. C.W. Washburne, a banker from Junction City, wasted no time staking his claim in Springfield. Washburne purchased and modernized a flour mill near the proposed railroad right-of-way. The mill became one of Springfield's most successful businesses during the first half of the 20th century.

A temporary depot was erected until Southern Pacific could construct a passenger station. The Springfield Investment and Power Company donated 50 acres of their own property for the new passenger station and railroad shop grounds. With the land secured in 1891, Southern Pacific constructed a fashionably Victorian two-story depot in the Stick architectural style.

The design for the depot came from the Southern Pacific Company's standardized plans for passenger stations but was not necessarily identical to any other Southern Pacific station. Variations in plan, composition, massing, and exterior

²Initially the line was constructed to the community of Natron, but no farther. The project was abandoned for a few years until after the turn of the century.

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treatment invariably existed from station to station. The SPRR Passenger Station and Freight House was modeled after Southern Pacific's plan No. 22 for a combination depot and is extremely similar in appearance to the Southern Pacific station that was constructed during the same time period at Mendota, California and Dunsmuir, California (Edmonson 1977:34-37; Hofsommer 1986:119). Of Southern Pacific's two-story stations constructed in Oregon, the Springfield station is unique stylistically. The closest resemblance historically is to the Medford and Butte Falls stations along the Medford & Crater Lake Railroad (Culp 1972). Neither of these stations, however, survive today.

Southern Pacific depot buildings constructed along the company's rail lines throughout Oregon shared certain stylistic details. Most were wood framed with wide, overhanging eaves supported by brackets that were often quite decorative (Harwood 1985:129). The eaves were functional for sheltering passengers and railroaders, but also served as an architectural statement. Many of the more elaborate 19th century stations (such as Springfield's) were designed to reflect the Late Victorian era in which they were constructed. Of particular desirability was the Stick Style influenced by Andrew Jackson Downing, a proponent of the Picturesque movement in American architecture (Pierson 1978:349-359). In his pattern books published during the mid-19th century, Downing introduced a "Swiss chalet" style and a rustic Gothic architecture, referred to as "Carpenter Gothic," that utilized natural materials and earth-tone color schemes. Railroad companies nationwide borrowed from the Downing doctrine and experimented with design elements to develop their own architectural signature:

A.J. Downing said in *Cottage Residences*, published in 1842, that the elements characterizing dwelling houses were chimneys and porches. It was about this time that the latter was modified into the railroad shelter to protect those boarding or debarking from trains. The bracketed veranda, introduced in the Downing book and popularized along with deep overhanging eaves in his *Architecture of Country Houses* of 1850, set the style for country stops throughout the United States (Grow 1977:11).

Downing, however, was not the only source for a stylistic precedent in rail station architecture. Richard Upjohn, sharing similarities with Downing on the Carpenter Gothic concept of the Picturesque movement and rustic expression, was inspirational in railroad depot design as well:

Upjohn-inspired Carpenter's Gothic had traits in common with Downing's Swiss chalet and American farmhouse variation, both being of wood and having overhanging eaves requiring supports that were

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the obvious element to become decorative. The bracketed mode led to a building type with exposed crisscrossing of timbers that has been labeled the Stick Style. . . . It became a sort of folk architecture, and late nineteenth-century country railroad stations were among its most enthusiastic adherents (Grow 1977:13).

The rustic expression was most fitting for Southern Pacific's rail stations, for it represented an oxymoron of modern technology and the wilderness conditions characteristic of developing communities in the West. Southern Pacific was most eager to dramatize their economic and social presence and authority in any community. Their boasting was best conveyed publicly through an elaborate, and sometimes gaudy, architectural style.

Effects on Springfield After Coming of the Railroad

The population of Springfield climbed at once with the coming of a railroad connection. City directories for the years 1893 to 1915 indicate a near 50 percent increase of businesses. Development of other rail lines after 1891 aided Springfield's rise to prosperity. A spur line between Brownsville, to the north, and Springfield allowed for a connection with Woodburn. Woodburn's extensive system of lines, including an electric interurban line, made the city an important center for passenger and freight connections (Culp 1972:20).

Southern Pacific, as a result of its Springfield line and station, began opening the surrounding valleys to rail freight and passengers. The company became interested in developing the timber industry to increase the railroad's business. Southern Pacific entered into a partnership with Robert A. Booth, a banker and lumberman from Grants Pass, in 1896 that evolved into the opening of sawmills in Saginaw, Coburg, Wendling, and Springfield (Polley 1984:45-49). A branch line, the Wendling-Springfield Branch, was extended in 1900 to the Mohawk Valley 16 miles from Springfield, and direct freighting began to take place between the timber communities and Springfield. Booth, along with partner John F. Kelly of Lane County, formed the Booth-Kelly Lumber Company in 1899 and entered Springfield's industrial scene in 1901 (Beckham 1990:39). The company purchased thousands of acres of timber in the area and transported their harvested logs via company spur lines that connected with the Southern Pacific line that ran through Springfield. They opened a sawmill adjacent to the Springfield Depot and transported their timber products from that point.

The Booth-Kelly Company was not the only timber organization that thrived as a result of Springfield's railroad access. From 1896 to 1900, Weyerhaeuser Corporation constructed 13 miles of railroad track between Springfield and Hyland

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to facilitate the company's timber harvesting (Repp 1989:33). With both the Booth-Kelly mills and the Weyerhaeuser activities using the SPRR Passenger Station and Freight House as their rail shipping point, Springfield's timber industry boomed, so much so that a freight warehouse was added to the city's depot around 1910 (Keating 1992).

As freighting activities increased just after the turn of the century, a push was made to establish a faster rail transit route between Oregon and California. Southern Pacific's principal course, the Siskiyou Line through Ashland, took longer to reach San Francisco than by steamship. E.H. Harriman, then head of the newly allied Union Pacific and Southern Pacific, decided a bypass could be achieved by incorporating the Oregon Eastern Railway and the California Northeastern Railway at the Cascade Summit (Repp 1989:60). Harriman would build his Cascade Line by constructing a branch of the Oregon Eastern from Chemult, Oregon to Klamath Falls, Oregon. The line would connect with the C&N which would be extended north from the Siskiyou Line. Such a branch would also access the Union Pacific's main line on the Idaho border by way of the Cascade Summit. The opening up of Harriman's bypass, the Natron Cut-Off, would bring more freight and passenger traffic directly into Springfield than ever before.

Construction began at Natron and Klamath Falls concurrently in 1905 but was interrupted twice by court battles over the UP-SP alliance and World War I. Although the 207 mile line took 21 years to complete, the Cascade Line, and its Natron Cut-Off, was touted as Southern Pacific's most important branch in terms of utility at the time of its official opening in 1926 (Southern Pacific 1955:45; Hofsommer 1986:42). Springfield's industrial and commercial enterprises continued to grow through the late 1920s as a direct result of this improved transportation route.

Decline of Railroad Transportation

The glory days of railroading were soon to pass as the depression of the 1930s set in. Activity fluctuated, but never was fully restored to what it once was twenty years earlier:

Operating revenues of SP in 1928-29 were higher than ever before. In 1930 they dropped to the lowest in ten years as a result of nationwide business depression. For another two years freight revenues continued dropping. Passenger revenues dropped for another three years before slow upswings began (Southern Pacific 1955:53-56).

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The depression was but one factor contributing to the railroad's decline in business during the 1930s:

Not only did hard times persist in the 1930s, they energized competition, particularly in the form of over-the-road truck companies, intercity bus operators, and, to a lesser extent, air lines. At the same time, and in spite of the depression, the family automobile continued to gain popularity at the expense of the railroads. SP was forced to reduce train service, abandon certain lines, and discontinue entire operations until business bounced back in 1940 (Hofsommer 1986:118).

Business, however, would never resume to its previous level. Automobile, bus, and truck transportation was on its way to virtually ruining rail passenger and freight transit by the middle of the 20th century. Logging in the valleys east of Springfield seriously decreased with the virtual depletion of timber lands capitalized on by the Booth-Kelly Lumber Company. Booth-Kelly's mills in Wendling and its logging camps scattered throughout the Mohawk Valley were shut down by the mid-1940s, thus severely curtailing logging railroad transport operations into Springfield (Velasco 1985:117). As far as passenger transportation was concerned, reliance on the modern highway system overshadowed the railroad. In 1965, Southern Pacific terminated its passenger operations at Springfield, and the depot served a bare-bones function as a maintenance station (Banaszynski 1978). The historic period of significance of the railroad station at Springfield, therefore, ends about 1942, as the shut-down of Booth-Kelly mills and logging camps began.

Local Efforts to Save the SPRR Passenger Station and Freight House

A growing concern brought about by a nationwide historic preservation and heritage architecture conservation movement became prevalent in the City of Springfield by the late 1970s.³ The Southern Pacific Transportation Company, owners of the Passenger Station and Freight House, intended to demolish the building and replace it with a more modern facility. Plans made by the Springfield Historical Commission and the city-sponsored Committee Acting on the Behalf of the Old Station (CABOOS) to canvass for funding to restore the depot and reuse it for the benefit of the community were underway as early as 1978. The depot was included in the Oregon Statewide Inventory of Historic Sites and

³The movement was intensively propelled during the late 1960s as a result of Congress passing the National Historic Preservation Act in 1966.

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Buildings, and its importance to Springfield's heritage was clearly known (SHPO 1976). When the City expressed interest in obtaining ownership of the Passenger Station and Freight House because of its historical significance, Southern Pacific was willing to transfer ownership to the City with the stipulation that the City remove the building from railroad property (Kraus 1978).

On December 12, 1978, the Springfield Historical Commission presented a report to Springfield's City Council recommending that the City designate the Passenger Station and Freight House as a local historic landmark (Springfield Historical Commission 1978). City Council approved of the recommendation, and the depot became the first City Historic Landmark under a newly adopted local historic preservation ordinance. Southern Pacific, initially opposed to the designation, cooperated with the City and the Historical Commission in the City's effort to obtain and move the building (Banaszynski 1979).

Southern Pacific, however, remained indecisive about when the Passenger Station and Freight House would be replaced. Their concerns were mainly economical, and by late 1982, Southern Pacific still was unable to allocate the funds necessary to replace the building (Kraus 1982).

In the meantime, the City and its Historical Commission researched possible relocation sites, reuses, and rehabilitation/restoration measures for the station. Feasibility studies were undertaken from 1979 to 1986 involving local architecture and engineering firms, the School of Architecture at the University of Oregon, and the State Historic Preservation Office. As part of the evaluation, a formal determination of eligibility to the National Register of Historic Places was made, and the station was found to be eligible for listing in 1982 (Raley and Piper 1981; SHPO 1982).

Both the City and Southern Pacific were getting closer to finalizing a moving date for the SPRR Passenger Station and Freight House by 1985. The City conducted Environmental Assessments on a number of possible relocation parcels and selected the most feasible site. Although the site, located on the southwest corner of South "A" and South Second streets, was not situated directly in the Southern Pacific right-of-way, the area was compatible and in close proximity to the railroad tracks.

Since Community Development Block Grant assistance was being provided to help defray project costs, comments were solicited from SHPO concerning the relocation

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and rehabilitation of the Passenger Station and Freight House.⁴ The State Historic Preservation Officer found that the relocation of the building from its original setting would adversely affect its National Register eligibility. SHPO recommended appropriate mitigation measures, which included intensively documenting the Passenger Station and Freight House in its historic setting (SHPO 1985; Rux 1988).

An additional mitigation measure beyond original-site documentation was required by the SHPO that included an archaeological resources investigation at the relocation site (SHPO 1989). The City of Springfield contracted with a local cultural resources consulting firm to conduct an archaeological assessment of the new depot site at South A and South Second streets. An exhaustive literature and historic map search of the immediate area indicated that the parcel had a history of being extensively disturbed for the past 140 years due to industrial development, thus the potential for locating intact deposits of prehistoric and/or historic cultural remains was low. An on-site pedestrian survey of the relocation site confirmed that the area had low archaeological potential; no cultural materials were located during the survey (Chappel 1992).

Following federally mandated environmental investigations for the relocation site and Historic American Buildings Survey (HABS) documentation of the Passenger Station and Freight House in its original setting, the building eventually was moved on October 20, 1989, five blocks to the west of its former site to its present location at 101 South "A" Street. A private, non-profit group, the Depot Foundation, was formed in 1989 to assume all responsibility of restoration, future fund-raising, and property management for the SPRR Passenger Station and Freight House, and restoration of the station is currently underway. The work is being guided by SHPO and is in keeping with National Park Service recommendations for rehabilitation and restoration.

Effect on Integrity Due to Relocation

Because the building was removed from its original and historically significant location, the SPRR Passenger Station and Freight House was evaluated for significance under National Register Criteria Consideration B: Moved Properties.

⁴Community Development Block Grant money is provided by the federal government. When a National Register eligible property is involved as a result of receipt of these funds, a review process of the project is triggered to ensure that the effects of the project on historic properties are given due consideration.

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The Passenger Station and Freight House meets four of the six special requirements for this Criteria Consideration:

Architectural Value--The SPRR Passenger Station and Freight House has retained nearly all of its historic exterior architectural features, although the interior has been significantly modified. The building conveys its architectural values and retains integrity of design, materials, workmanship, feeling, and association. The Depot Foundation is faithfully preserving and restoring original construction materials, architectural details, and finishes. The restoration effort being undertaken follows the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

Historic Associations--The SPRR Passenger Station and Freight House remains as the surviving property most importantly associated with the coming of the railroad to Springfield, thus boosting the city's population, commerce, and economy. In addition, the building is the single surviving property that is most closely associated with the coming of the railroad.

Setting and Environment--Although the location site is not visually associated with Southern Pacific Company trackage, the orientation, setting, and general environment of the SPRR Passenger Station and Freight House is comparable to the historic location and retains compatibility of site and historic association. A Southern Pacific rail intersection lies within one block of the depot's new location.

Association Dependent on the Site--The Passenger Station and Freight House was moved within the local area of significance, and the new setting is similar to that of the historic location. The building was relocated only five blocks west of its original site and still remains within the industrial section of the city, the district in which the Passenger Station and Freight House originally was located.

Unlike the remnant south wing of Southern Pacific's Ashland Depot, a moved Southern Oregon rail-related structure that was listed in the National Register in 1990, the SPRR Passenger Station and Freight House is virtually intact in form and exterior treatments. Ongoing restoration efforts, involving guidance and input from SHPO, is in keeping with original orientation, form, traditional materials, and pure decorative elements. Integrity of site has been maintained to the best of the ability of those in charge of the project.

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Concluding Remarks

A well-preserved, as well as rare, example of its type, the Southern Pacific Railroad Passenger Station and Freight House in Springfield possesses integrity of design, materials, workmanship, feeling, compatibility of site, and association with the evolution of the area's rail transportation industry. The coming of the railroad and station to Springfield made a tremendous impact on the early timber industry in Western Oregon. Development of improved statewide rail routes, such as the Natron Cut-Off, was aided by the establishment of a rail head in Springfield. The Southern Pacific Railroad Passenger Station and Freight House also is significant locally as the historic hub of transportation, commerce, and communications in Springfield from the time of its construction in 1891 to the mid-20th century.

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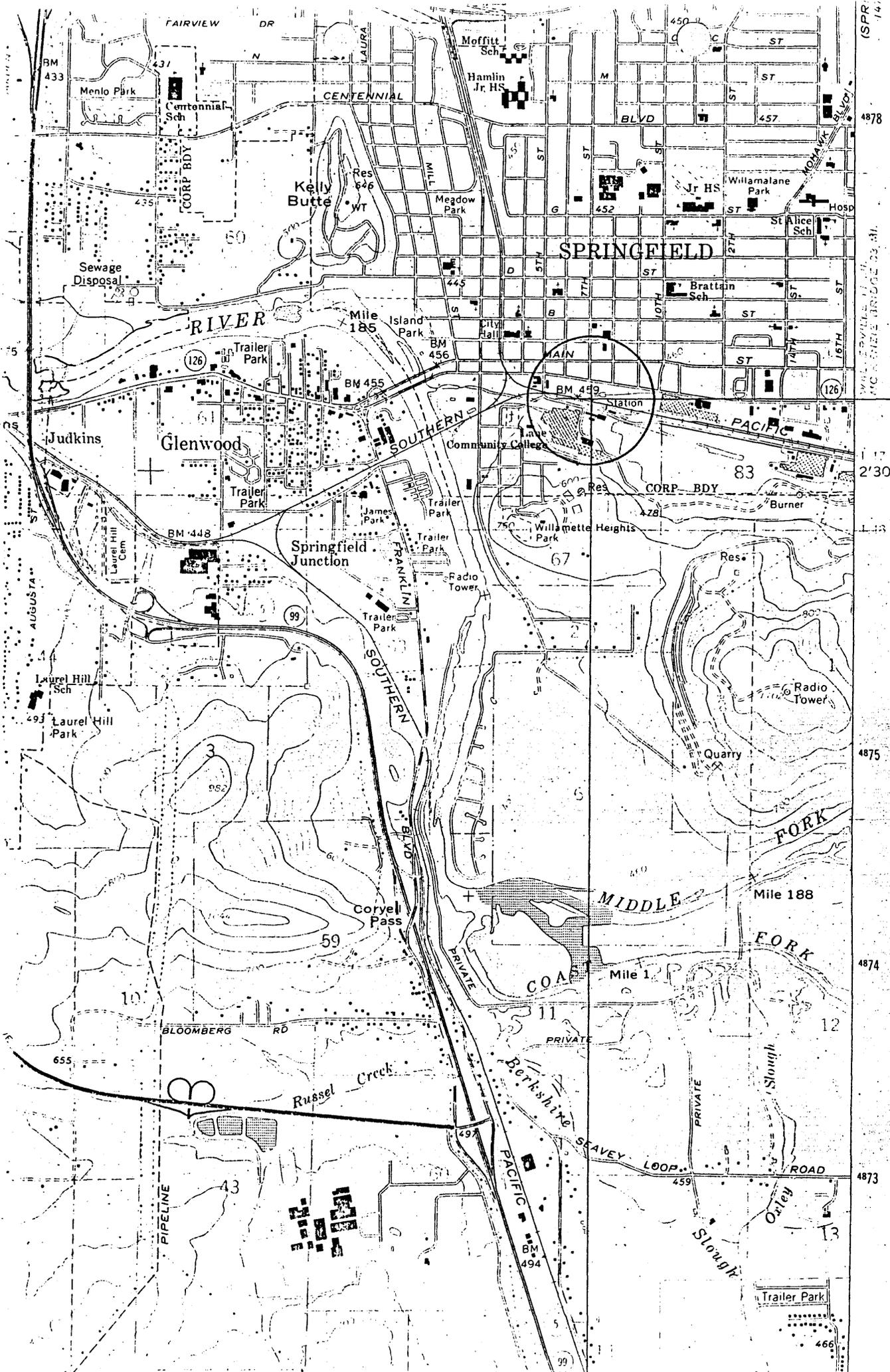
10. Geographical Data

Verbal Boundary Description

The boundary of the nomination property includes Block 2, Lots 7 and 8, Tax Lots 6800 and 6900 of the original plat of Springfield. The property begins at the northeast corner of South A Street and South Second Street, follows the west side of South Second Street south approximately 28 feet, turns west and continues approximately 68 feet to the west edge of the building, turns north continuing approximately 28 feet to South A Street, then east again to the point of beginning.

Boundary Justification

The nomination area includes the footprint of the historic building at its present location. Since the building has been moved to this locale, none of the surrounding landscape is incorporated into the boundary of the nomination property.



Original Site

(SPR 14
4878
173
2'30"
4875
4874
4873
466

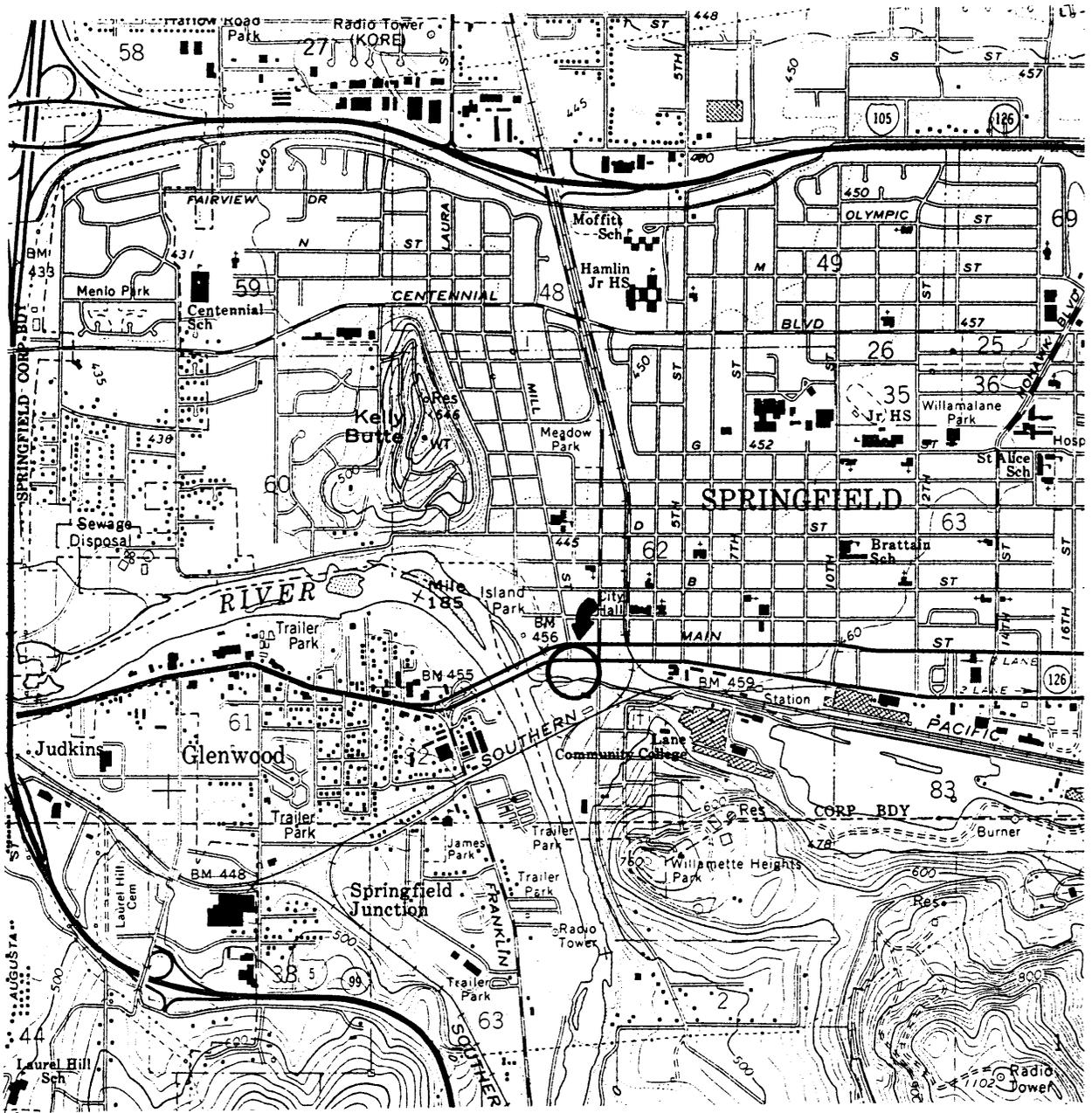


Figure 1. Relocation site of the Southern Pacific Railroad Passenger Station and Freight House (Springfield Depot), Eugene East USGS 7.5 minute quadrangle.

SITE PLAN

FROM
EUGENE

TO
ISLAND PARK

SOUTH MILL STREET

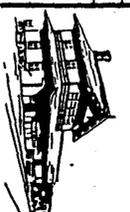
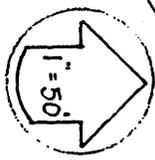
SOUTH "A" STREET

(ASTER STREET)

SOUTH SECOND STREET

TO
DORR'S RANCH

MILL
RACE



**Springfield
Depot
Relocation
and
Restoration**

Existing Location
310 South 7th
Springfield, Oregon

New Location
Second & South "A" St.
Springfield, Oregon

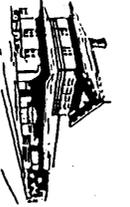
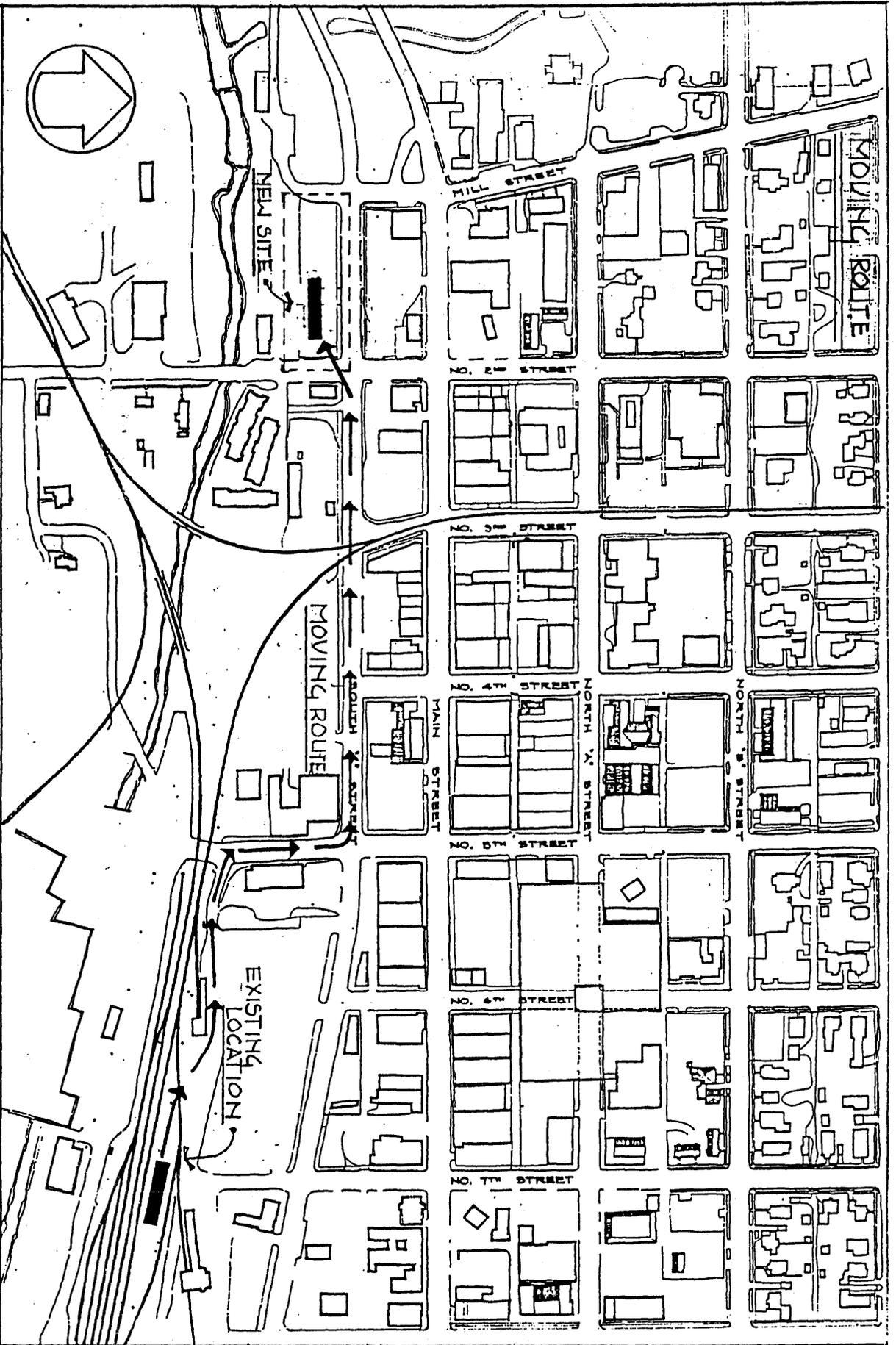
Date 12/8/88

Revision



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Brad Perkins

Sheet No. 1 of 5



Springfield Depot Relocation and Restoration

Existing Location
310 South 7th
Springfield, Oregon

New Location
Second & South - A St.
Springfield, Oregon

Date 12/8/88

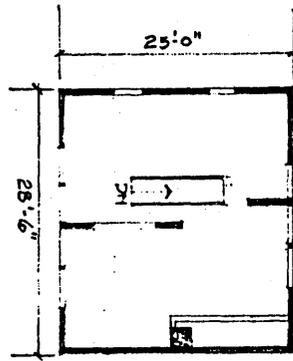
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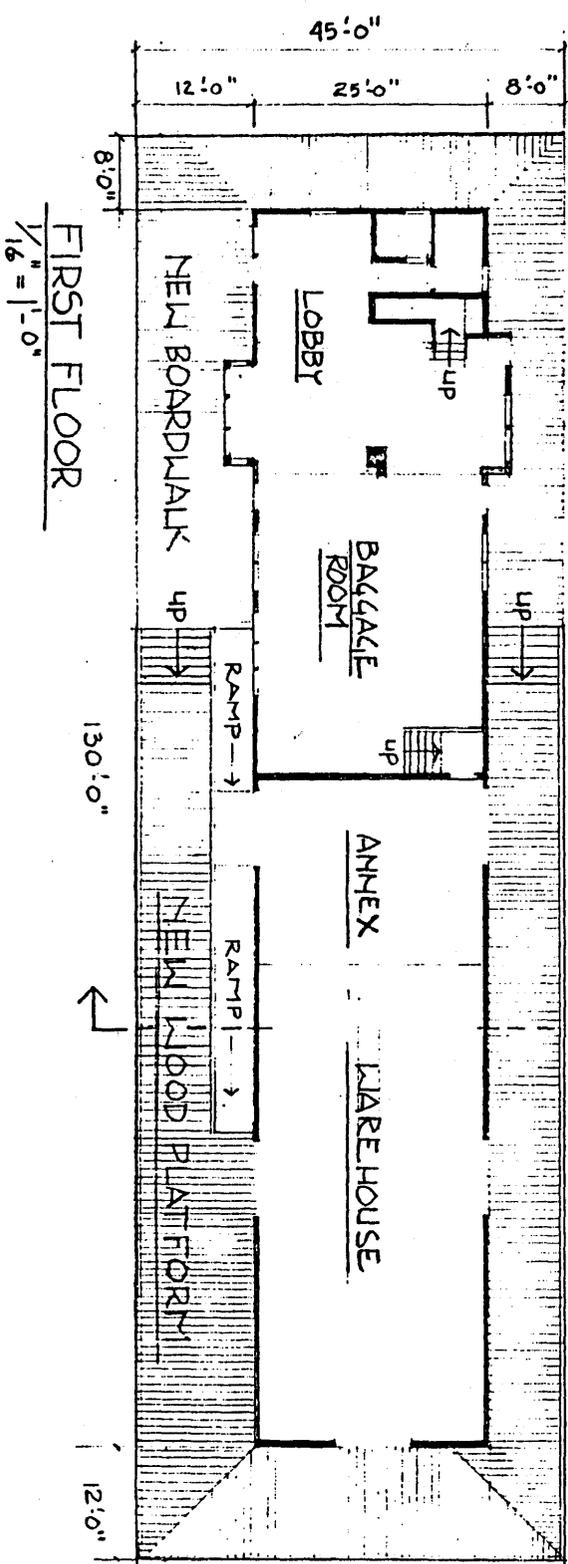
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Sheet No. 2 of 5

PLANS



SECOND FLOOR
1/16" = 1'-0"



FIRST FLOOR
1/16" = 1'-0"

LOBBY - 800 #
 BAGGAGE - 735 #
 WAREHOUSE-1393 #
 ANNEX - 532 #
 2ND FL. - 722 #
 TOTAL-4182 #



Springfield Depot Relocation and Restoration

Existing Location:
 310 South 7th
 Springfield, Oregon

New Location:
 Second & South "A" St.
 Springfield, Oregon

Date 12/5/85
 Revision



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Sheet No. 36E5

FLOORS

- REPLACE ALL BEAM & POSTS OF SUBSTRUCTURE
- INSPECT & BLOCK JOISTS
- REMOVE ALL HARDBOARD PATCHES & INSPECT

LOBBY / BAGGAGE ROOM

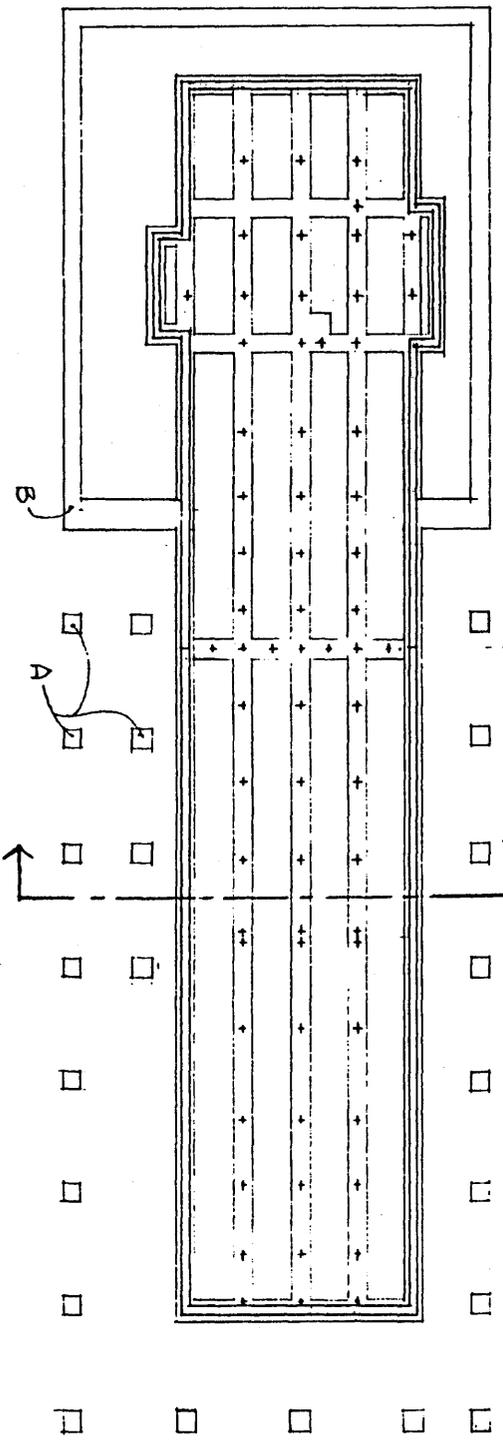
RAISE FLOOR REQUIRING

- NEW BEAMS & POSTS
- NEW 2x6 TAG DECK TO WAREHOUSE LEVEL

ANNEX

- INSPECT BEAMS FOR ROT, PATCH AS REQUIRED
- BLOCK ALL JOISTS AT END & OVER BEAMS
- PROVIDE ADDITIONAL DIAGONAL BRACING IN WALLS

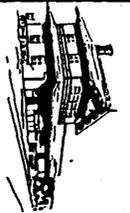
WAREHOUSE



FOUNDATION

1/16" = 1'-0"

- NEW FOUNDATION THROUGHOUT STRUCTURE
- ALL WALLS & FOOTINGS REINFORCED CONCRETE
- PROVIDE FOOTING PADS FOR NEW WOOD PLATFORM (A)
- PROVIDE CONTINUOUS FOOTING FOR NEW BOARDWALK (B)
- PROVIDE ANCHORS FOR NEW P.T. POSTS (*)



Springfield Depot
Relocation and Restoration

Existing Location

310 South 7th
Springfield, Oregon

New Location

Second & South - "A" St.
Springfield, Oregon

Date 12/6/85

Revision

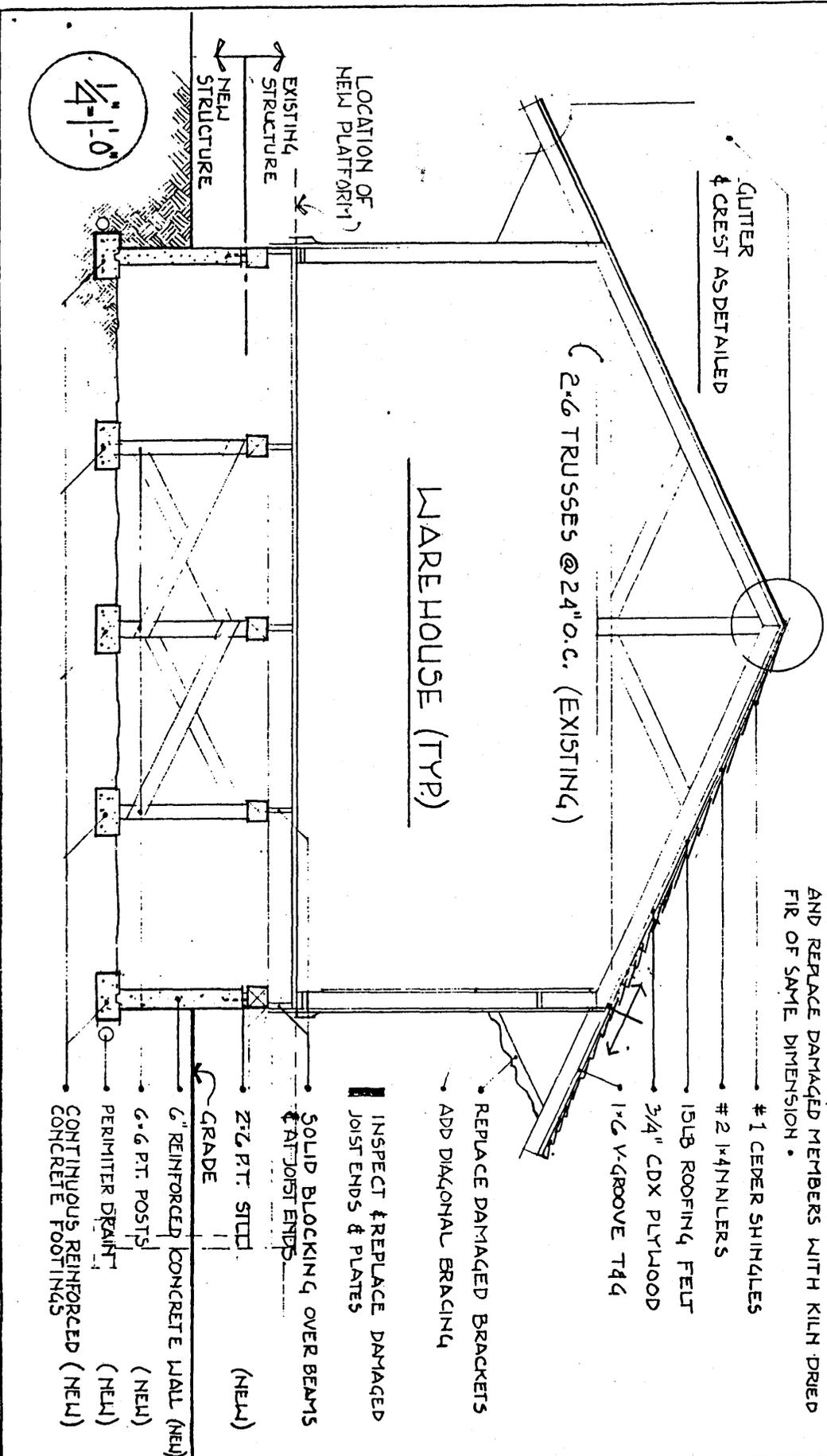


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Sheet No. 4 of 5

CONSTRUCTION SECTION

NOTE: DUE TO POOR CONDITION REMOVE ALL SHINGLES, NAILER BOARDS, GUTTERS AND EAVE SHEATHING - INSPECT TRUSSES FOR ROT AND REPLACE DAMAGED MEMBERS WITH KILN DRIED FIR OF SAME DIMENSION.



GUTTER & CREST AS DETAILED

2x6 TRUSSES @ 24" O.C. (EXISTING)

WAREHOUSE (TYP)

#1 CEDER SHINGLES

#2 1x4 NAILERS

15LB ROOFING FELT

3/4" CDX PLYWOOD

1x6 V-GROOVE T&G

REPLACE DAMAGED BRACKETS
ADD DIAGONAL BRACING

INSPECT & REPLACE DAMAGED JOIST ENDS & PLATES

SOLID BLOCKING OVER BEAMS AT JOIST ENDS

2x6 PT. SILL (NEW)

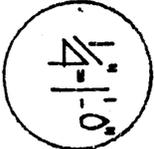
GRADE

6" REINFORCED CONCRETE WALL (NEW)

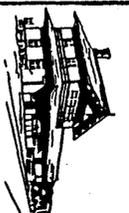
6x6 PT. POSTS (NEW)

PERIMETER DRAIN (NEW)

CONTINUOUS REINFORCED CONCRETE FOOTINGS (NEW)



LOCATION OF NEW PLATFORM
EXISTING STRUCTURE
NEW STRUCTURE



Springfield Depot Relocation and Restoration

Existing Location

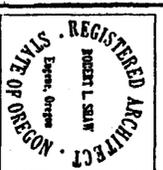
310 South 7th Springfield, Oregon

New Location

Second & South "A" St. Springfield, Oregon

Date 12/6/88

Revision



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