

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 91000047

Date Listed: 2/19/91

Ashland Depot Hotel, South Wing
Property Name

Jackson
County

OR
State

N/A
Multiple Name

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

for Esther Ann Glee
Signature of the Keeper

2/19/91
Date of Action

Amended Items in Nomination:

Description: In the text, all references to the building's move should be dated 1990.

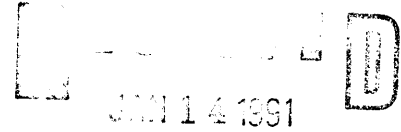
This information was confirmed with Elizabeth Potter of the Oregon State Historic Preservation Office.

DISTRIBUTION:

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

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



NATIONAL REGISTER

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

1. Name of Property

historic name Ashland Depot Hotel, South Wing
other names/site number Southern Pacific Railroad Passenger Station

2. Location

street & number 624 "A" Street N/A not for publication
city, town Ashland N/A vicinity
state Oregon code OR county Jackson code 029 zip code 97520

3. Classification

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

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
James M. Hamish December 31, 1990
Signature of certifying official Date
Oregon State Historic Preservation Office
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of commenting or other official Date
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register. Autawietta Glee 2/19/91
 See continuation sheet.
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain:)
for Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation: Rail-relatedTrain depot

Current Functions (enter categories from instructions)

Work in progress

7. Description

Architectural Classification

(enter categories from instructions)

Late Victorian: Queen Anne/Stick Style

Materials (enter categories from instructions)

foundation concretewalls wood: weatherboard

roof wood: shingleother

Describe present and historic physical appearance.

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The building now known as the Ashland Depot of the Southern Pacific Railroad was constructed in October 1888 as the south wing of the Ashland Depot Hotel. A single story wood-frame building utilizing Queen Anne and vernacular Stick decorative elements, the Ashland Depot is similar to many of the other railroad stations that Southern Pacific built throughout Oregon and Northern California during its rapid expansion in the last quarter of the 19th century. Although relocated in 1989 to avoid demolition, the Ashland Depot remains within its historic context in the railroad district, sited approximately 200 feet from its original location. The Ashland Depot retains its historic orientation toward the main tracks, its original materials, detailing, and workmanship to continue to evoke its historic appearance. The Ashland Depot successfully relates its significant association with the development of the Southern Pacific Railroad in Ashland and is recommended for consideration to the National Register under criterion "A".

SITE:

The Ashland Depot is located at the SW corner of "A" and 5th Streets within the Railroad Addition to the City of Ashland, platted in 1884, a generally flat site with a slight grade down to from west to east, down to "A" street. Early residential development continues to the west along 5th Street and to the south along "A". Commercial uses are found north along "A" Street. One block to the north is the intersection of 4th Street, the traditional commercial core of Ashland's railroad district. A marker at the head of 4th and "A", placed in 1974 by the Southern Oregon Historical Society, commemorates the driving of the Golden Spike in Ashland (see Significance Statement).

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The original depot site is approximately 200' to the NE across "A" Street. (See site maps). The Ashland Depot Hotel original continued to the north from that point toward the head of 4th and "A".

CONSTRUCTION: History

Site preparation and foundation work on the subject structure began 18 May 1888. The Ashland Tidings of that date announced that Mr. T. J. Davis, superintendent of bridges and buildings for the Southern Pacific Railroad, arrived from the south with plans and specifications for the building. The original hotel building was 239 feet long and 34 feet wide. Locally quarried rock was used for the foundation. "The dressed lumber will all be shipped by [rail]car direct from the wharf at Oakland, California."¹ A large number of Southern Pacific workers were brought in for actual construction. Along with the announcement of construction the Tidings reported:

The following men of the S.P. force of carpenters and builders came over the Siskiyous, Tuesday, to work on the new depot hotel: W.R. Skedd, E.J. Griffin, Chas. Crouch, E. Bennett, J.B. Autsley [and] C.J. Brady.²

Construction proceeded throughout the summer. By 17 August 1888 it was reported that "the lathing work on the new depot began the first of the week and is expected to be completed in less than a week. It is rumored that Gregg, the Redding contractor, will do the plastering work which will begin shortly."³

Construction of the Depot was completed and the first guests were served breakfast on Wednesday, 1 October 1888.⁴

¹ Ashland Tidings, 18-May-1888, 3:5.

² Ibid., 3:1.

³ Ashland Tidings, 17-August-1888, 3:1.

⁴ Ashland Tidings, 5-October-1888, 3:1.

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CONSTRUCTION: Exterior

A rectangular volume, the Ashland Depot is 33'- 7" wide and 85'- 5" long. A hipped roof, clad in wood shingles, extends beyond the walls creating dramatic 6' eave overhangs. Originally this roof was hipped only at the south and gabled into the 2-story Depot Hotel along the north side. (see photos) During the 1937 remodeling, described later, the north portion of the roof was reframed to the present construction.

Although documentary references seem to indicate the use of a perimeter foundation of stone for original construction, prior to the 1989 move the Ashland depot sat upon a concrete slab. Site investigation indicates this pad was laid subsequent to the building's construction as portions of the exterior siding were below grade, embedded in dirt and concrete. The present foundation, constructed in February 1990 following relocation, is of perimeter concrete block.

Exterior siding is original 8" horizontal v-groove redwood shiplap along the east, west and south elevations. Similar siding of later vintage (probably c. 1937), as indicated by slight changes in the design, is used along the north side. Vertical stickwork elements trim the windows and continue down to ground level. Below the window sills these trim boards enframe rectangles of vertical 8" v-groove siding. 8" wide cornerboards trim the four outside corners of the building.

Decorative wooden brackets with a curved and beaded decoration (see photos) occur along the east and west elevations. Matching brackets along the north likely were salvaged from the demolition of the Depot hotel building. The other "side" elevation, the south, uses a simple rectilinear bracket and historic photos indicate that this was original detailing. Rafter tails each have a rounded detail that is similar to the bracket design. A plain board frieze, approximately 12" wide caps the walls just below the soffit on all four elevations. The soffits themselves are constructed of a 4" wide bead board. On the north elevation this material clearly shows paint lines and nail markings of some former use, presumably from the demolished hotel.

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The windows, boarded over since the 1970s, are primarily 16/4 wood-sash double-hung set in pairs within the exterior bays. Each vertical sash measures 38"x104". Virtually all windows are original or early construction and many of the panes themselves are of early "wavy" glass. Above each exterior doorway and on the two side elevations are 12-light wood sash windows, mixed fixed sash and transom. Photographs indicate that various of these transom windows have been moved to different positions on the building as its uses over the years have changed. One 16-light wood sash transom exists along the east elevation, probably a portion of an original double-hung window that was at some point removed and this sash reused.

Exterior window trim is plain 8" wide boards as described above and these features serve to divide the elevations visually into bays: six along the east (train side) elevation, seven on the west, which has been modified and altered by the addition of a sliding wood panel loading door in the extreme NW corner. (see photos)

Exterior paint analysis (cratering technique) indicates the original paint of the depot was a deep grey colored paint with a sand finish on the lower 5' feet, more or less, of the siding.⁵ The lower portions of the window and door trim was also sand-painted, in this case with a deep reddish/brick color. Photos indicate a slightly lighter color paint (without sand finish) was used above to the soffits although cratering does not bear this out.⁶ On the south elevation only, some removed door trim reveals a coat of turquoise blue siding however this may reflect the use of used lumber. All subsequent paint colors of the Ashland Depot are various shades of the yellow/mustard color body and deep umber trim that is typical of Southern Pacific buildings

⁵ Exact measurements are difficult due to changes in grade over the buildings life on the original site in addition to the addition of a block foundation following the move.

⁶ Photo variation and actual appearance may relate more to the contrast between sand and flat finishes that actual pigmentation differences. Further study will be required to clarify the original depot color scheme.

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throughout Oregon. At least six different coats of yellow are present on the Ashland Depot structure.

CONSTRUCTION: Interior

The interior of the Ashland Depot has undergone a continual series of alterations as the use of the building has changed over the years. Little is known of the interior appearance or spatial arrangement during the original usage as the kitchen wing of the Hotel. In 1907 Sanborn Fire Insurance Map, the subject building was simply divided in half, creating two large spaces. The southern portion was used as "storage and servants rooms" while the northern half is described as the "kitchen". Early photos show a large central brick chimney⁷ indicating a centralized stove/oven location.

Later remodeling, in 1937, converted the subject building into the sole passenger depot in Ashland following the demolition of the Hotel. The interior was remodeled to provide a baggage area, probably in the extreme north with the sliding doors, a waiting room, ticket office, "modern toilet and washrooms for both men and women", as well as yard offices and restrooms for the conductors and brakemen.⁸

Currently, the interior of the Ashland Depot is divided into five parts with three additional small office areas in the SW corner. (See floorplan). Interior partition walls are constructed of RS 2x4 studs covered with 4x10 sheets of 3/8" plywood with narrow battens at each seam. Paintlines on the interior studs indicate previous lath and plaster finish but it is probable that these materials have been salvaged from some previous use and do not bear any direct relation to the present building.

⁷ See historic photos. This chimney, as well as the second one to the south, probably to provide heat for the servants quarters in this portion of the structure were removed, probably in 1937.

⁸ Ashland Daily Tidings, 5 August 1937, 1:7.

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The three original (1888) perimeter walls on the east, south and west all retain original or early interior trim, simple 6" and 9" wide plain boards in keeping with the original service use of the structure. Exposed studs on these walls also reveal lath and plaster lines indicating the early interior finish. Most interior doors are early, 4-panel fir or redwood, set below transoms with three vertical lights. Again, it is not clear if these doors are original to this building or have simply been salvaged from other locations for use here.

All ceiling finish is of 3/8 plywood with battens at the seams. Ceiling height is approximately 13' throughout. In the original location, floor materials were vinyl or linoleum over a concrete pad. Currently, following the move, no floor is present. Proposed plans are for a traditional wood framed flooring system.

LATER ALTERATIONS:

Following the 1937 demolition of the hotel and the conversion of the subject structure into the passenger terminal, the building remained basically unchanged until sometime in the 1950s. At this point the older freight depot to the north was demolished and both freight and passenger services was consolidated in the subject structure. It is unclear what physical changes, if any, occurred at this time. By 1955 all passenger service through Ashland was discontinued and it is likely that dramatic modification of the interior of the depot resulted shortly thereafter with the removal of waiting, ticket and other public services areas. The depot continued as a freight only station until 1985. Between that time and the 1990 move the Ashland Depot remained vacant.

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Over the years, as Ashland's role along the Southern Pacific line diminished in importance, most of the other original buildings of the railroad yard complex were razed or dismantled. By 1987, as the centennial of the driving of the golden spike approached, only the subject property and a small brick structure (a portion of the huge roundhouse and known as the "boiler room" or "toolhouse") remained of the once bustling complex. As in other cities in Oregon, Southern Pacific was evaluating its various locations and removing buildings that were no longer in use. With the company's preparations for the celebration of the city-wide "Railroad Centennial", complete with a re-enactment featuring Oregon's United States Senators Hatfield and Packwood along with local and railroad officials, the vacant depot building and boiler room were scheduled for demolition. Following the normal review procedures and delays available under Ashland's historic resource management ordinances, Southern Pacific was granted demolition permits for both remaining Ashland structures. The company did however offer the buildings to the city provided they would remove them from the site.

Following the centennial, repeated plans were made to save the structures. Various uses such as museums, shops and others were explored but no progress could be made in locating a suitable and affordable site. In October 1988, the city abandoned its claims to the depot building in favor of Jim and Cheryl Lewis (Trieger Trust). They purchased the structure from Southern Pacific and proposed to move it to a long vacant lot directly across "A" Street.⁹ In June 1989 under Ashland's procedural review of all moving requests for historic buildings, the Ashland Historic Commission reviewed the Lewis' request for a permit to move the depot.¹⁰ The commission determined:

⁹ Early Sanborn Maps show a small residential structure on this site. Since c.1920 however the lot has remained vacant.

¹⁰ The 1988 Ashland Cultural Resource Inventory (Kay Atwood) found the Depot rated "Primary" with a total score of 80/100 [36= History, 17= Environment, 27= Architecture].

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The two major reasons for moving the structure are 1) the building would be torn down if left in its current location; and 2) the building will be renovated if moved to a new location, thereby maintaining and improving the [Ashland Local] Historic District. In addition, this structure is a symbol of the Railroad District, and its protection from demolition represents one of the most important duties of the Historic Commission.

After recommendations of approval by both the historic and planning commissions, the moving permit was authorized and approved by the Ashland City Council. On 20 January 1990 the Depot building was transported approximately 200 feet across "A" street to its present location.¹¹ Contractors for the move were Emmert International of Clackamas, Oregon. The relocated depot was sited with a commercial setback to differentiate it from its residential neighbors to the south. Although slightly above street level grade, the Depot utilizes a minimal foundation to best relate its original train-level appearance.

SUMMARY:

A remaining portion of the original depot complex in the Ashland Rail yards, the development of the building known as the Ashland Depot physically mirrors the development and decline of rail transportation in the city. The building retains substantial original detailing, materials and workmanship. Its alterations, changes in use, and incorporation of materials from other structures are all typical of railroad practice throughout southern Oregon. Despite being relocated from its original site, the Ashland Depot retains consistency with its original orientation, height above grade, and context. It exhibits substantial integrity with its original appearance and successfully conveys the railroad associations for which it is significant.

¹¹ Medford Mail Tribune, 21-January-1990, 5:1-2.

8. Statement of Significance

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

nationally statewide locally

Applicable National Register Criteria A B C D

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

Areas of Significance (enter categories from instructions)

Transportation

Period of Significance

1888-1927

Significant Dates

1888

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

T. J. Davis, Southern Pacific Railroad

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

See continuation sheet

9. Major Bibliographical References

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

See continuation sheet

Primary location of additional data:

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

Specify repository:

Jackson County Courthouse, Medford
City of Ashland Planning Department

10. Geographical Data

Acreeage of property 0.35 acres Ashland, Oregon 1:24000

UTM References

A

1	0
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5	2	4	4	0	0
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4	6	7	1	5	8	0
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 Zone Easting Northing

C

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B

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 Zone Easting Northing

D

--	--

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See continuation sheet

Verbal Boundary Description

The nominated area is located in NW $\frac{1}{4}$ NE $\frac{1}{4}$ Section 9, Township 39S, Range 1E, Willamette Meridian, in Ashland, Jackson County, Oregon. It encompasses all of Lots 8, 9, 10, 11 adn 12 of Block E in the Railroad Addition to the City of Ashland, and is otherwise identified as Tax Lots 4801 and 4900 at said location. Jackson County Assessor's Map Ref. No. 391E 9AB.

See continuation sheet

Boundary Justification

The nominated property includes all of the legally defined area that is the site of the relocated South Wing of the Ashland Depot Hotel.

See continuation sheet

11. Form Prepared By

name/title George Kramer, Consultant
 organization for Treiger 1988 Trust date July 15, 1990
 street & number 386 North Laurel telephone (503) 482-9504
 city or town Ashland state Oregon zip code 97520

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The South Wing of the historic Ashland Depot Hotel, a frame construction of 1888 originally sited in the Southern Pacific Railroad yard at Ashland in southern Oregon, was relocated in January 1990 to its present site on the west side of "A" Street, where it commands an unobstructed view of its original setting and is separated from the track site by no more than 200 feet. The building is locally significant under National Register Criterion A as the best preserved remnant of that era when Ashland was a division point on the Southern Pacific Railroad's Shasta route through the Siskiyou Mountains and, consequently, supported extensive maintenance and passenger service facilities, including the Depot Hotel.

The main volume of the Depot Hotel was a massive, two and one-half-story frame building in the tradition of the Queen Anne/Stick Style. The rectilinear, single-story, hip-roofed wing extending 85 feet at its south end, parallel with the tracks, was similarly finished with bracketed overhanging eaves, drop siding and vertical stickwork, and it had oversized, multi-paned windows. The wing contained the hotel's kitchen and storage area.

The railroad was of paramount importance to Ashland's lumber and agriculture-based economy during the forty-year period 1887-1927. Passenger and freight service to Ashland had commenced with the Oregon and California Railroad in 1884, but the town's growth advanced dramatically just after the Southern Pacific's takeover and completion of the last section of the Sacramento-to-Portland line. With the driving of the last spike at Ashland in 1887, the town was linked to the transcontinental network.

When fast-freight and better passenger service was re-routed through the new Natron Cut-off in 1927, the Siskiyou route through Ashland became a branch of the Shasta route through Klamath Falls, and local rail service was steadily reduced thereafter. The Depot Hotel was demolished in 1937, and its old south wing was finished off at the north end with salvage material as a free-standing passenger depot. With the advent of motor freight and passenger traffic on the Interstate freeway, rail passenger service continued to decline on the Siskiyou section. Between 1955 and 1985, all of the Southern Pacific's facilities, the freight house, roundhouse, train repair sheds, and other outbuildings were pulled down.

As the best remaining link to the heyday of the railroad in Ashland, the South Wing of the Ashland Depot Hotel meets National Register Criteria Consideration B, and overcomes the normal exclusion of relocated properties.

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The south wing of the Ashland Depot Hotel, now known as the Ashland Depot, was completed in October 1888. For over 100 years this building's history and physical development have mirrored the growth and decline of the importance of the rails in Ashland. Although relocated to avoid demolition, the Ashland Depot remains within its historic context and continues to convey its historic relationships. The oldest standing railroad building in Jackson County and the best remaining element of the once bustling Southern Pacific complex, the Ashland Depot retains significant integrity in terms of design, use of materials, workmanship and appearance. It continues to successfully relate the significance of the arrival, and ultimate demise of rail service in Ashland, Oregon.

LOCATION:

The Ashland Depot¹ is located in Township 39 South, Range 1 East of the Willamette Meridian, Section 9. When first constructed the building was located within the linear parcel, legally described as the Ashland Railroad Reservation, that has served as the Ashland railroad yards for over 100 years. This reservation originally comprised most of the eastern portion of the Robert Hargadine Claim (DLC #42). Following a 22 January 1990 the Ashland Depot was relocated diagonally opposite its

¹ For the purposes of this nomination the subject property, historically the south wing of the Ashland Depot Hotel, will be referred to by its common name "The Ashland Depot". The original structure (including the portion that constitute the nominated building) will be referred to as "The Ashland Depot Hotel".

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original location, which is approximately 200 yards to the NE. The present site includes Lots 9-12, Block E of the Railroad Addition to the City of Ashland and is described on Jackson County Tax Assessors Map 391E9AB as Tax Lot 4900.

HISTORY: 1883-1927

The railroad first arrived in Ashland from the north on 4 May 1884. For the next three years Ashland would remain the southern terminus of the railroad, connecting the city with the manufacturing and agricultural areas to the north. Products headed to California would be off-loaded onto wagon trains and pulled by horses over the steep Siskiyou Mountains and into the town of Hornbrook, California. By 1887, the rails had been pushed across the Siskiyou summit and into Oregon. On 17 December 1887 the final rails were readied and ceremonies planned for Charles Crocker, Southern Pacific's President, to drive a symbolic golden spike to complete the rail connection of the entire Pacific Coast. The modest Ashland station was festooned with banners and flags for the occasion. The day was a cold one, with a freezing wind, but a large crowd assembled at noon to witness the historic event. They had to wait a long time; a construction train derailed further down the line and blocked the arrival of the special train carrying Crocker and other dignitaries for hours.

It was not until 5:04 p.m. when Crocker finally picked up a silver hammer for the ritual, shortly after two trains --- one from the north and one from the south --- met under an evergreen arch to mark the opening ... of the line now known as the Siskiyou route.

The spike was quickly set in place and telegraph wires were connected to the track to record Crocker's blows as he hammered it home. In Portland, Sacramento and San Francisco steam whistles chorused and fire bells clanged three times

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as the hammer blows were reported. Cannons fired at military post [and] church bells chimed.

Portland's Oregonian extolled the achievement: "Through the flinty, hard heart of the Siskiyou Mountains, the road has been built, the lines of shining steel laid, and now the 'iron nag' rushes through and over those frowning barriers and its loud shrieks wake the echoes of those wide solitudes ... Golden California has been wedded to her northern sister in the strong bonds of a common welfare and the two states are firmly united by clasping bands of steel."²

Still considered a superb engineering feat, the tracks over the Siskiyous remain one of the steepest grades along a major rail line in the nation. Between Ashland and the summit, a distance of only 17 miles, the line climbs 2,235 feet for an average grade of 3.3 percent. A typical train required five locomotives to pull up this grade. At the summit three engines were cut out and returned to Ashland to assist the next train through. Between Gerber, California and Ashland the route included over 825 curves ranging from 1 to 14 degrees for a total of 100 miles of curved main line track in distance of 220 miles. On the trip from Gerber a train starting in Ashland turns completely around 67 times, as there are 24,470 degrees of curvature along the main line.³

Following the completion of the line, "train time" became an increasingly dominant factor in Ashland life. The Railroad District itself, an 18 block area added to the city in February 1884 in anticipation of the rails from the north, became a secondary center of business and activity that rivaled the traditional city center to the west. Numerous homes were built for the many SP employees and their families. A business core

² Ashland Daily Tidings, 100th Anniversary Special Edition, 17 June 1976.

³ The Southern Pacific Bulletin, July 1920, p. 3.

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developed along 4th Street which included markets, livery stables, warehouses, restaurants and taverns. Such was the problem caused by the patrons of the many area saloons that the city would eventually construct a fire and police station annex, complete with a drunk tank, simply to serve the Railroad area.⁴

Ashland was designated as a Division Point along the Siskiyou Route of Southern Pacific's Shasta Division. The ten daily passenger trains, (five from each direction) would stop here to take on water and fuel and to pick up helper engines for the climb up the Siskiyou grade. Often guests would want to dine or spend the night in Ashland. Shortly after the driving of the golden spike, the railroad company set upon a massive building campaign to augment the small frame building which then served as the Ashland station. The original building, located roughly at the head of 3rd Street would be converted to freight use following the completion of a new 3-story Depot Hotel that ran along the tracks from 4th to 5th Streets. (see maps).

A massive and elaborate building, the Ashland Depot Hotel was a wood frame structure with elaborate stickwork and numerous oversize windows. Using elements of vernacular Queen Anne and Stick styles, the hotel included a two-story porch to the east, overlooking the tracks and decorative attic dormers to create a pleasant first impression of Ashland to the city's visitors. To the south of the main hotel, a one-story wing served as a storage area and the kitchen where the soon-to-be-famous 50 cent chicken dinners would be made. Upon the hotel's opening the Tidings reported:

The hotel is a handsome structure, two stories and an attic in height, (*sic*) and stretches along the tracks for nearly three hundred feet in its total length. It is one of the finest of the kind on the S.P. lines, having cost about \$30,000 ...

⁴ This building, still standing and in use as Haskin's Garage, is located at 264 4th Street. The barred window of the "drunk tank" are still visible on the east elevation.

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On the first floor are the dining-room, wash-room, bar, kitchen, pantry, buttery, pastry-room, laundry, and in buildings apart from the main structure bakery, wood and coal house and storage rooms, ticket office, waiting room, baggage room [and] barber shop. On the second floor are parlors and lodging rooms, baths fitted with hot and cold pure water and also sulphur water, linen and other closets. On the third [attic] floor are more lodging rooms, the total number of sleeping rooms being 41.

The dining room is resplendent with snowy linen and a profusion of silver tableware. Handsome sideboards adorn the sides of the room and floral decorations add to its beauty. Colored waiters top off the style and everyone stopping here for meals may be sure of first-class service. Table are spread ... to serve two hundred people at once.

Mr. H.A. Clawson is the proprietor of this and other hotels along the line ... and the Ashland hotel will be under the immediate management of Mr. A.H. Evans, an experienced caterer and landlord.

The opening of the hotel is an event of great importance and benefit to Ashland and our citizens viewed the handsome new flag floating from its staff for the first time Wednesday with a great interest and satisfaction.⁵

The Depot Hotel was to be the centerpiece of the bustling Ashland rail yards. Other buildings completed in the months after the driving of the spike included, in addition to the Hotel, a

⁵ Ashland Tidings, 5 October 1888, 3:1.

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massive brick roundhouse with ten service bays⁶, a small attached boiler room, car repair sheds, storage buildings, a sand house and a huge 115' diameter 55,000 barrel steel oil tank. A huge steel turntable was installed in front of the roundhouse.

Later, following the 1914 approval of a \$175,000 city bond to pipe lithia water throughout town in an attempt to develop Ashland as a mineral spa, a separate Lithia Fountain building was built near the hotel (as well as in other locations around town) to entice passengers travelling through. Another booster project was the small "exhibit building" designed by architect Frank Chamberlain Clark in 1904. This building served as an elaborate showcase for the display of local produce and manufactured articles to tourists.

The local agricultural industry also played a role in one of the most remembered facets of the history of Ashland's railroad station, Mr. Powell's apple cider. Powell lived in small house near the depot hotel and operated a cider press.⁷ He would employ local children to sell his cider and fresh apples to departing passengers during the short lay-overs for trains to take on fuel and water. (See Photographs) Other children would sell the passengers peaches, plums or boxes of fresh strawberries. Following the construction of the Lithia Fountain, "... one enterprising young man came to the depot and sold paper cups. Each cup cost a nickel and allowed the passengers to sample the lithia water. After the train left, this outrageous young man would pick up the used cups, dry them, and sell them again to the next batch of train passengers."⁸

⁶ The roundhouse was apparently constructed of brick made in Anderson, California and built under the direction of W.H. Wickham. See Ashland Tidings, 17 August 1888, 3:1.

⁷ A simple gable worker's cottage, Powell's house still stands at 462 "A" Street, approximately 1.5 blocks north of the nominated property.

⁸ Waldron, "Growing Up in Ashland's Railroad District, Table Rock Sentinel, March 1988, p.6.

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The Ashland Division point continued to serve as a major station for employees and equipment along the Siskiyou line throughout the 1890s and into the 20th century. In 1912 as many as 18 passenger trains passed through the Ashland station daily, 12 first class and 6 second class, in addition to the freight traffic.⁹ As late as 1922 Southern Pacific was still improving the facility with the installation of a new 2-10-2 type turntable, the first in the Shasta Division. This 100' foot diameter unit, weighing over 183,000 pounds, was installed in only 10 hours and 12 minutes to prevent delays to traffic.¹⁰

The coming of the railroad had a dramatic impact upon Ashland's development as well as the rest of the Rogue River Valley. In addition to the simple economic benefits of the many railroad employees who made their homes in the city, the availability of easy transportation altered life in the quiet mountain town in many ways. Transportation access was directly responsible for the development and success of the local orchard and livestock industries, both of which boomed during the early 1890s. Local manufacturing plants such as the Ashland Woolen Mills, the Ashland Iron Works and the area timber industry all benefited and grew from the availability of rail transport. Ashland was booming. In 1890 Ashland's population was just under 1,800. Ten years later, at the start of the 20th Century, despite the temporary downturn caused by the nationwide panic of 1893, Ashland was the largest city in Jackson County. Its 3,000 citizens represented fully one-fifth of the total county population.

Ashland's easy transportation access also provided impetus for a major event in Ashland's long involvement with formalized arts and cultural events. In 1892 a proposal was made to bring the travelling lecturers of the Chautauqua programs to Ashland. Ashland's train access and established hotels and restaurants provided the city with a major advantage in securing the Chautauqua series over its competitors. All that was lacking was a suitable auditorium. The huge Chautauqua dome, built on a

⁹ Signor, Rails in the Shadow of Mt. Shasta, p. 259.

¹⁰ SP Bulletin, June 1922, p. 18.

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bluff overlooking Lithia Park and the Ashland Plaza, could hold 1,000 people.¹¹ After the demise of the Chautauqua programs themselves, the foundation walls of this dome would provide the site for the modern Oregon Shakespearean Festival's Elizabethan theater.

But the days of Ashland's rail boom were numbered from the start. The steep grade of the Siskiyou summit was costly in terms of equipment, maintenance and fuel. Almost from the opening of line, work began to locate and survey a more gradual alternative route. By the mid-1920s Southern Pacific crews began surveying and working upon what was to be called the Natron Cut-off. This line branched off the main Siskiyou route in near Weed, California and then continued north over much more gradual grade, entering Oregon 35 miles east of the original route. Roughly following the course of modern-day U.S. Highway 97 the new line continued north, finally cutting to the west and entering the Willamette Valley near Oakridge. The cut-off rejoined the main north-south line in Eugene, 180 miles north of Ashland.

The 1926-7 construction and opening of the Natron Cut-off was seen by many as a death knell for Ashland. "The railroad company continued to maintain its division point and repair shops in Ashland but all the fast freight and the best passenger service were re-routed."¹² From a high of 18 daily passenger trains, only two now went through the Ashland yards. Families and businesses left as SP workers were transferred to other cities along the line. One source stated that at the time local opinion was that "Grass will grow in our streets when the railroad goes."¹³

¹¹ O'Harra, The Ashland Story, p. 44.

¹² Ibid. p. 122.

¹³ Marie Prescott, quoted in Waldron, Table Rock Sentinel, March 1988, p. 10.

United States Department of the Interior
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Continuation SheetSection number 8 Page 8**HISTORY: 1927-1985**

With the opening of the Natron Cut-off, the once grand Siskiyou Route through Ashland was relegated to being a branch of the main Shasta Route through Klamath Falls. Within a year, through passenger service along the Siskiyou was reduced from two to one train daily. By the early 1930s even this service was cut, and the Ashland station's only passenger activity consisted of "commuter" routes running between Portland or Eugene and Dunsmuir, California where Ashland passengers, primarily local residents, could transfer to trains coming up and down the main Shasta Route. With the improvement of the Pacific Highway and the impact of the automobile, even this service became less viable.

The grand Ashland Depot Hotel had outlived its usefulness. It is unclear if the rooms and dining halls were actually abandoned in the early 1930s but the building was obviously far too large, and too old, to fit into Ashland's reduced importance along the SP line. In July 1937, J.A. Ormandy, the general passenger agent of the Southern Pacific Company in Portland announced plans to build a new depot in the Ashland yards to replace the aging hotel. "Plans for this structure have been in the company's files for five years according to Mr. Ormandy, but construction was delayed by the depression and the necessity of other major expenditures by the company."¹⁴

Details of the new depot were soon made public. The old hotel was to be razed and the new depot built on its site. Ormandy reported "...the new station building will be located just east of the present two story structure, occupying the location of the one-story east end of the building."¹⁵ The overall size of the building was to be 32 feet 3 inches long and 33 feet six inches wide. The demolition of the old structure was reported as already being underway.¹⁶

¹⁴ Ashland Daily Tidings, 27 July 1937, 1:8.

¹⁵ Ashland Daily Tidings, 5 August 1937, 1:7.

¹⁶ Ibid.

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The editor of the Tidings commented on the passing of the old hotel, so long an Ashland landmark with these fairly unsentimental comments;

While the destruction of the old building, in which there is the memory of the romance of early day railroading in the area might bring a pang of regret to some who were associated with it, ...to us its tearing down means only the making of a beauty spot out of what was becoming rather an eye-sore.¹⁷

However, as work progressed on the demolition and the new depot it became apparent that Ashland was coming down more than a few notches in prestige. Frank J. Van Dyke, president of the Ashland Chamber of Commerce, wrote Ormandy to complain of the small scale of the new depot. "Although the city of Ashland is sincerely appreciative fo the fact that a new building is being constructed, it nevertheless felt that the proposed structure is apparently designed for town of far less size that Ashland, and might reflect discredit rather than credit to our community."¹⁸ Van Dyke continued, "The enthusiasm that greeted the first announcement of the new depot cooled considerably when its dimensions became known. ...Plans indicate [the building] will merely be the remodeled one-story portion of the present structure."¹⁹ It is entirely possible that Van Dyke's and the Chamber's input is responsible for SP's decision to retain the entire 80+ foot south wing rather than just a 32 foot portion of it as was apparently the original company intent.

When the Ashland Depot Hotel was torn down, various elements of it were used in the remodeling of the south wing. The roof of the new depot was rebuilt to create a hip where the wing had originally gabled into the hotel. Brackets and soffit materials were apparently salvaged from the hotel and re-used on the new

¹⁷ Ashland Daily Tidings, 19 August 1937, 1:1.

¹⁸ Ashland Daily Tidings, 20 August 1937, 1:1.

¹⁹ Ibid, 3:1.

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structure. Studs and other elements were also apparently taken from the old building and incorporated in the south wing as well. The use of 6" studs along the north elevation are likely remnants of the framing of the hotel, which as a two-story structure would likely have been framed with the larger members than the 2x4 framing of the one-story south wing.

The interior of the south wing was completely remodeled to include a new ticket office, baggage rooms, restrooms and offices. Since the old freight station was still in use, the new depot was for passenger service only. By mid-September only interior and finishing work remained for the completion of the new Ashland Depot.²⁰

Even the remodeling of the station could not stem Ashland's continued decline as a station point along the SP line. In 1938 all through passenger service via Ashland was discontinued. "By 1949 [passenger] service was reduced to a train from Ashland to Portland and finally to a four car train from Grants Pass to Dunsmuir."²¹ At some undetermined point, the old 1884 freight station was demolished and both passenger and freight service were consolidated in the subject structure. Finally, in 1955, with Doss Burgess as engineer, L.K. Boyd as conductor and A.E. Teeters as brakemen, the last passenger train to serve Ashland pulled out of the station.

The Ashland yards did continue as an important point along the SP lines freight service. Lumber and agricultural products from both the Umpqua and Rogue Valleys continued to pass through Ashland and on into northern California. The increased use of the diesel locomotive caused a severe reduction in railroad jobs in Ashland. Where the old steam engines required an engineer and fireman for each locomotive going up the grade to the pass, the new diesels needed a crew in only the lead engine. This reduced the number of employees stationed at the Ashland terminal considerably. Yet as late as April 1961 over 100 employees were

²⁰ Ashland Daily Tidings, 15 September 1937, 2:1.

²¹ Kraus, Ashland Daily Tidings, 21 June 1976, 6:1-8.

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working in the Ashland yard which was manned 24 hours a day to serve the freight trains coming through.

But the continued decline in local production and the increased reliance of motor freight made the Ashland depot more and more unnecessary. The old brick roundhouse was dismantled in the late-1950s. In the early 1960s, Interstate 5 was opened over the Siskiyou. This improved road, along with the development of larger and more powerful diesel trucks, accelerated the decline in railway freight volume. In 1970 SP announced that freight loads would no longer be "blocked" or weighed in Ashland, a move that severely impacted the over 50 employees still in the yards.²² More buildings were demolished, including the various outbuildings and train repair sheds. In 1972 the old car shop was torn down and the labor force had been reduced in just two years from 58 to nine.²³ Sometime in the early 1980s the long unused 100' turntable was dismantled, its concrete-lined base filled in with dirt and debris. The end finally came in 1985 when Southern Pacific trainmaster Mike Healy of Medford announced the transfer of all Ashland operations to Medford, thus ending railroad activity in Ashland for the first time in 101 years.

OTHER JACKSON COUNTY DEPOTS:

With the completion of the line into Ashland from the north in 1884, a number of train stations were built in Jackson County. After leaving Grants Pass in Josephine County, southbound trains stopped at stations in Rogue River (Woodville), Gold Hill, Central Point, Medford (which had been founded solely as a result of the coming of the rails), Phoenix and Talent before arriving in Ashland. Each of these communities had station buildings typical of the standard SP wood frame depots found along the rest of the Oregon line and, indeed, many of the simple stations built throughout the nation. "...its most unmistakable architectural feature was a wide overhanging roof, ...suitable for sheltering waiting passengers and working railroaders, and supported by

²² Ashland Daily Tidings, 28 July 1970, 1:7-8.

²³ Ashland Daily Tidings, 26 July 1972, 3:1-2.

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impressive brackets."²⁴ A small bay window along the tracks was often included to provide sightlines for the stationmaster in both directions. Siding was of horizontal v-groove and often an elaborate spindlework or fretsawn eave decoration was placed under the eaves. In all cases the ridgeline of the gable roof of these buildings ran parallel to the tracks themselves. Early photos show that the original Ashland Depot was of this typical design. With the completion of the line over the Siskiyou and the construction of the Ashland Hotel however, SP built a much larger and more elaborate train station than any of its others in southern Oregon. The new Ashland Depot Hotel was by far the most impressive station in the county.

Over the years, as trains ceased to stop at the smaller communities of Jackson County, the late-19th century depot buildings were abandoned and later converted to storage or demolished. Some gave way to newer station buildings. The original Medford depot was replaced by the present brick and stucco structure prior to World War I. In Grants Pass, in Josephine County, the early wood-frame station was replaced at the turn-of-the century by a masonry building. This itself was demolished for a new supermarket in the 1960s. The Ashland Depot, comprising the south wing of the 1888 Ashland Depot Hotel is the sole 19th century wood frame railroad building standing in Jackson County. It is one of, if not the, oldest surviving railroad building of any type still standing in southern Oregon.²⁵

²⁴ Harwood, "Railroad Stations", Built in the U.S.A., p. 129.

²⁵ At this writing only one other 19th century railroad structure has been identified in Jackson County, a small 25' x 31' brick building, originally a portion of the Ashland Roundhouse, and known as the "boiler room". The boiler room is located to the SE of the original site of the nominated property. (see maps) SP currently holds a valid demolition permit on the boiler room and, given its small size and the expense of moving a masonry structure, it is not expected to survive for long. Vacant, some vandalism has already occurred, damaging the brickwork. A small 1880s period wood-frame station which was originally used in Dillard has been

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SUMMARY:

The arrival of the railroad in Ashland was a pivotal event in the development of the town. The 1887 driving of the golden spike in Ashland was an important event in the history and development of the entire northwest.

The ready transportation the railroad represented allowed Ashland to develop into a major agricultural, manufacturing and tourist center. Additionally the trains provided the means for the city to early develop a reputation as an arts and cultural center, a reputation that continues to the present day. The decline in Ashland's railroad activity mirrors the economic fortunes of the community in the years prior to World War Two.

The Ashland Depot, comprising the original south wing of the Ashland Depot Hotel, represents the best surviving link with the role the railroad played in the city. It is the best example of 19th century railroad architecture in Jackson County and one of few such examples identified in all of southern Oregon. The Ashland Depot retains integrity to its original design, use of materials and historic appearance. The interior, and exterior changes of the Ashland Depot reflect the continuing decline of Ashland's role in the Southern Pacific rail system over the last 100 years. Although relocated a short distance from its original location to avoid demolition, the Ashland Depot remains within its traditional context, continues to convey the historic associations for which it is significant, and provides a tangible and valuable link with a vital period of Ashland's development. As the surviving resource most importantly associated with Ashland's railroad history, the Ashland Depot should prove eligible for listing in the National Register under criteria consideration B relating to moved properties.

relocated to and restored by the Douglas County Museum in Roseburg. No other surviving 19th century stations were located in the southwestern Oregon area.

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SOUTH WING, ASHLAND DEPOT HOTEL
(Ashland Depot)
624 "A" Street
Ashland, Jackson County, Oregon, 97520

PHOTOGRAPHIC INVENTORY

1. Historic View, Ashland Depot Hotel showing railroad yards, Looking SW. Note "Exhibit Building" in foreground.

Photographer: Unknown
Date of Photograph: c. 1910
Negative: Southern Oregon Historical Society,
(SOHS), negative # 1623

2. Historic View, South Wing, Ashland Depot Hotel Looking NW from in front of roundhouse.

Photographer: Unknown
Date of Photograph: c. 1890
Negative: Southern Oregon Historical Society,
(SOHS), negative # 4896

3. Historic View, "Every Day Scene at Depot, Ashland, Oregon", Looking SW. Showing south wing, Ashland Depot Hotel, note original windows, siding and exterior detail. Mr. Powell and his cider cart on Right. Gable-roofed ice house at extreme LH.

Photographer: Unknown
Date of Photograph: c. 1890
Negative: Southern Oregon Historical Society,
(SOHS), negative # 4733

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4. Historic View, South Wing, Ashland Depot Hotel (Photo of extreme NE corner of subject portion, looking NW) showing young fruit vendors. Note original windows, siding and exterior detail.

Photographer: Unknown
Date of Photograph: c.1910
Negative: Collection of George Kramer

5. Historic View, Ashland Depot on original site, looking NE. Note brick chimney, notch in eaves for telephone pole..

Photographer: Doug Smith, SOHS
Date of Photograph: 16 September 1980
Negative: Southern Oregon Historical Society,
(SOHS), negative # 3763

6. Exterior View: Ashland Depot, new location. Looking SW across "A" Street. Note original site/concrete pad in lower right and I-beams from building move.

Photographer: George Kramer
Date of Photograph: June 1990
Negative: Collection of the Photographer

7. Exterior View: East Elevation, looking NW.

Photographer: George Kramer
Date of Photograph: June 1990
Negative: Collection of the Photographer

8. Exterior View: East Elevation, looking west.

Photographer: George Kramer
Date of Photograph: June 1990
Negative: Collection of the Photographer

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9. Exterior View: South Elevation, looking NE

Photographer: George Kramer
Date of Photograph: June 1990
Negative: Collection of the Photographer

10. Exterior View: West Elevation, looking east. Note original windows following removal of plywood on southern half of building.

Photographer: George Kramer
Date of Photograph: June 1990
Negative: Collection of the Photographer

11. Exterior View: North Elevation, looking east. Note proximity to tracks to east. Brackets salvaged from demolished Ashland Depot Hotel in 1937.

Photographer: George Kramer
Date of Photograph: June 1990
Negative: Collection of the Photographer

12. Exterior Detail: Original 16/1 wood sash windows, SW corner.

Photographer: George Kramer
Date of Photograph: June 1990
Negative: Collection of the Photographer

13. Exterior Detail: Decorative rafter tails and brackets. SW corner looking N.

Photographer: George Kramer
Date of Photograph: June 1990
Negative: Collection of the Photographer

SOUTHERN

PACIFIC

RAILROAD

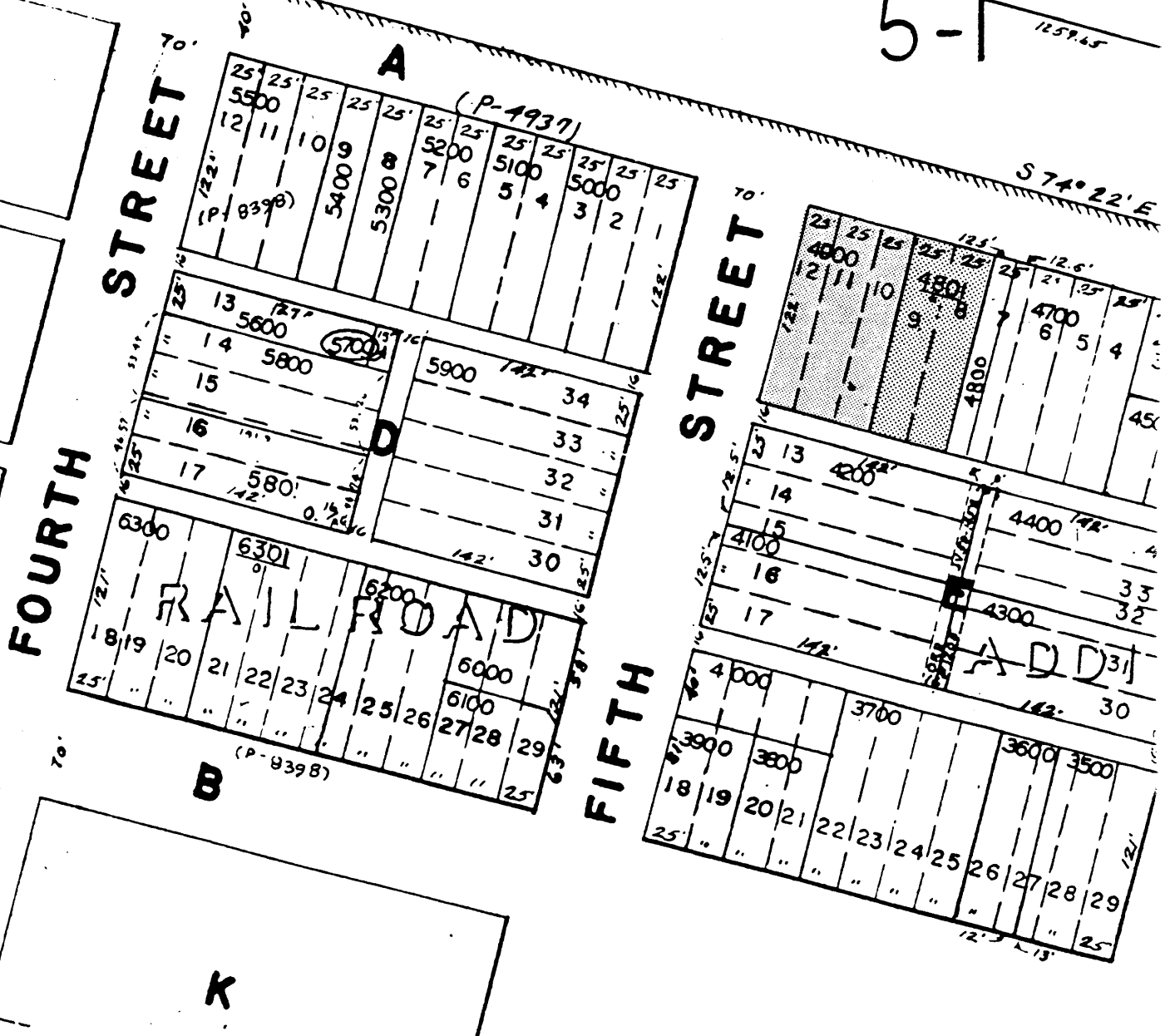
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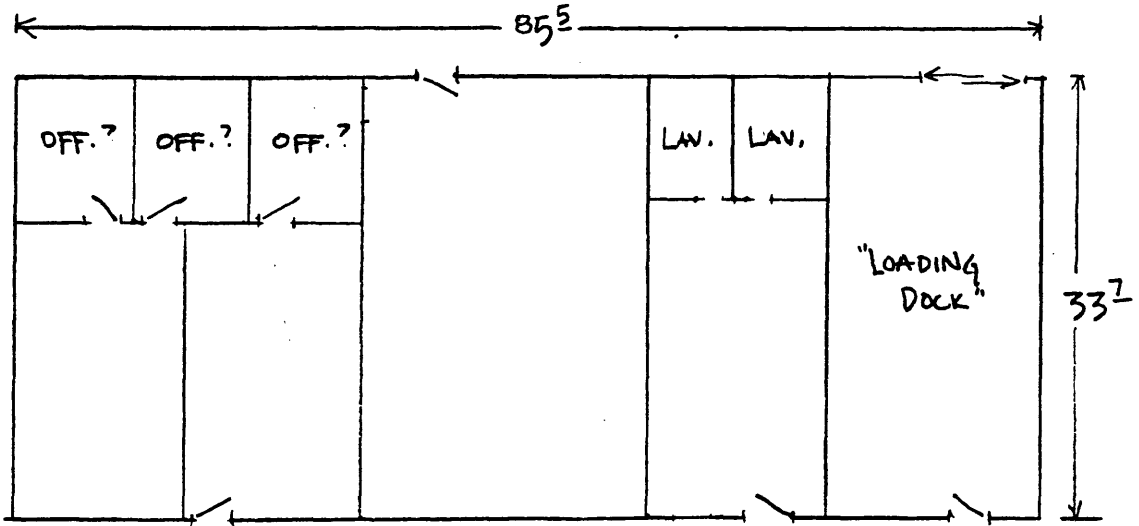
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ASHLAND DEPOT SITE: JANUARY 1990 -

Township 39 South, Range 1 East W.M.
NW 1/4, NE 1/4 Section 9.

Tax Lots 4900 and 4801
SW Corner of the Intersection of "A"
and 5th Streets, Ashland, Oregon



SOUTH WING: ASHLAND DEPOT HOTEL

NOT TO SCALE
APPROX. DIM. ONLY

ASHLAND DEPOT

ASHLAND, JACKSON COUNTY, OR

AS EXISTING: JULY 1990

