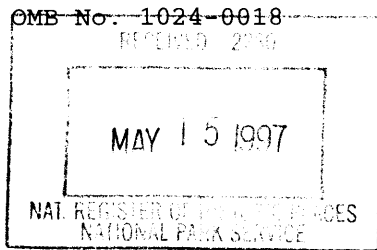


NPS Form 10-900  
(Rev. 10-90)



United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**

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

**1. Name of Property**

historic name: Southern Pacific Railroad Depot - Lebanon, Oregon

other names/site number: Lebanon Southern Pacific Railroad Depot (preferred)

**2. Location**

street & number 735 Third Street not for publication N/A  
city or town Lebanon vicinity N/A  
state Oregon code OR county Linn code 043  
zip code 97355

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant \_\_\_ nationally \_\_\_ statewide X locally. ( X See continuation sheet for additional comments.)

James Hamrick May 1, 1997  
Signature of certifying official Deputy SHPO Date

Oregon State Historic Preservation Office  
State or Federal agency and bureau

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

\_\_\_\_\_  
Signature of commenting or other official Date

\_\_\_\_\_  
State or Federal agency and bureau

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**National Register of Historic Places  
Continuation Sheet**

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**LEBANON SOUTHERN PACIFIC RAILROAD DEPOT (1908)**

735 Third Street

Lebanon, Linn County, Oregon

**COMMENTS OF THE STATE HISTORIC PRESERVATION OFFICE**

The Southern Pacific Railroad Depot at Lebanon, on the east margin of Oregon's Willamette Valley, was built in 1908 from the Southern Pacific Company's Plan No. 23 for a combination freight and passenger station. It meets National Register Criterion C as the best preserved example of historic railroad pattern book architecture of its type in Linn County, and it is the only one that holds its original site and placement in relation to the tracks. Representative pattern book stations elsewhere in Linn County, at Brownsville, Tangent, Halsey, and West Scio, have been removed from their original foundations or altered in orientation. This application provides insight to the method for standardized construction, showing that the railroad company's traveling construction crews erected station buildings from flexible stock plans using materials transported to the site by rail. The advantage of a combination building was economy of effort and expense. A modular pattern permitted additional bays to be added to one end of the longitudinal volume as need required. Also contributing to efficiency, with regard to maintenance of buildings throughout the system, was the Southern Pacific Company's uniform color scheme consisting of mustard yellow exterior with brown trim and moss green roof cover.

The station is located on the old Southern Pacific branch line in a historic industrial corridor two blocks west of Lebanon's Main Street (U. S. Highway 20), at the southwest corner of the intersection of Third and Sherman Streets. The area proposed for nomination is the easterly 50 feet of the block bounded by Third and Fourth, and Sherman and Grant Streets.

A reversed version of Plan No. 23, the Lebanon Depot is composed as a one story volume of wood frame construction with attic and ground plan dimensions of 25 x 135 feet. Resting on a post and pier foundation, it is oriented with its long axis parallel with the north-south double track. Exterior elevations are clad with horizontal drop siding and are detailed simply with corner boards and vertical 1 x 4s demarcating structural bays. There is vertical tongue and groove skirting below the water table. As is characteristic of station buildings of the late 19th and early 20th century, the gable roof has wide, sheltering eave overhangs on brackets. There are pent roofs at either gable end. Sign boards are missing from the end gables. The stationmaster's square observation bay is on the west, or trackside elevation, north of center. A timber frame

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loading ramp and platform against the southwest corner originally extended the length of the west face to the stationmaster's bay. The pattern of openings reflects a conventional interior layout placing passenger waiting room at the north end, station office in the center, and baggage and freight room at the south end, where sliding doors are found on three sides. Windows fitted with six-over-six double-hung sash are intact under temporary plywood coverings. The building has been vacant since it was closed in 1985, at which time the Southern Pacific leased its branch line to the Burlington Northern Railroad. The City of Lebanon acquired the station building in 1996 with the object of adapting the building as a local transportation center.

Interior walls and ceilings in the waiting room and office are lined with vertical tongue and groove mill stock. Salient features include a fixed bench on the north wall and northwest corner, a northeast corner restroom added about 1914, and built-in cabinetry in the office which also is thought to have been installed after original construction. Paint line evidence indicates that the waiting room and office earlier were separated by a partition. At present, a counter provides the only effective separation. The freight house interior is unfinished, but the lower wall is protected with horizontal boards applied to studs. In this space, the queen post roof truss framing system is exposed. Two of the six sliding freight doors retain original hardware. Alterations to the building, as noted above, have been minor. Except for small areas of loss on the west elevation, the roof structure is protected with standing seam galvanized sheet metal, which covers a bottom layer of wood shingles overlaid by asbestos shingles.

The 1908 Southern Pacific Railroad passenger station and freight house also is significant under National Register Criterion A in the area of transportation for its function in railroad travel and shipping for lumber manufacture and agriculture, Lebanon's primary industries in the first half of the 20th century. The short line founded by the Albany & Lebanon Railroad Company in 1880 to link Lebanon's mills on the Santiam River to the Oregon & California Railroad main line running up the Willamette Valley 12 miles to the west, was quickly taken over by the larger railroad interests and was made a branch of the main line. In 1887, the Southern Pacific Railroad took control of the O & C. As local industry expanded, mills, warehouses, and stock yards developed along the rails near the town's original depot, which stood half a block north of the nominated property, situated between a set of parallel tracks. By 1907, the original station building proved inadequate for the volume of traffic, and the City agitated for construction of the existing station. The application recounts successive periods of industrial development following completion of the new station in 1908. The array of plants established between 1905 and 1920 included the Crandall Brothers planing mill, the Lebanon Lumber Mill, and the Linn County Cooperative Cannery. The railroad continued to be vital to local economy as the wood products industry, which operated strategically in close proximity to timbered areas of the

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Cascade Range, expanded through the Depression and Second World War. The high point of this trend was reached, this documentation points out, when Evans Products Company opened an immense plywood mill in Lebanon in 1940-1941.

The historic period of significance under Criterion A is drawn to 1945, which marked the end of the war effort and the last real surge of passenger traffic created by demobilization of military personnel. Passenger service, which declined generally with widespread use of automobiles and the advent of interstate freeways in the post war era, was terminated at the Lebanon station in the mid 1950s. After the regional timber industry gradually declined through the ensuing decades, freight traffic waned accordingly, and the station was closed permanently in 1985.

**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register  
    \_\_\_ See continuation sheet.
- determined eligible for the National Register  
    \_\_\_ See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): \_\_\_\_\_

*Edson J. Beall* 6.13.97

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

**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

Contributing	Non contributing
<u>  1  </u>	_____ buildings
_____	_____ sites
_____	_____ structures
_____	_____ objects
<u>  1  </u>	<u>  0  </u> Total

Number of contributing resources previously listed in the National Register   N/A  

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

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**6. Function or Use**

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Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: rail related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Current Functions (Enter categories from instructions)

Cat: WORK IN PROGRESS Sub: civic  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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**7. Description**

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Architectural Classification (Enter categories from instructions)

Other: Pattern book railroad depot  
\_\_\_\_\_  
\_\_\_\_\_

Materials (Enter categories from instructions)

foundation WOOD  
roof METAL  
walls WOOD  
\_\_\_\_\_  
other BRICK  
WOOD

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

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**CONTINUATION SHEET**

Section 7 Page 1

=====  
**Southern Pacific Railroad Depot - Lebanon**  
**Linn County, Oregon**

**Description**

The Southern Pacific Railroad Depot, located in Lebanon, Linn County, Oregon, is a one story combination station, handling both freight and passenger traffic. Measuring 25 by 135 feet, it is a wood frame building with a rectangular floor plan based on Southern Pacific's Standard Station #23 plan (dated September 1906) and is a well-preserved example of railroad pattern book architecture.<sup>1</sup> Built in 1908 by a Southern Pacific construction crew,<sup>2</sup> it has stood vacant since 1985 when Southern Pacific terminated freight traffic on that line and leased the track out to Burlington Northern.

The Southern Pacific Railroad Depot is located two blocks west of US Highway 20 in Lebanon, Oregon, in Section 10, T12S R2W. It is situated on the extreme northeast corner of the block bounded by West Grant Avenue, Fourth Street, Sherman Avenue, and Third Street. The depot is located directly east of the double track that runs through that block. The depot building is bounded by a sidewalk on the north, an asphalt paved road on the east side which comes to the edge of the depot wall, on the south side by vacant parcel land, and on the west by a double track. Across the tracks, there is a ca. 1881 timber-frame grain warehouse. In all aspects, the depot has retained a high degree of integrity. Though it is currently in fair physical condition, the depot is slated for rehabilitation using federal funds.

Exterior Features

This combination depot, designed to handle freight and passenger service, is separated into two main areas corresponding to the public area of the building where passengers and station staff could interact with one another, such as the waiting room and depot office area in the north end; and into the back area corresponding to the baggage and freight functions in the south end. The depot is currently painted a Colonial yellow with the windows and door trim painted a light brown. The wood vertical "skirt" on the east side of the depot is painted a dark brownish red, as are the 7" x 11" heavy timber pilings flanking the lower portion of the east freight doors. The pilings appear to be placed in this location to protect the building from damage occurring during loading and unloading freight on the road side.

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<sup>1</sup>Edmonson, Harold A. Railroad Station Planbook (Milwaukee, WI: Kalmbach Publishing Co., 1977.), 15.

<sup>2</sup>Lebanon Criterion, Lebanon, Oregon, 1/6/1909.

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Section 7 Page 2

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**Southern Pacific Railroad Depot - Lebanon  
Linn County, Oregon**

**Description (continued)**

The depot floor is supported by a wood post and pier foundation. Wood joists measuring 2" x 10" rest on the depot foundation sills and two 8" x 8" girders which run N-S beneath the building. The depot walls are composed of wood stud construction with corner posts measuring 5 1/2" x 6" and a plate composed of one board. The depot has a roof truss system. Vertical tongue and groove skirting hides and protects the lower part of the building on the east elevation from the baggage room to end of the freight area. A board measuring 9 1/2" in width serves to separate the vertical skirting and horizontal siding which clads the building. Wood ventilation grates are located approximately two inches off the ground on the west elevation, north and east elevations of the depot.

The exterior walls are clad with horizontal drop siding measuring 5" to the weather, with a flat planar surface of 3 3/4". The walls are broken into regular sections by vertical wood boards measuring 1" x 4" some of which serve as points of attachment for the roof eave brackets. Each corner is protected by butted corner boards measuring 1" x 8 1/2" and 1" x 9".

There are seven freight doors; three on the east elevation adjacent to the road; one on the south elevation; and three on the west elevation on the track side of the depot. All freight doors correspond to the interior freight room layout. Freight doors are made of thin, vertical tongue and groove boards which are divided into four panels by two centrally located, perpendicular chamfered battens. The door on the south elevation is slightly narrower than the other freight doors.

The depot has three pedestrian entry doors. The main entrance door is located on the west elevation and leads from the tracks into the passenger waiting room. The door has six horizontal panels with a three light transom sash and a mail slot located in the fourth panel from the top. A second entry door is located on the east elevation and also opens into the waiting area. It is a five horizontal panel door with a transom three light sash. A duplicate door is also located on the east elevation, just south of the other door, and is the entrance to the furnace room.

The depot has thirteen windows, with un-molded stick work serving as the exterior window casing. All are large, six over six double hung windows detailed with lambs tongues unless otherwise noted. The north elevation has two tall windows. The lights in the bottom sash of the western most window have been replaced with a single light sash. The east elevation has a small, square, highly placed, bathroom window (configuration unknown



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Section 7 Page 3

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**Southern Pacific Railroad Depot - Lebanon  
Linn County, Oregon**

**Description (continued)**

as it is missing); two tall windows corresponding to the passenger waiting area and depot office, and a small window located near the roof line, corresponding to the upstairs records room. On the south elevation, in the gable, there is a single two light horizontal window which currently has a wire screen instead of glass. The three freight doors on the west elevation have a seven light transom sash, incorporated into the wall. A rectangular bay, also on the west elevation, has five windows, three on the face of the bay and one on each side of the bay. The bay served as the station master's observation post and light source for his built-in desk.

The depot has a gable roof line with a pent roof on the north and south elevations. The roof is currently sheathed in standing seam sheet metal. Sections of this metal roof have deteriorated at the edges revealing asbestos shingles and two layers of wood shingles underneath. In the southwest corner of the roof, the sheet metal sheathing and asbestos shingles are completely missing, exposing the wood rafters to the elements. The roof eaves have a wide overhang over the body of the depot and extend further across the bay window on the west elevation. The eaves are supported by single brackets at regularly spaced intervals. These brackets are long and slender with a shallow decorative notch at the center of each. The soffits are composed of thin tongue and groove wood strips. A fascia board covers the ends of the exposed rafter tails. The roof line is accentuated with torus crown molding. This molding in conjunction with a frieze board is also located on the north and south roof elevations. The depot signboard hardware is located on the top of the north and south pent roof. A short chimney protruding from the top center of the roof is missing the upper brick courses.

A heavy timber frame loading ramp swings around the south end of the depot. The ramp is two feet away from the south wall. It levels out to a platform approximately 3 feet off the ground on the west trackside elevation, ending with a small six step stair to the north edge of the middle west freight door.

Significant Interior Features

The interior is organized from north to south into three clearly separated areas; the public waiting area, the station office, and the baggage room and the freight room. Walls and ceilings of the passenger area and the office are composed of vertical tongue and groove while the freight area lacks this interior wall and ceiling treatment. Instead, the structural

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**Southern Pacific Railroad Depot - Lebanon  
Linn County, Oregon**

**Description (continued)**

members of the building are very visible in this area along with an exposed roof truss systems and stud walls. In the freight room, horizontal boards cover the lower half of the walls. The plate consists of one board, with the exception at the southern end of the freight room where it is comprised of two boards.

Entering the depot from either the trackside or roadside pedestrian entry, the waiting room is the first space one sees. The interior is painted a pale mint green and white with black borders. The floor is composed of unpainted Douglas fir floor boards measuring 3 inches in width and laid east/west. The waiting room and office area are now open, but evidence indicates that a wall may have separated these spaces in the past. Currently, a counter in the shape of a shallow "c" separates these areas. A fixed passenger bench is located along the north wall. The bench, which curves and extends to the west entrance door, is currently painted black. Mint green paint is evident in areas where the black paint has flaked off, indicating that the bench was painted the same color as the walls in the past. In the northeast corner of the depot is a partition wall enclosing a 8' x 12' restroom. The rest room consisted of a toilet and sink that have been removed.

Along the south wall of the office are seven white wood floor cabinets whose doors open outward to reveal horizontal shelving. The cast metal, convex face door knobs have a flower motif imprinted on them and appear to be the original door hardware and cabinets. The door to the baggage/freight room is also located along the south wall of the office.

On the west wall, set into the rectangular bay window, is the station master's desk and observation post. The desk was composed of wood and was directly attached to the west wall at the base of the windows. Attached perpendicular to the west wall, and partially obscuring the bottom of the singly placed six over six double hung window are 41" tall cabinets with a counter that divide the waiting area from the office area. These cabinets have sliding doors with horizontal shelves, serve as a counter and curves inward (south) and is the only one that has a door that opens outward. The placement of these cabinets suggests that they were installed after the depot had been in operation a number of years.

The ceiling is made of thin tongue and groove siding laid vertically on the walls and continuing N-S across the ceiling with a quarter round wood molding at the wall and ceiling juncture. All of the light fixtures have been removed, leaving poles that are attached to the ceiling with exposed

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**Southern Pacific Railroad Depot - Lebanon**  
**Linn County, Oregon**

**Description (continued)**

wires at their ends.

The baggage room to the south of the office is located three steps above the waiting/office floor level. There is one six over six window to the east as one enters the room and a small, narrow three panel, sliding window between the baggage and the office which allowed the office staff to communicate with the other staff members working in the freight area. The floor, walls, and ceiling of the baggage area are rough unfinished wood boards and 1" x 4" studs.

To the south of the baggage room, there is an open doorway that leads to the freight room. To the west of that doorway, there is a straight flight, wood, open stringer stair along the south baggage room wall that leads to the records room. Inside, there are bookshelves along three sides of the room, with a small window on the east. Additional bookshelves are located in the center of the room, placed back to back. On the north wall, there is a small door panel about 4 feet off the ground, located between the book shelves which opens into the closed roof truss over the waiting room and office area.

The freight room is on the south end of the depot and takes up the majority of the space. The floor is made of wide wood planks running north and south and in areas where repairs have been made, east and west. The ceiling is a Queen Post<sup>3</sup> open truss system spanning the entire length of the depot. The trusses and the walls have a white wash finish, except for the brown, horizontal board, wall which extends halfway up on each elevation wall. Two of the six sliding freight doors have the original, patented in 1907, three point spade, sliding door roller hardware while the remaining four freight doors have horseshoe shaped roller door hardware with varying degree of completeness. A coal bin in the southeast corner of the freight room is surrounded by a wood wall.

Alterations

The depot has had a number of alterations since it was completed. On the west, trackside elevation, physical evidence in the form of a faint paint line, along with historic photographs, confirms that the exterior wood freight platform on the west elevation extended to the south end of the bay window. Evidence suggests that the roof cladding has been replaced at

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<sup>3</sup>Sluzas, Raymond. A Graphic Guide to Industrialized Building Elements. (Boston, MA: CBI Publishing Company, Inc., 1977.), 98.

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**Southern Pacific Railroad Depot - Lebanon  
Linn County, Oregon**

**Description (continued)**

least three times. There are two layers of wood shingles, an asbestos shingle layer above it, and finally the sheet metal cover. In addition to these changes, the Lebanon station sign boards at the north and south roof pent edges are missing. However, the attaching hardware is still there. The windows have remained unchanged with the exception of the first window on the north elevation. The bottom sash of the six over six window has been replaced with single light. All of the depot windows are currently boarded up with plywood and corrugated steel. An opening in the east wall, next to the southern most tall window, suggests that an air conditioning unit was located there at some point in the past and has since been removed. The opening is now covered with plywood.

The interior has seen few changes. A restroom in the northeast corner was added by a Southern Pacific Railroad Company construction crew in 1914, seven years after the station was completed. Interior evidence in the form of a faint paint and caulking line on the waiting/office area ceiling suggests that there was a wall separating these two areas in the past. Date of the alteration is unknown. The Station master's desk within the bay window has been destroyed, date unknown.

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**8. Statement of Significance**

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Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield information important in prehistory or history.

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

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

Period of Significance 1908-1945

Significant Dates 1908

Significant Person (Complete if Criterion B is marked above) N/A

Cultural Affiliation N/A

Architect/Builder Southern Pacific Railroad Company

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

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**Southern Pacific Railroad Depot - Lebanon  
Linn County, Oregon**

**Statement of Significance**

The Southern Pacific Railroad Depot, constructed in 1908, is historically significant under Criterion A, in the area of transportation, for its association with railroad transportation in Lebanon. The railroad played an important role in the Lebanon economy and the depot best reflects the presence of the railroad in the community. The timber and agricultural industry flourished locally due in part of the rail connection. The depot is also significant under Criterion C, in the area of Architecture, as Linn County's best preserved example of a wood-frame, combination passenger/freight depot procured from a railroad company pattern book.

**The Impact of the Railroad on the Economic Development of Lebanon**

In 1871, the Oregon & California (O&C) Railroad, the first railroad in the Willamette Valley, by-passed Lebanon and built their track through to Albany instead, 14 miles to the west. Located on the South Santiam River, the town founders sought to use the river as a link to the new rail line. An attempt was made in 1871 to navigate the river with the steamboat Calliope from the Willamette River to Lebanon via the Santiam River. It proved to be unsuccessful for the river was not deep enough to accommodate a fully loaded steamboat. In 1872-73, the Santiam-Albany Canal was completed as a means of connecting the agricultural and timber products of Eastern Linn County to the Willamette River steamboats and the O&C railroad. The town soon discovered that the current was too swift, making it extremely difficult to tow barges upstream. Nevertheless, the canal was still used for shipping products to Albany. Ultimately, the town would need a mode of transportation that would allow them to import goods as well as to export them.

The history of the railroad in Lebanon dates to 1872, when a group of citizens met on September 5th with the purpose of securing a railroad from their town to a point on the O&C Railroad's north-south line, located approximately 12 miles west of Lebanon. This was a direct result of the earlier failed attempt at navigating the Santiam River. Nothing occurred as a outcome of this meeting. But eight years later, the capital needed to fund such a business venture was found. In 1880, Henry Villard, railroad magnate and president of the Oregon & California Railroad, supplied the \$200,000 necessary to build a line from Albany, on the O&C main line, to Lebanon.

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**Southern Pacific Railroad Depot - Lebanon**  
**Linn County, Oregon**

**Statement of Significance**

The Albany & Lebanon (A&L) Railroad Company was incorporated on February 2, 1880. The land for the railroad tracks and the proposed depot in the town of Lebanon was sold to the A&L for the sum of one dollar by Jeremiah and Jemima Ralston, Lebanon's founding family, on May 22, 1880. This land had been part of their third platted addition to the town.

The railroad tracks and a depot were completed by September 21, 1880. Sanborn maps and newspaper accounts indicate that the depot was a small, one story depot built between the double tracks between Sherman and Ash Streets. The line officially opened for service on October 1, 1880. The A & L operated for about eight months before it was purchased by the Oregon & California (O&C) Railroad on May 6, 1881. The O&C made it a branch line to their main north-south track in the Willamette Valley. Later that year, the Lebanon Warehouse Company built a grain storage warehouse on railroad property, a block from the depot facilitating transportation of regional agricultural products.

The O&C remained in service until May 12, 1887 when the Southern Pacific Railroad Company assumed controlling stock. Between 1880 and 1899, the Lebanon population slowly increased as did the business opportunities, evident in the expansion of local industry. In 1888, W.B. Donaca constructed another grain warehouse along the tracks and in 1895, Southern Pacific built stockyard pens alongside the tracks near the depot. In the 1890's, additional industries, such as the Lebanon Paper Mill, an excelsior plant, and the new roller mill had spur lines built to their businesses.<sup>4</sup>

With the start of a new century, and a reliable railroad link, Lebanon experienced noticeable growth. A 97% increase in the Lebanon population was recorded by 1910.<sup>5</sup> Most of this growth was attributed to the railroad companies which promoted Oregon with special colonists fares.<sup>6</sup> Southern Pacific promoted Lebanon to the rest of the nation as a "Land of Opportunity" in Sunset Magazine (March 1912).<sup>7</sup> As a result, newer,

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<sup>4</sup>City of Lebanon, Historic Context Statement, 61.

<sup>5</sup>City of Lebanon, Historic Context Statement, 101.

<sup>6</sup>City of Lebanon, Historic Context Statement, 101.

<sup>7</sup>Hall, Rinaldo M. Oregon, Washington, Idaho and Their Resources (San Francisco, CA: Southern Pacific Company Passenger Department, 1905.) and City of Lebanon, Historic Context Statement, 102.

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**Southern Pacific Railroad Depot - Lebanon  
Linn County, Oregon**

**Statement of Significance (continued)**

permanent commercial buildings were constructed using concrete and brick instead of wood. "Downtown Lebanon...was... transformed almost overnight from a Main Street of frontier wooden...buildings to...concrete, face brick and plate glass."<sup>8</sup> Some of the wood commercial buildings existing at the time were either demolished or removed and replaced with reinforced concrete buildings, the first one built in 1908 as a rear addition to the Lebanon bank building at the corner of Sherman and Main Streets.<sup>9</sup> The wood depot remained amidst the changes made to other commercial buildings. Meanwhile, new enterprises located their factories, industries and mills in Lebanon alongside the Southern Pacific tracks. Such businesses included: the Hazelwood Creamery station, built in April 1905, and located slightly north of the depot<sup>10</sup>; a potato warehouse built in October 1905<sup>11</sup> and additional agriculture warehouses located along the tracks by 1909.<sup>12</sup> This combined with the additional construction of commercial buildings between 1900 and 1910 along the Sherman Street corridor, west to the depot, made it evident that the depot was a vital economic, freight, and transportation hub for the city.

By 1907, it became evident that the 1880 railroad depot was inadequate for the amount of passenger and freight traffic that arrived and departed from Lebanon.<sup>13</sup> The Lebanon Express-Advance reported on January 7, 1907 that "the Southern Pacific's railroad carpenters arrived in Lebanon to make extensive repairs to the depot which included a new roof, a new floor and new underpinnings."<sup>14</sup> The citizens of Lebanon felt that repairs would be unacceptable and pushed for a larger combination freight and passenger depot.

On July 1, 1907, the Southern Pacific General Manager & Superintendent arrived in Lebanon to consider the condition of the old depot and possibly making improvements or to construct a new one. Between July and December, the decision was made to construct a new combination passenger and freight depot.

<sup>8</sup>City of Lebanon, Historic Context Statement, 111.

<sup>9</sup>City of Lebanon, Historic Context Statement, 112.

<sup>10</sup>City of Lebanon, Historic Context Statement, 138.

<sup>11</sup>City of Lebanon, Historic Context Statement, 137.

<sup>12</sup>City of Lebanon, Historic Context Statement, 134.

<sup>13</sup>Variety of newspaper articles.

<sup>14</sup>Express Advance, Lebanon, Oregon, 1/7/1907



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**CONTINUATION SHEET**

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**Southern Pacific Railroad Depot - Lebanon**  
**Linn County, Oregon**

**Statement of Significance (continued)**

On December 13, 1907, several Southern Pacific head officials arrived in Lebanon to scout a new location suitable for the new depot.<sup>15</sup> On May 15, 1908, the city of Lebanon signed a contract with Southern Pacific to begin construction of a second depot at a new location.<sup>16</sup> This depot constructed used Southern Pacific plan #23, which was designed to handle a combination of freight and passenger traffic. While freight was processed and stored in the three southern bays, passengers waited in the northern waiting room for the arrival of their train. The Southern Pacific Railroad Company maintained their city office in between these areas. This depot was larger and chosen to handle the ever increasing traffic that Lebanon was experiencing.

The economy continued to expand and additional construction and businesses located by the tracks. In 1913, George McKilligan established a cement brick and tile warehouse one block north of the depot.<sup>17</sup> In that same year, Sherman Street was paved between Main Street and the depot, the first paved street in Lebanon.<sup>18</sup> Water, electric and telephone utilities spread as well, as noted in a 1914 Lebanon Criterion article, which reported that "a Southern Pacific construction gang connected the depot with the city water and sewer system."<sup>19</sup> With the introduction of the automobile in the teens, demand for gasoline led to the construction of gasoline tanks on the east side of the Grant Street bridge and railroad tracks.<sup>20</sup>

The agricultural industry also began to rely more heavily on rail service for exporting their products. In 1913, Claude Murphy shipped the first full car of apples from Lebanon, the first attempt by Lebanon fruit growers to market their product in car load lots, and was an "experiment (that) will be watched with a great deal of interest by all of the growers."<sup>21</sup> Also in that year, fruit growers gathered to discuss the possibility of organizing and operating a cannery in Lebanon. Three years later, in 1917, the Linn Co-operative Cannery filed articles of incorporation and began construction of a cannery west of the railroad

<sup>15</sup>Express Advance, Lebanon, Oregon, 12/13/1907

<sup>16</sup>Express-Advance, Lebanon, Oregon, 7/2/1907

<sup>17</sup>City of Lebanon. Historic Context Statement, 122.

<sup>18</sup>City of Lebanon. Historic Context Statement, 128.

<sup>19</sup>The Lebanon Criterion. Lebanon, Oregon, December 12, 1914.

<sup>20</sup>City of Lebanon. Historic Context Statement, 127.

<sup>21</sup>City of Lebanon. Historic Context Statement, 136.

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National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section 8 Page 11

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**Southern Pacific Railroad Depot - Lebanon  
Linn County, Oregon**

**Statement of Significance (continued)**

freight yards, north of Oak Street.<sup>22</sup>

In addition to agriculture, the commercial timber industry began to figure prominently in the Lebanon economy. The Crandall Bros. established a planing mill in 1905 and in 1907 were shipping carloads of lumber to San Francisco following the devastating earthquake of 1906.<sup>23</sup> In 1907, the Lebanon Lumber Company established a sawmill along the Lebanon canal. Seven years later, in 1914, the company completed a short spur track off the main line to their new mill along the Santiam River. Timber harvested at Crabtree could be shipped to the mill by rail, doing away with the lengthy and expensive log drive on the Santiam River.<sup>24</sup>

In response to the advances made in sanitation and water sewage systems, the depot was altered in 1915. A partition wall was added in the waiting room to create a ladies rest room and a closet for the men on the Third Street side of the building.<sup>25</sup> By 1918, a dozen railroad tie manufacturing plants were located in Lebanon district shipping an average of 15 cars weekly to other points along the Southern Pacific lines in Oregon.<sup>26</sup> In 1920, the Lebanon-Santiam Lumber Co. purchased a block on Oak Street between Third and Fourth Street for a planing mill. Plans called for the purchase of rough lumber from the mills in the vicinity so that it could be dressed at the mill and shipped to the eastern market by rail.<sup>27</sup> In 1929, the Fir Lumber Co. was established between Ash and Rose Streets, on Third Street alongside the west side of the tracks.

Between 1928-1937, Lebanon again experienced another population growth partially due to the expansion and creation of new industries along the railroad line. Among them, the timber industry was key to Lebanon's economic survival during the Great Depression. It was also instrumental in partially alleviating the effects of the increased proliferation of the automobile which was encroaching on freight and passenger rail service.<sup>28</sup>

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<sup>22</sup>City of Lebanon. Historic Context Statement, 123.

<sup>23</sup>City of Lebanon. Historic Context Statement, 121.

<sup>24</sup>City of Lebanon. Historic Context Statement, 119.

<sup>25</sup>Express-Advance, Lebanon, Oregon, March 5, 1915.

<sup>26</sup>City of Lebanon. Historic Context Statement, 120.

<sup>27</sup>City of Lebanon. Historic Context Statement, 121.

<sup>28</sup>City of Lebanon. Historic Context Statement, 195.

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CONTINUATION SHEET**

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**Southern Pacific Railroad Depot - Lebanon  
Linn County, Oregon**

**Statement of Significance (continued)**

In February 1928, the Linn County Logging and Lumber Railway sought permission from the Interstate Commerce Commission to build a line from Albany, through Lebanon, to Foster to tap into virgin lumber in the foothills of the Cascade Mountains.<sup>29</sup> The project was later taken over by the Oregon Electric Logging Railroad (OER) in April 1928 with funding from the Great Northern and the Northern Pacific Railroad Companies. In 1930, the OER signed a common user agreement with Southern Pacific and obtained permission to use their line through Lebanon, thereby avoiding building new track and a depot. With the completion of the missing rail gaps to Foster in 1932, the OER hauled logs harvested in the Cascade Mountains to Lebanon's many existing saw, planing, and paper mills located near the depot.<sup>30</sup>

Additional large scale commercial sawmills were established in Lebanon in the early 1930's, among them: the Fir Lumber Co. in 1931, located on the west side of the railroad tracks between Rose and Ash Streets; the Gleason Mill, and the Tom Russell Lumber Co. in 1931.<sup>31</sup> In addition, timber related industries moved into Lebanon, among them the Crown Willamette Paper Co. which in 1936 expanded their operations which diminished the effects of the Depression in Lebanon.

The agricultural industry also impacted Lebanon's economy. A fire in 1928 had destroyed Lebanon's only cannery, and until 1930 Lebanon agricultural growers were limited to barreling their product. In 1935, the Spencer Packing Co. constructed a new canning plant in Lebanon. "The facility used existing buildings on the north side of Sherman Street along the west side of the railroad tracks, formerly used for the barreling plant and erected a new building just to the west of these track side buildings."<sup>32</sup> Prior to this, area producers were forced to ship their product to other towns. By 1941, the facility added a larger warehouse. In 1937, the Scroggin Warehouse was shipping a large amount of rye grass seed and turkeys.<sup>33</sup>

The period from 1940 to 1945 was accentuated by two major events in

<sup>29</sup>City of Lebanon, Historic Context Statement, 196.

<sup>30</sup>City of Lebanon, Historic Context Statement, 196.

<sup>31</sup>City of Lebanon, Historic Context Statement, 193.

<sup>32</sup>City of Lebanon, Historic Context Statement, 199.

<sup>33</sup>City of Lebanon, Historic Context Statement, 198.

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**Southern Pacific Railroad Depot - Lebanon  
Linn County, Oregon**

**Statement of Significance (continued)**

Lebanon: World War II and the construction of the world's largest plywood mill in 1940. In 1940, the Evans Products Company built a plywood mill in Lebanon thereby "changing the face of the community."<sup>34</sup> The plant was completed in 1941, and coinciding with the United States entering World War II, the mill employed 580 people. The plant operated at peak capacity from 1941 to 1945, producing plywood for military needs. Employment soared, as did the population which led to an incredible demand for housing. Records during the period of 1940 to 1950 indicate that the population increased by 115%.<sup>35</sup> The city was forced to plat several additions during this period. In response to the demands of World War II, many businesses expanded their facilities. In 1942, G. N. Gillenwater built a 60 x 120 foot building on the railroad tracks, just south of the Scroggin warehouse for his feed and seed business.<sup>36</sup> In 1943, the Spencer Canning Co. built a dehydration plant for the purpose of processing beets, potatoes, carrots, and rutabagas for rail shipment to the armed forces.<sup>37</sup> Freight rail service continued as many of the companies shipped their products by rail to major points of distribution for the war effort. Passenger rail service continued in the form of troop transports and limited civilian train service. Passenger service was ultimately terminated in the mid 1950's.<sup>38</sup>

In 1985, after a long decline in the transport of lumber and agricultural freight from the area, freight service was permanently discontinued and the tracks leased out to the Burlington Northern Railroad Company. The railroad depot remained vacant until 1996 when the City of Lebanon bought the depot from Southern Pacific Transportation Co. with the plans of converting it into a "travel station" for the area.

**The Lebanon Depot as an example of Southern Pacific Railroad Station Design**

The Southern Pacific Railroad Depot in Lebanon is a well-preserved example of the widespread use of railroad pattern book architecture at the turn of

<sup>34</sup>City of Lebanon, Historic Context Statement, 193.

<sup>35</sup>City of Lebanon, Historic Context Statement, 187.

<sup>36</sup>City of Lebanon, Historic Context Statement, 198.

<sup>37</sup>City of Lebanon, Historic Context Statement, 200.

<sup>38</sup>phone conversation with Ed Austin, 10/31/96.

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**Southern Pacific Railroad Depot - Lebanon  
Linn County, Oregon**

**Statement of Significance (continued)**

the century. This depot is typical of the combination freight/passenger, wood, one story stations constructed along the Southern Pacific railroad. Southern Pacific Standard Plan #23, dated September 1906, was typical of these combination stations. They were designed to house facilities for freight and passengers under one roof, being more economical to combine these services than to house them in separate locations. These stations usually contained a waiting room, rest rooms, a ticket office and a separate section to receive and store baggage, mail and freight awaiting transport.<sup>39</sup> The passenger waiting room and ticket office had tall, large, six over six double hung windows detailed with lambs tongues. The ticket office, in addition, had a trackside bay window which served as the train dispatcher's/telegrapher's office, observation post<sup>40</sup> and light source for his built-in desk. The freight area was a primarily utilitarian space, devoid of any decorative features.

The combination depot was designed with expansion in mind. Composed of modules, or "bays," it facilitated add-ons when demand necessitated it. Sizes of these depots varied. Some were small, one bay depots staffed with one station agent who dealt with passenger, freight, and train orders; while larger depots were staffed with several station agents who oversaw a passenger waiting room, ticket & station office, and multiple freight bays.

Characteristic of these depots are their exterior paint scheme which matched standard Southern Pacific Company colors. The depot walls and door panels were painted a Colonial Yellow, the trim and door stiles a Light Brown and the roof a Moss Green.<sup>41</sup> With the exception of the roof, the Lebanon Depot still retains these colors.

Enormously popular between 1906 and 1930, these depots were most often built by a Southern Pacific construction crew who were already familiar with this building type and type of construction. The depots were constructed out of wood, a readily available material which was usually transported to the site by the railroad.

Typically, these depots have a wood post and pad foundation sufficiently elevated to allow for ventilation and prevent flooding during the winter

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<sup>39</sup>Edmonson, Harold A. Railroad Station Planbook (Milwaukee, WI: Kalmbach Books, Inc. 1977), 11.

<sup>40</sup>Edmonson, 11.

<sup>41</sup>Edmonson, 39.

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**Southern Pacific Railroad Depot - Lebanon  
Linn County, Oregon**

**Statement of Significance (continued)**

months and covered by a vertical "skirt." Heavy timber pilings flank the lower portion of the freight doors to protect the building from damage occurring during loading and unloading freight. The exterior walls are constructed of wood, horizontal drop siding and broken into regular sections by vertical un-molded stick work, some of which serve as points of attachment for the roof eave brackets while others as the frame for the exterior of the depot windows. Each corner of the depot is protected by butted corner boards. At regularly spaced intervals, the eaves are supported by long, slender brackets with a shallow decorative notch at the center of each. Freight doors are made of thin, vertical tongue and groove boards which are divided into four panels by two centrally located, perpendicular chamfered battens. Some freight doors have a seven light transom sash, incorporated into the wall. A unique and distinguishing, feature is the depot name boards located on the north and south pent roof.

Distinctive of these depots is the heavy timber frame loading ramp which swings around one end of the depot and levels out to a platform extending across all of the freight doors. Located trackside, it was built at freight car door level, allowing for easier movement of freight between rail car and depot freight bay.

Not all of the depots that Southern Pacific built were exact duplicates of Standard Plan #23. Stylistically, the exterior of the depots ranged from being a straight copy of the railroad pattern book elevations, to having flamboyant decorative features. Variations in the standard plan were also common due to the flexibility of the design. The Lebanon depot's plan is different from that of Standard Plan #23; it is reversed.

Other wood-frame railroad depots located within Linn County

The wood-frame, pattern book depots located in Brownsville, Tangent, Halsley, and West Scio, have been moved from their original sites. Although the Halsley depot is still located by the tracks, it's parallel orientation has been changed so that it now rests perpendicular to the tracks. As a result, the Southern Pacific Railroad depot in Lebanon, Oregon is the only in situ depot of it's type retaining its relationship with the railroad tracks in Linn County.

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**9. Major Bibliographical References**

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

Previous documentation on file (NPS)

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

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: City of Lebanon

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**10. Geographical Data**

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Acreeage of Property Less than one acre. Lebanon, Oregon 1:24000  
0.30 acres (50 x 264 feet)

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	10	507240	4931520	3	_____	_____
2	_____	_____	_____	4	_____	_____

\_\_\_\_\_ See continuation sheet.

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

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

---

**11. Form Prepared By**

---

name/title Rebecca R. Ossa  
organization \_\_\_\_\_

date 10/29/96

street & number 1615 Garfield Place telephone (541) 341-1744  
city or town Eugene state OR zip code 97402

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**NATIONAL REGISTER OF HISTORIC PLACES**  
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**Southern Pacific Railroad Depot - Lebanon**  
**Linn County, Oregon**

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The Express-Advance, Lebanon, Oregon, 7/2/1907.

The Express Advance, Lebanon, Oregon, 12/13/1907.

The Lebanon Criterion, Lebanon, Oregon, 6/6/1909.

**Verbal boundary description**

T12S, 2W, Section 10, Tax Lot 5800, easterly 50' of that parcel of land

That parcel of land situated in the southeast Quarter of Section 10,  
Township 12 South, Range 2 West, of the Willamette Meridian, City of  
Lebanon, County of Linn, State of Oregon being the Easterly 50.00 feet of  
that parcel of land described as follows:

Beginning at the point of intersection of the west line of Third Street  
and the south line of Sherman Avenue, said point being 354.00 feet west of  
the northeast corner of Block 8, of the Ralston's Addition to the City of



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CONTINUATION SHEET**

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=====  
**Southern Pacific Railroad Depot - Lebanon  
Linn County, Oregon**

Lebanon, Linn County, Oregon. Thence westerly along the south line of Sherman Avenue to the point of intersection with the east line of Fourth Street; Thence southerly along said east line of Fourth Street to the point of intersection with the north line of Grant Avenue; Thence easterly along said north line of Grant Avenue to the point of intersection with the west line of said Third Street; Thence northerly along said west line of Third Street to the Point of Beginning.

The westerly line of said easterly 50.00 foot strip to be parallel with and 50.00 feet westerly of, measured at right angles from, the westerly line of said Third Street and is to be lengthened or shortened so as to terminate in the Southerly line of said Sherman Avenue on the north and the northerly line of said Grant Avenue on the south.

**Verbal boundary justification**

The nominated property is the underlying land historically associated with the depot. It does not include any trackage. The nominated area is 50 x 264 feet to include the station building and the full length of the block between Sherman and Grant Streets lying easterly of the double tracks.

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**Additional Documentation**

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Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.  
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

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

---

**Property Owner**

---

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

name City of Lebanon  
street & number 925 Main Street telephone (541) 451-7422  
city or town Lebanon state OR zip code 97355-3200

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Section Photographs Page 18

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**Southern Pacific Railroad Depot - Lebanon  
Linn County, Oregon**

The following information is the same for all of the photographs that are listed below (#1-#11)

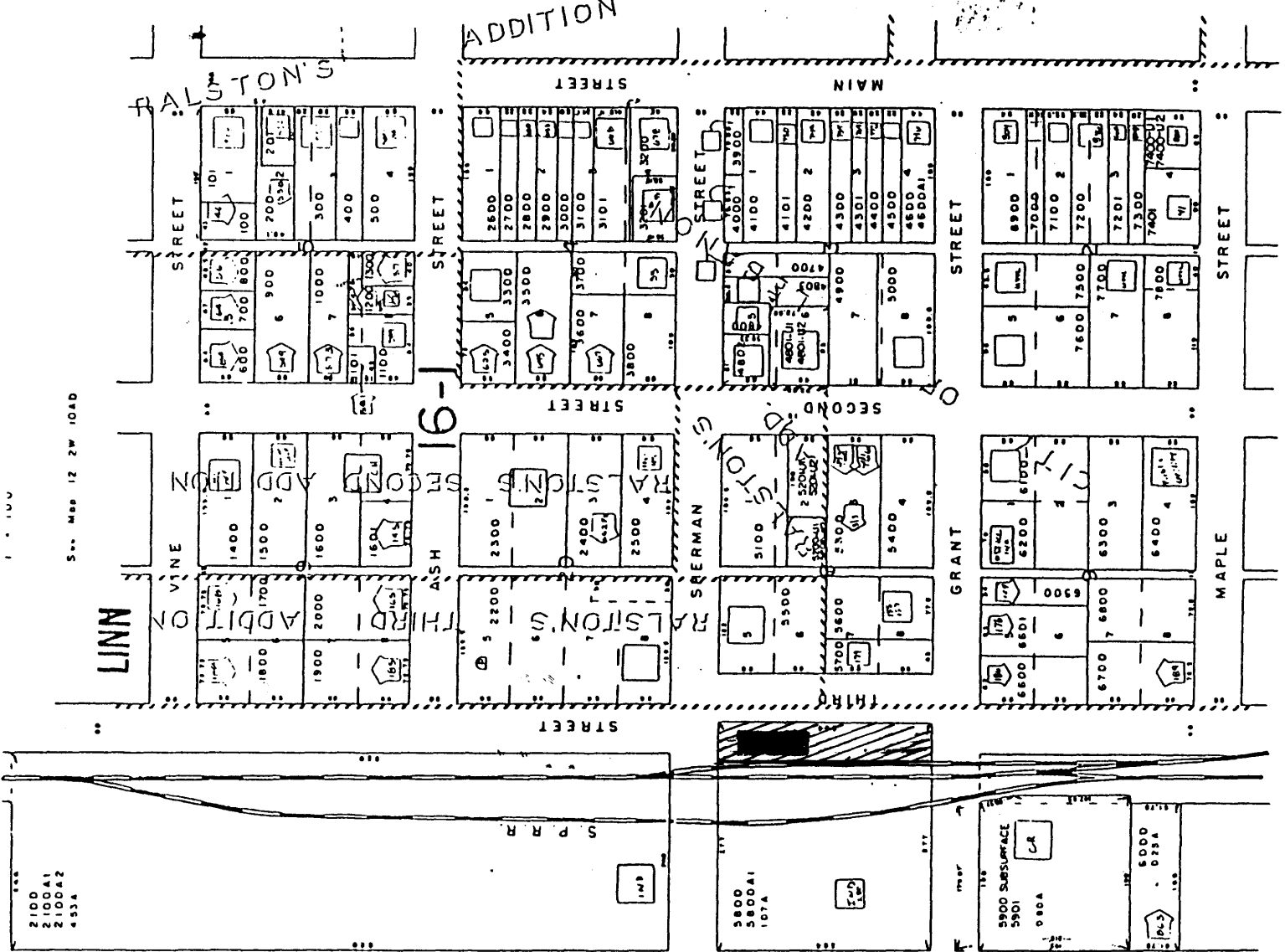
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Property Location: 735 Third Street  
Photographer: Rebecca R. Ossa  
Photograph Date: April/May 1995  
Location of Negatives: City of Lebanon Planning & Building Dept.  
925 Main Street  
Lebanon, OR  
97355-3200

- #1 Northwest view - General location of the depot
- #2 Northeast view - Depot along the railroad tracks
- #3 South view - North elevation
- #4 Southwest view - East elevation
- #5 North view - South elevation
- #6 East view - West elevation
- #7 Interior - Detail of passenger waiting area
- #8 Interior - Detail of passenger waiting area
- #9 Interior - Detail of cabinets
- #10 Interior - Detail of bay window
- #11 Interior - Detail of door knob

12 20 10 DA

See Map 12 SW 1168

LEBANON



See Map 12 SW 1040

1 100

SCALE 1:2400

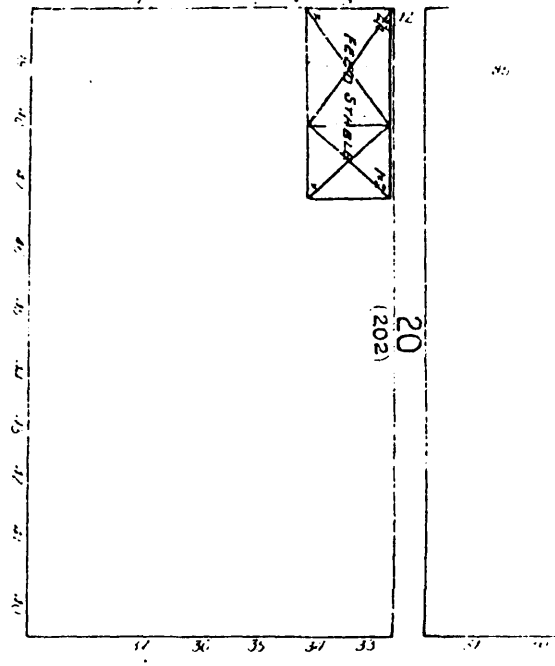


Southern Pacific Railroad  
Depot - Lebanon, Oregon

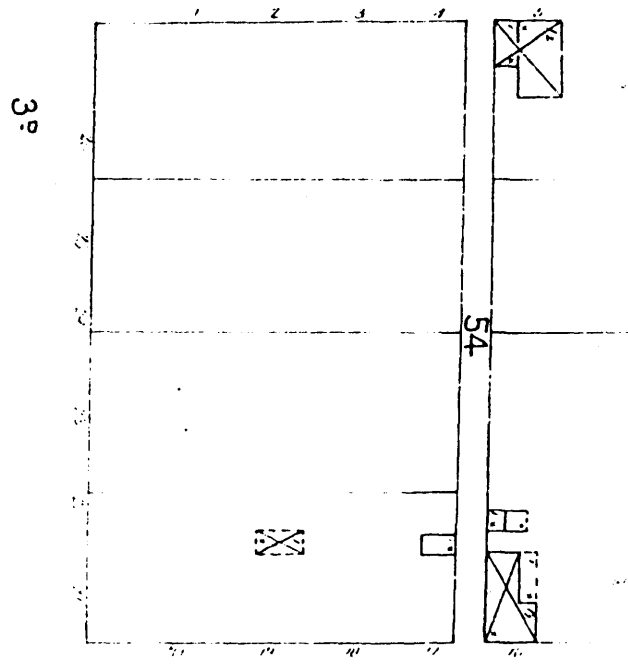
See Map 12 SW 1008

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DEPT. OF INTERIOR  
LANDS DIVISION  
LEBANON, OREGON

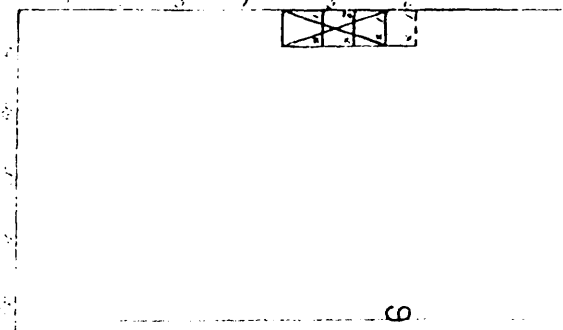
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SHERMAN



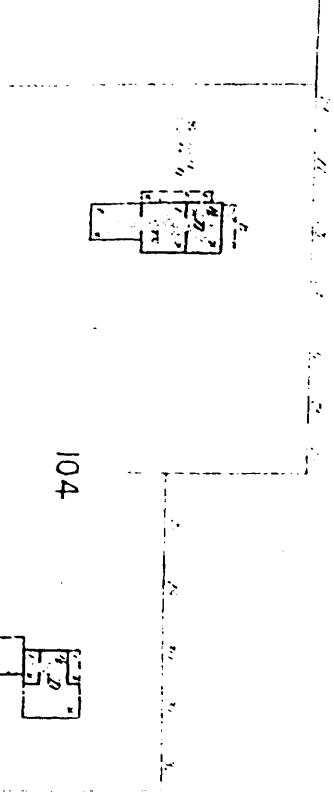
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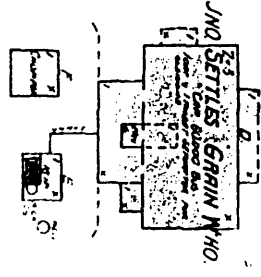
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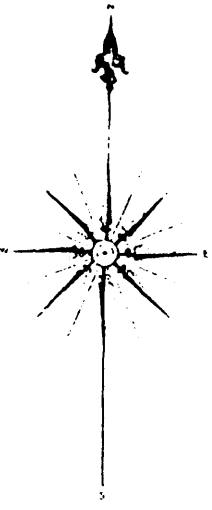
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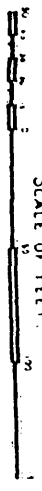
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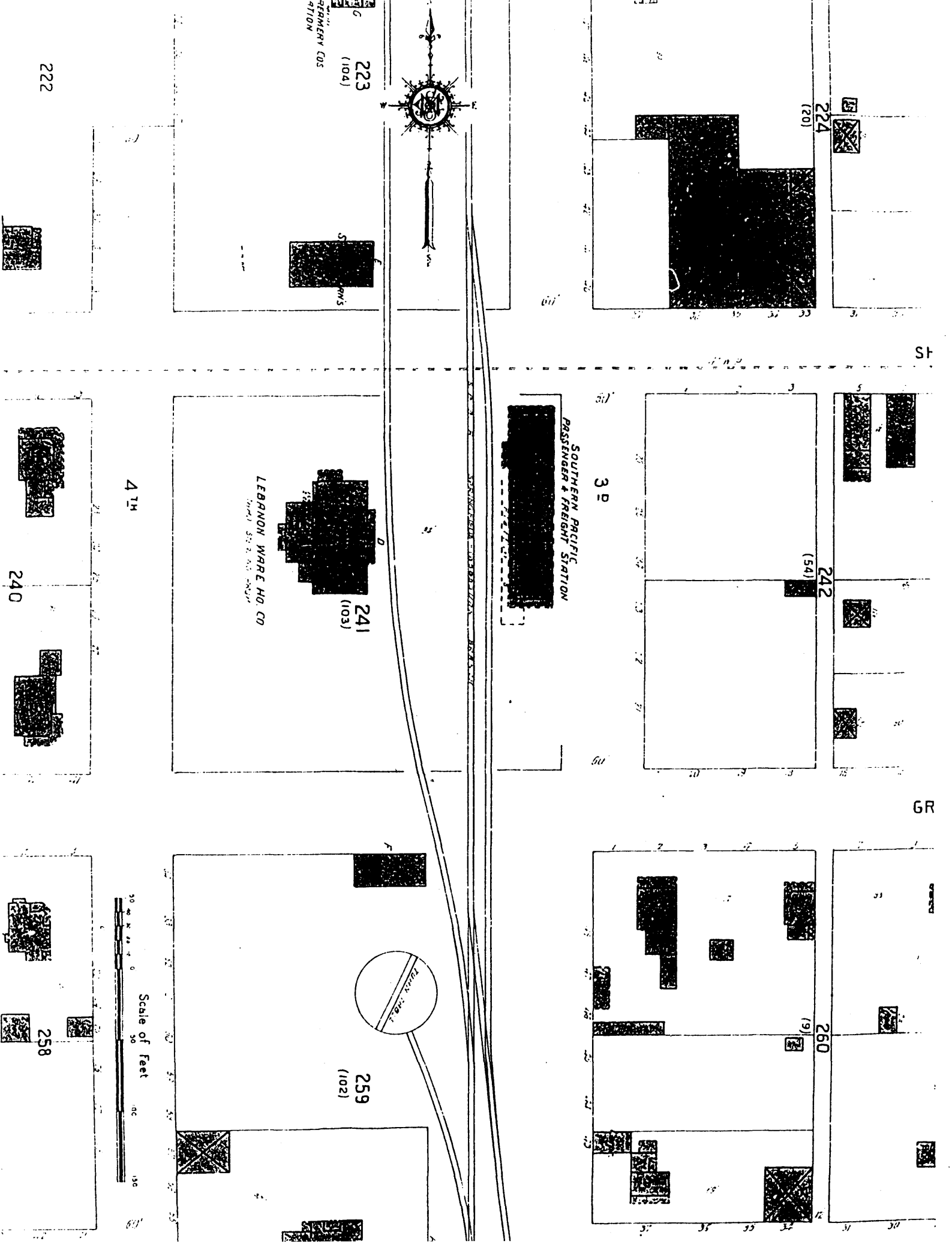


102



Scale of Feet





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STATION

224  
(201)

SOUTHERN PACIFIC  
PASSENGER & FREIGHT STATION

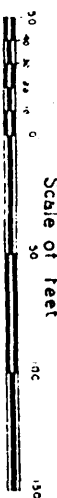
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240

Scale of Feet



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258

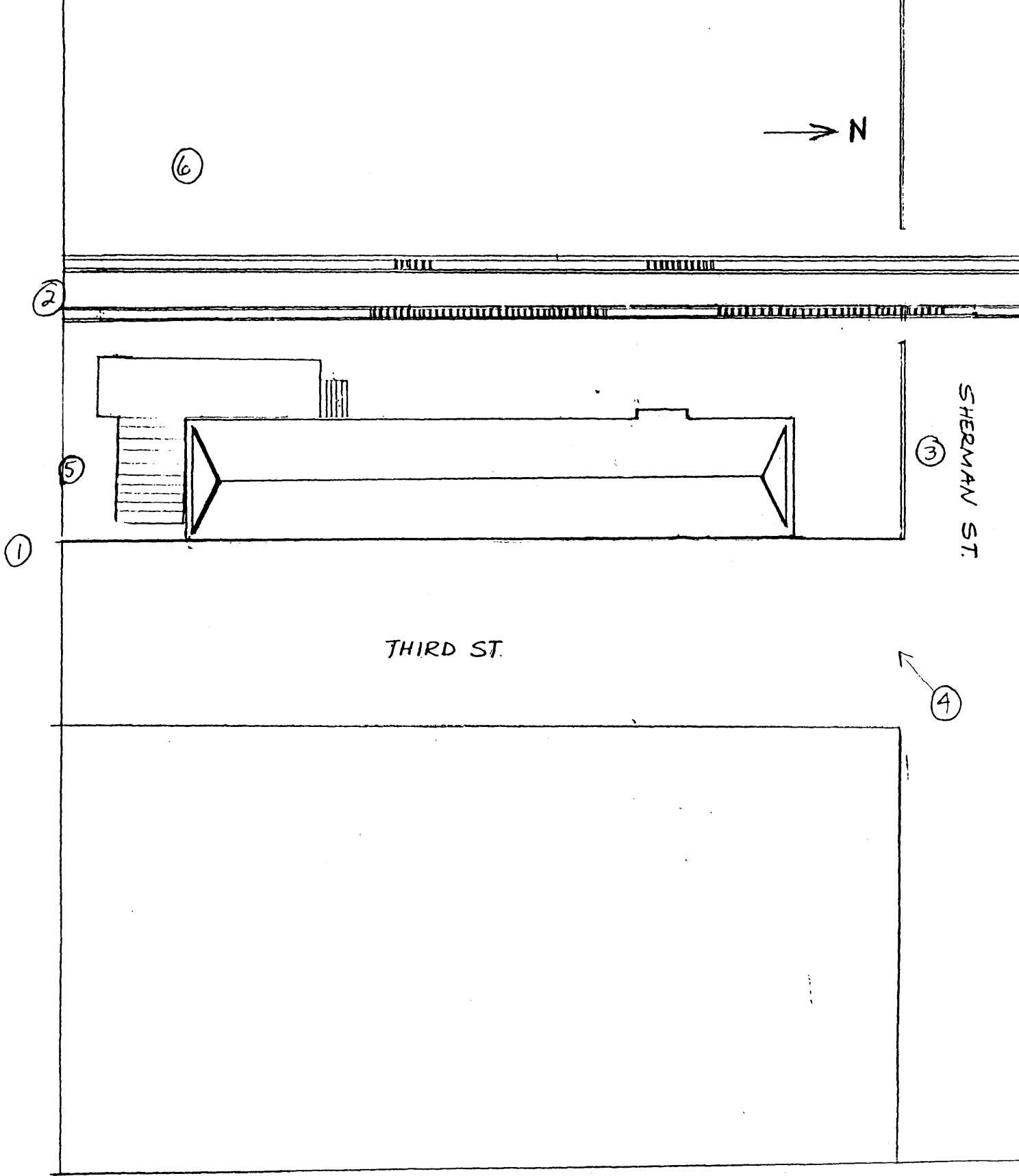
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ST

GR

# SOUTHERN PACIFIC RAILROAD DEPOT - LEBANON, OREGON

## SITE PLAN



6

2

5

1

3

SHERMAN ST.

THIRD ST.

4

N →

