

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

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only  
received **JL** 13 1983  
date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

**1. Name**

historic Nevada-California-Oregon Railway Passenger Station

and/or common Lakeview Depot

**2. Location**

street & number 1400 Center Street N/A not for publication

city, town Lakeview N/A vicinity of Second Congressional District

state Oregon code 41 county Lake code 037

**3. Classification**

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> object	N/A in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> religious
	N/A being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> scientific
		<input type="checkbox"/> no	<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

**4. Owner of Property**

name William F. Hanlon

street & number 1400 Center Street

city, town Lakeview N/A vicinity of state Oregon 97630

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Deed Records, Lake County Clerk

street & number Lake County Courthouse

city, town Lakeview state Oregon 97630

**6. Representation in Existing Surveys**

title Statewide Inventory of Historic Properties has this property been determined eligible?  yes  no

date 1976  federal  state  county  local

depository for survey records State Historic Preservation Office

city, town Salem state Oregon 97310

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input checked="" type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		date <u>N/A</u>

### Describe the present and original (if known) physical appearance

The Nevada-California and Oregon Railway Passenger Station in Lakeview, Oregon, built in 1912, occupies its original site, now a privately-held parcel of approximately half an acre at the foot of Center Street. Rectangular in plan and measuring approximately 30x60 feet, the passenger station is two stories in height. It is of brick masonry construction on a concrete foundation. Its belt course, keystones and other trim are of rock-faced ashlar. The hip roof is covered with sheet tin stamped in imitation of mission tile, and its broadly overhanging eaves are carried on pairs of outsized triangular brackets with curvilinear profiles. Traditional in form, the station building is oriented with its long axis parallel with the north-south running tracks. Its telegrapher's bay is on the track side, or west elevation. On the south end, an arcaded entrance pavilion with curvilinear gable is in the California Mission style and, this feature, along with the sheltering overhang of the roof marks the building as a railroad passenger station of the period just before the First World War. Stylistically, the building is related to Prairie School architecture because of the banks of windows under the overhanging eaves and a prominent belt course high on the exterior walls. However, its polygonal telegrapher's bay, somewhat medieval in inspiration; its segmental-arched ground story openings and the grillework in the topmost lights of its main portal arches are further earmarks of Beaux Arts eclecticism.

The essential differences between terminal stations of the N.C. & O. Railway at Lakeview and Reno, both designed by Nevada architect, Frederick J. DeLongchamps, are that the Reno station is 2-1/2 stories in height, measures 50x90 feet, and has an I-shaped configuration created by end pavilions set off by staggered quoins of concrete. A bracketed hip roof covered with "mission tile" and red brick exterior walls are common to both buildings, as is the entrance pavilion, or portico telescoped from one end.

The landscape setting of the passenger station at Lakeview is bottomland at the base of foothills of a minor mountain range to the east. The station is situated on the westerly edge of the downtown core of Lakeview. Open, or undeveloped land lies immediately to the north, south and west. A gravel surface parking lot is immediately to the east. Tracks of Southern Pacific Transportation Company's branch line are located approximately 30 feet from the west face of the station. The right-of-way now is separated from the privately-held parcel by a low chain-link fence. A residential subdivision is developing north of "N" Street, two blocks north of the station. Mixed-use agricultural and industrial land spreads to the west and south. Clearly, the N. C. & O. Railway Passenger Station at the foot of Center Street is among the outstanding buildings in the Lake County seat (population 3,000).

The ground story interior is conventionally organized with the waiting room at the south end, the baggage and freight room at the opposite end, and agent's office in-between. The second story was living quarters for the station agent. Except for the telegrapher's bay, which allowed the observation of incoming trains from inside the building, track-side and east elevations are identical in organization. The main entrances near the south end of either elevation are wide portals with bold, segmental arch heads. The original marquees still shelter the double-leaf doors with their side and top lights. The station title is given in a ceramic tile field above the passenger concourse entrance. Ceramic tile is used also as a lozenge-shaped decorative accent in the tympanum of the entrance pavilion or porch on the south end.

Typical windows are double-hung sash fitted with many small panes in upper sash; single panes below. Baggage room doors are double-leaf doors with segmental arch heads, multi-paned glazing above meeting rails, and diagonal tongue-and-groove panels below.

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The passenger station is unaltered externally and is structurally intact on the interior. Internally, however, a false ceiling was inserted under the "coved" ceiling of the waiting room at an unspecified date. Original equipment and furnishings were removed after the Southern Pacific Railroad Company abandoned the building in 1975. Since coming under private ownership in 1978, the current occupant has made in-kind replacement of broken windows and damaged sash and rotted flooring in the ladies waiting room. Plaster walls have been patched and refinished as required, and stairway, door and window trim and ceiling beams, where exposed, have been stripped of recent paint and refinished and stained in keeping with original treatment.

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates** 1912 **Builder/Architect** Frederick J. DeLongchamps, architect

### Statement of Significance (in one paragraph)

The Nevada - California and Oregon Railway Passenger Station occupies its original site on the railroad at the foot of Center Street in Lakeview, county seat of Lake County, Oregon. The building was constructed and occupied in 1912 following a decision of N. C. & O. officials to extend the Reno, Nevada, to Alturas, California, narrow gauge line 55 miles to a northerly terminus in Oregon. Originally, The Dalles on the Columbia River had been projected as the northerly terminus. The line was acquired and converted to standard gauge by the Western Pacific Railroad, a subsidiary of Southern Pacific Railroad Company, which discontinued passenger service in 1937. Freight service to Lakeview was maintained by Southern Pacific until 1975, at which time the station was vacated. Beginning in 1978, the building was leased to the current owner for use as a residence and law office. In 1982, the building and approximately half an acre of underlying land were deeded to the current owner by Southern Pacific.

The N. C. & O. Railway Passenger Station meets National Register criteria "a" and "c". It is significant to the sub-region of southeastern Oregon as the historic northerly terminus of one of the longest narrow gauge railroads in the country at the time of its completion. Freight service was of utmost importance to the local economy based on stock raising. The passenger station was the hub of traffic in Lakeview between the heyday of stage travel and the late 1920s, when the remote county seat was linked to a statewide highway system. It is significant as an intact example of eclectic railroad architecture somewhat in the Prairie School vein, yet showing the influence of the California Mission style. It is significant, also, as the singular documented example of work in Oregon designed by Frederick J. DeLongchamps (1882-1969), the state of Nevada's leading architect in the early years of the 20th century. DeLongchamps designed most of the major buildings in the State Capitol complex in Carson City, beginning in 1919; numerous courthouses, the Nevada Building of the Panama-Pacific Exposition in San Francisco (1915), and, of course, the passenger station for the southerly terminus of the N. C. & O. Railway in Reno. The Reno station, completed in 1910, is a larger and more "decorated" version of the Lakeview passenger station. It has been listed in the National Register of Historic Places, and it, too, has been adapted for commercial use since it was vacated by the Railroad in 1975.

The following account of the development of the Nevada-California and Oregon Railway is provided by the State of Nevada National Register Inventory-Nomination Form concerning the railroad terminal at Reno.

Although only twenty-five miles of the 238-mile N. C. & O. Railway were in Nevada, the impetus to build the line came from Reno citizens. After several false starts, the work was begun in 1889 by the Nevada and Oregon Railroad Company. The Nevada and Oregon Railroad and the Nevada and California Railroad became the Nevada-California-Oregon Railway in 1893. The new company, headquartered in Reno, continued building narrow gauge lines until the company had more than two hundred miles of trackage. The financial history of the railroad was generally unstable, a typical condition of small railroads.

# 9. Major Bibliographical References

See continuation sheet

# 10. Geographical Data

Acreeage of nominated property 0.58 acres

Quadrangle name Lakeview NE, Oregon

Quadrangle scale 1:24000

### UTM References

A 

1	0	7	1	8	4	5	0	4	6	7	3	9	8	0
Zone		Easting				Northing								

B 

	.													
Zone		Easting				Northing								

C 

Zone		Easting				Northing								

D 

Zone		Easting				Northing								

E 

Zone		Easting				Northing								

F 

Zone		Easting				Northing								

G 

Zone		Easting				Northing								

H 

Zone		Easting				Northing								

### Verbal boundary description and justification

See continuation sheet

### List all states and counties for properties overlapping state or county boundaries

state N/A code county N/A code

state N/A code county N/A code

# 11. Form Prepared By

name/title William F. Hanlon

organization N/A date December 13, 1982

street & number 1400 Center Street telephone (503) 947-4844

city or town Lakeview state Oregon 97630

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local


As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature 

title Deputy State Historic Preservation Officer date July 5, 1983

**For NPS use only**

I hereby certify that this property is included in the National Register

 date 8/22/83

Keeper of the National Register

Attest: \_\_\_\_\_ date \_\_\_\_\_

Chief of Registration

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The Nevada-California and Oregon's most lucrative years were from 1906 to 1912, with the full five percent preferred stockholder dividend paid only from 1908 to 1910. It was in this period of prosperity that the railroad terminal at Reno was erected. The new red brick terminal was symbolic of the success of the line, built in the city which had spawned it.

Unfortunately, the railroad took a downward swing by 1914. In an era of increasing competition and growth of large through railroad lines, N. C. & O. deficits became the rule. By 1917, the railroad was forced to sell sixty-four miles of the main line and all of its Nevada holdings to the Western Pacific Railroad.

On January 30, 1918, the last Nevada-California and Oregon narrow gauge train left the Reno terminal. As it left the yards, Western Pacific employees began tearing up the narrow gauge rails.

It was during the final phase of its period of prosperity that the N. C. & O. pushed its three-foot gauge roadbed to a northerly terminus at Lakeview, Oregon, 238 miles from Reno. The northern terminal was constructed of red brick in 1912 from plans by Frederick J. DeLongchamps and was a smaller-scale version of the passenger station at Reno designed by DeLongchamps and constructed in 1910. The line, having been acquired by Western Pacific Railroad, a subsidiary of Southern Pacific, was converted to standard gauge after 1918. According to Oregon railroad historian Edwin Culp, the first standard gauge train arrived at the Lakeview station on September 1, 1928. Passenger service was discontinued in 1937, perhaps partly as a result of the rise of the automobile and the Great Depression. The Southern Pacific Railroad maintained freight service to Lakeview until 1975, at which time both northerly and southerly terminals were vacated by the Railroad.

One of the primary reasons for existence of Lakeview, Oregon today was the decision of the Nevada-California-Oregon Railway in 1911 to extend its 183-mile Reno, Nevada, to Alturas, California, line 55 miles northward into Oregon. As a result, Lakeview residents could depend on traveling to Reno in the previously unheard of time of 12 hours, as opposed to two full days by stage. Instead of the community dwindling and dying, it steadily grew as a direct result of railroad influence through its formative years of 1912 to 1940.

Lakeview stockgrowers and businessmen could depend on regular shipments of supplies. Ranchers were able to receive vital hay shipments in the dead of winter and move their sheep and cattle more easily to winter ranges and markets.

In short, the railroad became Lakeview's lifeline to the world. Lakeview, then as now, is located at least 100 miles from a larger community. Its remoteness, even now, is an inconvenience to some. Before the coming of the railroad in 1911, that remoteness was a massive physical barrier, requiring days of travel to overcome. As a result, the Lakeview station became the hub of business activity for many years before highways and automobiles began to have their impact upon community life in the late 1920s.

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At the time of its completion to Lakeview, the N. C. & O. Railway was among the longest narrow gauge railroads in the United States. For periods of time the railroad offered overnight first class sleeping accommodations between Lakeview and Reno. Dining car facilities were included. Special excursions to events such as baseball games between Lakeview and Alturas were organized.

In 1982, the present owner completed a four-year effort to acquire a deed to the property underlying the railroad station. The Southern Pacific Railroad had disposed of the building in 1978 with a short-term lease as an alternative to demolition. Southern Pacific envisioned that the building would be moved off of the property, a practical and financial impossibility. Repeated attempts to purchase the property failed.

A search of the deed records uncovered a reversionary interest in the passenger station property. The subject property was owned in 1911 by the Lake County Agricultural Society, a group of local bankers and merchants which gave the property for the passenger station to the N. C. & O. Railway. The deed contained a requirement that a passenger and freight station had to be constructed and maintained on the premises. Upon failure of the condition, the property would revert to the Lake County Agricultural Society.

The present owner conducted a search for the heirs of Lake County Agricultural Society members and acquired from them a deed to the reversionary interest. He then brought suit to assert the reversionary interest. The outcome of the case was acquisition of the underlying ground so that the N. C. & O. Railway Passenger Station could be maintained in its historic setting.

Frederick Joseph DeLongchamps was born June 2, 1882 in Reno, Nevada, the son of Philease (Felix) and Exilda DeLongchamps, the former a native of France. Both parents emigrated to the United State from Montreal, settling first in Carson City, the Nevada state capital, where they met and were married in 1879. Felix DeLongchamps initially made his living in the lumber business and eventually settled into the carpenter's trade in Reno. Frederick, the second of five children, was educated in local schools and learned carpentry from his father. Following high school, he entered the University of Nevada at Reno and took courses in mechanical drawing and draftsmanship in addition to mining engineering. He was graduated from the University in 1904 and worked briefly for a mining firm in California and as a draftsman for the U.S. Land Office in Reno before entering his apprenticeship with several architectural firms in San Francisco. In 1907 DeLongchamps returned to Nevada and opened his architectural practice in Reno.

His first important commission was the Washoe County Courthouse in Reno (1910). He designed six Nevada courthouses and two California courthouses in the span of his career. Other major works in Reno included, over the years, the N. C. & O. Railway Passenger Station (1910), State Office Building, United States Post Office, Riverside Hotel, new City Hall, Washoe County Library, and numerous buildings on the University of Nevada campus. He also designed the State Capitol Annex in Carson City and the Nevada State buildings for the Panama-Pacific Exposition in San Francisco (1915) and the Panama-California Exposition in San Diego (1915-1916).

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In 1911, DeLongchamps opened a temporary office in San Francisco, leaving contractor George D. Holesworth in charge of affairs in Reno. In 1916 he formed his long-lasting partnership with George F. O'Brien, and, in 1919, DeLongchamps was appointed Supervising Architect for the State of Nevada, a position which he held more or less continuously on an official or informal basis through most of the rest of his career. He was responsible for designing almost all the State buildings built in Nevada between 1919 and 1940, among the most notable of which is the State Supreme Court Building in Carson City (1936).

DeLongchamps undoubtedly was the leading architect of Nevada in his day, and he took an active part in the state's professional societies, the Nevada Architectural Association and the Northern Nevada Chapter of the AIA. When the Reno Chapter was chartered in 1949, DeLongchamps was its first president. In 1962, Hewitt C. Wells became a partner in the firm of DeLongchamps, O'Brien and Wells, and three years later the two senior members retired from the firm. DeLongchamps died in Reno in 1969. He had two sons, Frederic V. and Galen, by separate marriages.



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Culp, Edwin D., Stations West (New York: Bonanza Books, 1978), 146.

Myrick, David F., Railroads of Nevada, Vol. 1 (Howell-North Books, 1962), 341-383.

Lake County Examiner, Lakeview, Oregon, July 11, 1911, page 1; May 30, 1912, page 1; October 17, 1912, page 1; May 29, 1975, page 1; July 12, 1975, page 9.

National Register of Historic Places Inventory - Nomination form for the Nevada-California-Oregon Railway Passenger Station in Reno, Nevada, prepared September 19, 1979 by Sally Abbe, with supplemental information by Richard C. Datin.

Geier, Corry L. A., "Frederick J. DeLongchamps, Reno's Architect," for Nevada State Division of Historic Preservation and Archeology, December 1, 1981. 20-page typescript.

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The Oregon-California-Nevada Railway Passenger Station in Lakeview is located in the SW 1/4, NW 1/4 Sec. 15, T. 39S., R. 20E., of the Willamette Meridian, in Lake County, Oregon. The area under private ownership which is nominated to the National Register of Historic Places contains in all, a half acre, more or less, and is described as follows.

Beginning at a point on the west line of Section 15, T. 39S., R. 20E., W.M., that bears N 1° 05' 50"E along said west line 1,194.27 feet from the west quarter corner of said Section 15; thence, East 59.87 feet to the west line of Watson's Third Addition to Lakeview; thence, North along said west line 289.42 feet to the center of Bullard Creek; thence S 54° 28' 37"W along the center of Bullard Creek 113.17 feet; thence, S 0° 50' 38"W 223.69 feet; thence, East 35.53 feet to the point of beginning.



Nevada-California and Oregon  
Railway Passenger Station  
1400 Center Street  
Lakeview, Lake County, Oregon

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West and south elevations from  
railroad tracks.

William F. Hanlon photo, December, 1982  
1400 Center Street  
Lakeview, OR 97630

LAKEVIEW



Nevada-California and Oregon  
Railway Passenger Station  
1400 Center Street  
Lakeview, Lake County, Oregon

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Detail of west elevation, showing  
passenger entrance from concourse

William F. Hanlon photo, December, 1982  
1400 Center Street  
Lakeview, OR 97630