

United States Department of the Interior  
National Park Service

For NPS use only

National Register of Historic Places  
Inventory—Nomination Form

received \_\_\_\_\_  
date entered FEB 27 1986

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

1. Name

historic Oregon Trunk Railway Passenger and Freight Station Number of contributing features: 1  
and/or common Burlington Northern Railroad Station Number of non-contributing features: 0

2. Location

street & number Washington Street at the foot of Sixth Street N/A not for publication  
city, town Metolius N/A vicinity of Second Congressional District  
state Oregon code 41 county Jefferson code 031

3. Classification

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

4. Owner of Property

name City of Metolius  
street & number 636 Jefferson Avenue  
city, town Metolius N/A vicinity of state Oregon 97742

5. Location of Legal Description

courthouse, registry of deeds, etc. Jefferson County Courthouse  
street & number N/A  
city, town Madras state Oregon 97741

6. Representation in Existing Surveys

Statewide Inventory of Historic Properties  
title has this property been determined eligible? \_\_\_ yes  no  
date 1985 \_\_\_ federal  state \_\_\_ county \_\_\_ local  
depository for survey records State Historic Preservation Office, 525 Trade Street SE  
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 type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input checked="" type="checkbox"/> moved	date <u>June, 1984</u> (Please see note following concerning criteria considerations.)
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

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

The passenger and freight station at Metolius, Oregon, built in 1911, is one of only two railroad buildings remaining from the community's heyday as division point on the Oregon Trunk Railway. The associated repair and crew turn-around facilities, the round house and subsidiary structures, are no longer standing. Metolius is located in Jefferson County, between Madras and Culver. Stations of comparable scale, the largest on the line, were built by the Railway Company at Wishram, Washington; Madras and Culver. The passenger and freight station at Metolius is among the best preserved of the few historic railroad buildings remaining anywhere on the line.

The nominated property is a single-story wood frame building measuring 30 x 115 feet in plan. As is typical of its type, the building is oriented with its long axis parallel to the rails, which run north and south. The interior is divided into a 30 x 50' freight room and a 30 x 18' warm room in the south end; a telegrapher/agent's quarters and men's and women's waiting rooms, each measuring 30 x 20', in the north end. This functional organization is expressed on the exterior by sliding service doors with top lights in each elevation in the southerly end of the building. The northerly end is lighted by regularly-spaced, elongated double-hung windows having four lights over four, and it has four separate entrances for the agent and the public.

The station building is enclosed by a shingle-clad hipped roof with broadly overhanging eaves. The top ridge of the roof is pierced by two square brick chimneys with corbelled caps which vent stoves in the waiting rooms and agent's quarters. Exterior walls are clad with shiplap siding above a base course of vertical tongue and groove siding. Somewhat in the lingering tradition of the Stick Style characteristic of railroad buildings erected at the turn of the century, the exterior is accented by vertical and horizontal trim: corner boards and continuous string courses at the window sill line and atop window heads. A shallow telegrapher's bay projecting from the west elevation, near the north end, is lighted by a tripartite bank of double-hung windows in the principal plane. Side lights in north and south walls of the bay allowed the telegrapher to monitor movement on the tracks.

In accordance with a recent agreement with the Burlington Northern Railroad, the City of Metolius purchased the abandoned station building in January, 1984 for a sum of \$1.00 and moved the building off Burlington Northern property as the last recourse in an effort to preserve it. The building was not moved appreciably from its original foundation, however. In June, 1984 it was placed on a perimeter foundation of reinforced concrete block 100 feet due east of its original site. The foundation is to be minimized when the new site is back-filled.

The City of Metolius plans to adapt the station building for partial use as a museum to be operated under auspices of the Jefferson County Historical Society. No structural alterations are required by the contemplated conversion of the office and waiting rooms to display space. The baggage and warm room are to be used as a general purpose meeting hall and community center.

The nominated property meets National Register criteria considerations for relocated buildings because it was moved only 100 feet due east of its original site. It retains precisely its original orientation and visual connection with the railroad tracks. As a rare remaining example of its type on the Oregon Trunk Railway, the station building conveys its essential architectural character in its original context.

## 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 checked="" 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** 1911

**Builder/Architect** Oregon Trunk Railway Company

### Statement of Significance (in one paragraph)

The Oregon Trunk Railway was constructed through central Oregon from Wishram, Washington, on the north bank of the Columbia River, to Bieber, California, a distance of 285 miles, between 1908 and 1916. Various built and operated by the Great Northern, the Union Pacific and the Spokane, Portland and Seattle Railway, it was the result of a struggle between railroad-building competitors, principally James Jerome Hill of the Great Northern and Edward H. Harriman of the Union Pacific. Because of its joint operation and eventual connection with lines in Washington and California, it came to be known as the "Oregon Trunk Railway." The railroad stretched south from the Columbia River across the high plateau and, at Metolius, dropped down into the canyon of the Deschutes River, by which route it was completed to Bend in 1911. The significance of the railroad, historically, was that it connected central Oregon points to the transcontinental rail network. Among the attractions for railroad builders were the untapped pine forests of the Deschutes country. The railroad, in turn, gave rise to a tremendously profitable lumber industry, centered in Bend, which had its heyday from 1916 to 1930.

The Oregon Trunk Railway Station at Metolius, in Jefferson County, Oregon, is locally significant under National Register criterion "a" as a reflection of railroad operations vital to central Oregon economy. The railroad was pushed up the Deschutes River canyon to tap the resources of the central Oregon interior, and it opened the country to settlement. The building is secondarily significant under "c" as one of the last intact examples on the line of larger passenger and freight stations built from a standard design. It was in continuous use for its original purpose from 1911 to its abandonment by a successor company, the Burlington Northern Railroad, in 1983.

The importance of Metolius as division point is reflected in the list of buildings constructed by the Oregon Trunk Railway at that location between 1911 and 1920. The passenger and freight station is the more significant, clearly, of the two remaining at Metolius.

Roundhouse, destroyed 1936

Detached rest room building, destroyed 1958

Pump house, destroyed 1960

Section house, destroyed 1971

Bunk house, destroyed 1983

Agent's house, sold to private party; presently occupied as a dwelling

Passenger and Freight Station, sold to City of Metolius for museum use 1984

When the central Oregon region ended its geologic uplift, volcanism and eons of erosion, its topography exhibited a plateau sloping the the Columbia River, bounded on the west by the high Cascade Range. The plateau was cut by a number of deep-cut, north-running stream canyons. In combination, these features limited the direction of travel and isolated the interior to an extreme. Some primitive road systems were developed in the last quarter of the 19th Century, but their use was limited. The area population was small, but cattle flourished on thousands of acres covered with rich native grasses. In 1908, spurred by the success of settlers in the Palouse country of eastern Washington, James J. Hill's Great Northern subsidiary, the Oregon Trunk Railway, and the rival Deschutes

# 9. Major Bibliographical References

Deschutes Valley Tribune, March 23, April 13, May 4, 1911.  
Jefferson County Record, February 10, Mary 12, 1923.  
Madras Pioneer, December 3, 1908, page 2. Editorial, "Speed the Day!"

(Continued)

# 10. Geographical Data

Acreage of nominated property c. 0.25 acres

Quadrangle name Culver, Oregon

Quadrangle scale 1:24000

### UTM References

A 

1	0	6	4	4	6	7	0	4	9	3	8	5	4	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** The Oregon Trunk Railway Station at Metolius, in Jefferson County, Oregon, occupies a City-owned parcel measuring 50 x 220 feet. While necessarily removed from its original foundation in June, 1984, the building remains in its historic context merely 100 feet due east of its original site and adjacent to the historic railroad right-of-way.

**List all states and counties for properties overlapping state or county boundaries** (continued)

state N/A code county code

state N/A code county code

# 11. Form Prepared By

name/title R. Keith Clark, with assistance of Metolius City Recorder Ginger Morrison

organization N/A

date March 1985

street & number 541 South 14th Street

telephone 503/548-2087

city or town Redmond

state Oregon 97756

# 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 January 17, 1986

For NPS use only

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

*for*   
Keeper of the National Register

date 2/27/86

Attest:

date

Chief of Registration

**United States Department of the Interior  
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Railroad Company of Edward H. Harriman began a race to build twin railroad lines up the Deschutes River canyon. In a contemporary editorial headlined "Speed the Day!" the editor of the Madras Pioneer expressed the feeling of optimism which attended the rivalry.

The commencement of actual construction work on either of the projected railroads up the Deschutes will mark the beginning of an era of prosperity in this section such as no other portion of Central Oregon has ever known before. It will provide an immediate cash market for all the hay, grain and feed stuffs, potatoes and other produce of the farmers of this district and put a good deal of money into circulation at once. (December 3, 1908)

When the Oregon Trunk rail line was completed to Metolius, on February 21, 1911, the location was selected division point for both Oregon Trunk and Union Pacific railroads because it was at the head of pusher grade in flat country, 110.2 miles from Wishram. In the days of steam locomotives, the trains required pusher-helper engines between milepost 82 and Metolius to climb from the canyon.

A roundhouse was constructed at Metolius, and a contract was signed on September 6, 1911 between the rival companies to extend the track to Bend on a joint use basis. Each company handled passenger trains, alternating quarterly periods.

Through Metolius passed many homesteaders attracted by the last extensive area of public lands in Oregon open to entry under the Homestead laws, the Desert Land Act, or the Carey Act. Some of the homesteaders developed the Culver-Metolius Valley. Others went beyond to the south, to Culver, Opal City, Redmond, Bend and the High Desert.

Besides passengers, the rails brought medicines, machinery, food, assorted merchandise, news, music, tools, wagons, hardware, optimism, and confidence. In time, they carried out lumber, grain, potatoes, ores, cattle, sheep, turkeys, hides, and wool. Rails brought civilization to the country and an end to frontier isolation, though Jefferson County remains relatively sparsely settled today. Metolius was incorporated in 1913. Its current population, less than half that of its heyday, is 450. Madras, the Jefferson County seat, lies four miles north of Metolius. It was incorporated in 1910 with a population of 364. Its current population is 2,260. The population of Bend in neighboring Deschutes County, on the other hand, leaped from 536 in 1910 to 5,414 in 1920. The juxtaposition of pine forests and water power to drive the big mills meant that the Bend area prospered exceptionally among the interior sections served by the Oregon Trunk Railway.

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Major Bibliographic References

The Dope Bucket (organ of the Spokane, Portland and Seattle Railway), Oregon  
Trunk Gold Spike Issue, 1911-1961, pp. 7-10, 14, 22-23.

Jefferson County Reminiscences (Portland: Binfords & Mort, 1957), 354. "Transportation."

McArthur, Lewis A., Oregon Geographic Names (Portland: Oregon Historical Society,  
4th edition, revised and enlarged by Lewis L. McArthur, 1974), 488.

Corning, Howard McKinley, Ed., Dictionary of Oregon History (Portland: Binfords &  
Mort, 1956), 187.

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The nominated area is more particularly described as follows.

Beginning at a ½" iron rod at the NW corner of Block 30, City of Metolius, T. 11 S., R. 13 E., W. M., Section 28, said point also being the NW corner of Lot 24, Block 30, also the SE corner of the intersection of Sixth and Washington Streets; thence westerly on the extension of the southerly line of Sixth Street 60' to a point of intersection with the westerly line of Washington Street and extension of the southerly line of Sixth Street and the true point of beginning; thence southwesterly along the westerly right of way line of Washington Street 77.50' to a point; thence at a right angle west 50' to a point on the easterly right of way line of the Oregon Trunk Railway Company; thence northeasterly along the easterly right of way line 220' to a point; thence at a right angle east 50' to a point on the westerly right of way line of Washington Street; thence southwesterly along the westerly right of way line of Washington Street to the true point of beginning, containing in all 11,000 square feet, or approximately 0.25 acres.

R. R. CO.

TRUNK

OREGON

SEE

R. R. Depot

R. R. (E.P.S. &)  
10' x 200'

200' 10'



60' 60' 60'

WASHINGTON

FIFTH

SIXTH

SEVENTH

20	5
19	6
18	7
17	8
16	9
15	10
14	11
13	12

24	3300	2
23	3400	3
22	3500	4
21	3600	5
20	3700	6
19	3800	7
18	3900	8
17	4000	9
16	4100	10
15	4200	11
14	4300	12

24	4200	1
23	RICO SURVEY	2
22	10-10-78	3
21	Book - Page 3 - 419	4
20	4700	5
19	4800	6
18	4900	7
17	5000	8
16	5100	9
15	5200	10
14	5300	11
13	5400	12

20	5
19	6
18	7
17	8
16	9
15	10
14	11
13	12

24	3200	2500	1
23	2500	2500	2
22	3100	2500	3
21	2500	2500	4
20	3000	2500	5
19	2500	2500	6
18	2500	2500	7
17	2900	2500	8
16	2600	2500	9
15	2800	2500	10
14	2700	2500	11
13	2500	2500	12

24	5700	4800	1
23	5600	4800	2
22	5500	4800	3
21	5400	4800	4
20	5300	4800	5
19	5200	4800	6
18	5100	4800	7
17	5000	4800	8
16	4900	4800	9
15	4800	4800	10
14	4700	4800	11
13	4600	4800	12

JEFFERSON ← Highway

14

22

31

30

23

32

21

T

1100

1100







Oregon Trunk Railway Passenger and  
Freight Station  
Metolius  
Jefferson County, Oregon

1 of 3    Prior to back-filling of site.  
West elevation, showing station on  
new foundation 100 feet due east of  
its original location. Also north end.

Madras Pioneer Photo, 1985  
Negative: Madras Pioneer  
Madras, OR 97741



METEORUS

Oregon Trunk Railway Passenger and  
Freight Station  
Metolius  
Jefferson County, Oregon

2 of 3    Prior to back-filling of site.

East elevation, showing station on  
new foundation 100 feet due east of  
its original location. Also north end.

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Madras Pioneer Photo, 1985

Negative: Madras Pioneer  
Madras, OR 97741



Oregon Trunk Railway Passenger and  
Freight Station  
Metolius  
Jefferson County, Oregon

3 of 3 Prior to back-filling of site.

South end and east longitudinal  
elevations.

Madras Pioneer Photo, 1985  
Negative: Madras Pioneer  
Madras, OR 97741