

United States Department of the Interior  
National Park Service

**National Register of Historic Places**  
Date listed 6-27-14  
NRIS No. 14000381  
Oregon SHPO

# 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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

## 1. Name of Property

historic name Fish Lake Guard Station  
other names/site number Fish Lake Remount Station

## 2. Location

street & number Willamette National Forest, 57600 McKenzie Highway  not for publication  
city or town McKenzie Bridge  vicinity  
state Oregon code OR county Linn code 043 zip code 97413

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,  
I hereby certify that this  nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.  
In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:  
 national  statewide  local

Signature of certifying official/Title: Deputy State Historic Preservation Officer Date \_\_\_\_\_  
Oregon State Historic Preservation Office  
State or Federal agency/bureau or Tribal Government

In my opinion, the property  meets \_\_\_ does not meet the National Register criteria.  
Christine Curran  
Signature of commenting official Date \_\_\_\_\_  
Assoc. Deputy SHPO  
Title State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:  
 entered in the National Register  determined eligible for the National Register  
 determined not eligible for the National Register  removed from the National Register  
 other (explain:) \_\_\_\_\_  
Signature of the Keeper Date of Action \_\_\_\_\_

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**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply.)

**Category of Property**  
(Check only one box.)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
12	1	buildings
		district
2		site
4	1	structure
		object
18	2	<b>Total</b>

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

**Number of contributing resources previously listed in the National Register**

N/A

1, Santiam Wagon Road (segment)

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions.)

**Current Functions**  
(Enter categories from instructions.)

GOVERNMENT: Government Office

DOMESTIC: Single Dwelling

DOMESTIC: Multiple Dwelling

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

GOVERNMENT: Government Office

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

**Materials**  
(Enter categories from instructions.)

EARLY 20TH CENTURY MOVEMENTS

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

foundation: STONE: Uncoursed lava rock  
CONCRETE

walls: WOOD: Log; Weatherboard

roof: WOOD: Shingle, Shake  
METAL: Aluminum  
OTHER: Composite shake

other: N/A



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### Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

#### Summary Paragraph

Nestled in the Willamette National Forest in the High Cascades of Western Oregon, the Fish Lake Guard Station is a Forest Service administrative building group and remount station constructed between the early 1900s and 1960s. It served as a guard station, fire headquarters, and remount station. The Guard Station lies 20 miles northeast of McKenzie Bridge within Linn County, near the junction of U.S. Highway 20 and Oregon State Highway 126. The site sits at an elevation of 3,200 feet. Bordered to the southwest by Fish Lake, the site encompasses 16.81 acres of gently sloping, south facing, high plateau terrain that hosts eighteen historic buildings, structures, and sites as well as two non-historic buildings and structures. The site is segmented by the two main eras in which its buildings were constructed; the northern 1920s station buildings and structures that initially focused on fire patrols and dispatch and the 1930s buildings and structures constructed by the Civilian Conservation Corps to the south that expanded the station's packing/remount operation. The southern or 1930s portion of the site is encountered first through the entrance of the Guard Station along the Santiam Wagon Road, which cuts through the Fish Lake Guard Station.<sup>1</sup>

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### Narrative Description

In approaching the site from the southern Fish Lake Day Use Area off Highway 126, visitors enter the Guard Station under two modern ten-foot tall log entrances with gates along the Santiam Wagon Road. First encountered is the lava rock walled stock driveway constructed by the CCC in 1934. This driveway leads southwest from the eastern building group to Fish Lake. Portions of the main road that bisects the Guard Station are of the Santiam Wagon Road. To the west of the road off the main entrance is a kiosk used for site interpretation constructed in 2011. To the east of the road is a group of buildings constructed by the Civilian Conservation Corps (CCC) in 1934. These include four wood-framed, weatherboard buildings (open storage shed, gas and oil house, closed storage shed, and barn) and a corral of split-rail fence. North of this building group is a road that branches from the main road and leads northeast to Highway 126. Across this road, a gentle slope begins northwestward that hosts a grassy area where the foundations of former buildings are found including the generator building (no remains), mechanic's shop, and fire warehouse. The only extant structures in this area are the Fish Lake Guard Station sign, interpretative sign, and flag pole. To the southwest of this area back across the main road is a wood-framed, weatherboard bunkhouse constructed in 1960 surrounded by split-rail fence. To the north of the grassy area and a split-rail fence, further up the hill and tucked against the tree line, is the 1920s group of log buildings that constituted the original Guard Station operation (dispatcher's cabin, commissary, springhouse, fireman's outhouse, and fire hose house). Also within this area is the 1954 wood loading platform and swing boom. This group of buildings is enclosed by a split-rail fence to the west and south with dense forest to the north and east. Near this building group, a side road branches from the main road and leads to the other 1920s portion of the site that includes the log supervisor's cabin (also known as Hall House), a wood-framed and -clad garage, and a modern wood-framed, shingled outhouse. The section of road leading to these buildings is lined with a split-rail fence, which then surrounds the Hall House. Further northwest up the main road is a pioneer gravesite dating to 1875 and a bit further still is a dam, 1929. Lava rock fields line much of the southern and eastern portions of the site, dense forest is found to the north and west, while Fish Lake sits to the southwest. A spectacular view of seasonal Fish Lake can be seen from the supervisor's cabin. See Site Map, Sketch Map, and Photos 1 through 24.

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<sup>1</sup> The Santiam Wagon Road has been listed in the National Register as a historic road. The section of road passing near Fish Lake contributed a significant role in the decision of where to locate the Fish Lake Guard Station, however, the road is not a contributing feature to the station.



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### **Dispatcher's Cabin FS Building #1026, 1921 (Contributing)**

Constructed in 1921 by the original Fish Lake Guard Station fire crew, the dispatcher's cabin is a one-story building of log construction with a modified rectangular plan, gable roof and extended shed roof, and a front porch. The log walls feature saddle notching, the roof is finished with shakes, and the foundation consists of lava rock and concrete footings. The interior of the cabin reflects the rustic log style with its exposed log walls, wood paneled ceiling and floor, original doors and windows, and 1926 fireplace. The cabin is situated within the original group of extant buildings that formed the 1920s guard station operation. The cabin sits just northeast of the main station road with the spring house and fire hose house to the northwest and the commissary to the southeast. Forest lines this group of buildings to the north and east while a split-rail fence separates the dispatcher's cabin and commissary from the main road. Behind the cabin are newly constructed drainage ways lined with lava rock that also serve as social trails leading to a high point of ground where a picnic table and rock fire pit are located. The cabin is in excellent condition and maintains its integrity. Restoration work on the cabin such as windows, replacement of front porch, replacement of glazing in windows, repair of logs, and repair of chimney has included in-kind construction methods and materials to maintain the cabin's aesthetic and integrity. See Photos 4, 5, and 9.

The dispatcher's cabin is 466 square feet with the southwestern or front portion of the cabin measuring 21'8" W x 16'8" L and the northeastern portion of the cabin measuring 11'8" W x 9' L. This smaller section on the back of the cabin gives the buildings its modified rectangular shape. The southwestern portion of the cabin features a side-gable roof while the smaller northeastern portion is covered with a shed roof extended from the side-gable. The entire roof is covered with wood shakes that replaced the original shakes and has wide open eaves and rakes that feature exposed rafters and purlins. The roof eaves feature fully exposed purlins to add support and provide a decorative element. A concrete block chimney is located on the northern slope near the extended shed roof. This chimney replaced the original chimney in 1979 and was redone again in 1992. The fireplace installed in 1926 replaced the original stove pipe. The saddle notched horizontal hewn logs that cover the entire cabin have over time received new chinking and epoxy to stabilize and maintain the cabin. A few rotten logs have been replaced within in-kind material. The cabin's front porch was reconstructed sometime during the 1990s that mimics the original porch. It is accessed by a row of cut lava rock and three wood steps that lead to the landing covered by a dropped-shed roof featuring exposed log rafters, supports, braces, and hand railings. The northern and southern sides of the porch feature vertical-log balustrades. The foundation is comprised of uncut, non-coursed lava rock on the southwestern elevation and gable ends, though concrete footings support the entire building. These footings replaced the original piers in 2001. Historic photographs show wood skirting around the foundation: this has been replaced by the lava rock.

The cabin has two doors. The main entrance is centered on the southwestern elevation under the porch. It features the original wood-paneled door, wood trim, and a wood-framed screened door. The second entrance is located on the eastern portion of the northwestern elevation of the cabin. It features a wood-paneled door with wood trim and is accessed by two wooden steps. The cabin has a total of eight windows, all of which are inset wood-framed, multi-paned casement windows with wood trim and aprons. These include two windows on the southwestern elevation, a ribbon of three windows on the northern elevation, two single windows on the southeastern elevation, and one single window on the northeastern elevation. Many of the windows have received new glazing and trim that replaced deteriorating materials.

The interior of the cabin is simple and highlights the log architecture of the cabin. The 1926 fireplace was repointed and stabilized in the 1990s; a wood fire box has been constructed around the chimney to prevent vandalism. A desk with dispatch equipment is featured in the front room while cabinets and a sink constructed and installed in 2012 line the back wall of the northeastern room.

Landscaping around the cabin is minimal with only native grasses and trees. A large tree near the southern corner of the cabin is seen in historic photographs; only the stump remains today.



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### **Fish Lake Fireman's Dwelling/Commissary Cabin FS Building #1027, 1921 (Contributing)**

Constructed in 1921, the commissary cabin originally served as a toolhouse and later a residence and commissary. It was converted into a rental cabin during the 1990s. The commissary is a one-story building of log construction with a rectangular plan, gable roof, and a front porch. The log walls feature saddle notching, the roof is finished with shakes, and the foundation consists of lava rock and log piers. The interior of the cabin has been modernized with plywood walls and tile ceiling. The commissary is situated within the original group of extant buildings that formed the 1920s guard station operation and sits to the southeast of the dispatcher's cabin, though further back from the main road. To the south is a gentle sloping hill that leads down to the 1930s portion of the Fish Lake site. The cabin is in good condition and maintains much of its integrity, though portions of its design and materials have been altered. This includes windows and their placement, filling in chinking with wood cladding, constructing a new foundation, and removal of a cupola. In spite of these alterations, most restoration work on the cabin such as replacing broken windows has included in-kind construction methods and materials to maintain the cabin's aesthetic and integrity. See Photos 2, 4, 5, and 9.

The commissary is 366 square feet measuring 16' 10" W x 21'9" L. The shake-covered gable roof features open eaves and rakes with exposed rafters and purlins. A stove pipe is centered near the gable ridge. Originally, a wood paneled gabled cupola covered the stove pipe but it has been removed. The saddle notched horizontal hewn logs that cover the entire cabin have over time had chinking replaced with wood and have been treated with epoxy to stabilize and maintain the cabin. A few rotten logs have been replaced with in-kind material. The cabin's front porch is a temporary structure, built to keep snow from the door. It consists of a dropped shed roof supported by vertical timbers and braces on a two-step rock landing. Originally, the front entrance was accessed by a wood landing. The foundation is comprised of uncut, non-coursed lava rock on the southern and eastern elevations and log piers within mortared rock throughout. This foundation replaced the original piers around 1980.

The commissary has two doors. The main entrance is on the northern side of the southwestern elevation and features a wood paneled door and wood trim. This entrance is accessed under the temporary porch. The second entrance is centered on the northeastern elevation and features a wood paneled door, wood trim, and wood-framed screened door. This entrance is accessed by a concrete and stone step. The commissary has a total of five windows, two of which are original. The southwestern elevation features a wood-framed, multi-paned, sliding window that replaced the original six-paned casement window. The current window is wider than the original window footprint. The northwestern and southeastern elevations both feature two windows: the windows towards the northeastern elevation are original wood-framed, multi-paned, casement windows while the windows towards the southwestern elevation are wood-framed, multi-paned, sliding windows that were installed at an unknown time. No windows were here originally.

The interior has been modified to accommodate rental guests and includes two rooms: a kitchen and sitting area make up the southwestern room and a bedroom makes up the northeastern room. Landscaping around the building is minimal with mainly grasses surrounding it and forest to the north and east. A walkway and drainage path has been developed alongside the northern elevations. This leveled pathway is lined with a shallow stone wall.

### **Fireman's Outhouse FS Building #1703, 1922 (Contributing)**

Constructed in 1922, the outhouse is a one-story, wood-framed building with a square plan and gable roof. The building is clad with cedar shakes, the roof is finished with shingles and exposed rafters, and the foundation consists of a wood platform. Two screened vents are found in the gables for ventilation. A small, vertical board door is found on the northeastern elevation. In 2006, the outhouse was relocated approximately 100 feet to the southeast of its original location over a newly installed tank. A portion of the shake cladding was replaced with in-kind materials to maintain the outhouse's aesthetic and integrity. The outhouse is



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currently situated northeast of the dispatcher's cabin and commissary. A rock-lined gravel path leads from the rear elevations of the cabins to the outhouse. The outhouse is primarily surrounded by forest. See Photo 7.

### **Springhouse FS Building #1118, 1924 (Contributing)**

Constructed in 1924, the springhouse is a small, rectangular log structure with a gable roof situated below ground that originally provided the guard station with water. The springhouse is located near the northwestern corner of the dispatcher's cabin. To the northwest is the fire hose house. The springhouse is in good condition. Restoration of the springhouse such as roofing and logs has included in-kind construction methods and materials to maintain the springhouse's aesthetic and integrity. See Photo 6.

The springhouse is 60 square feet measuring 8'7" W x 7' L and only 3'2" off the ground. The structure has a gable roof covered with shakes and features open eaves and rakes. The structure also has entirely open gables, exposing the rafters and the interior. The walls are clad with horizontal hewn saddle notched logs. The single entrance to the springhouse is a wood frame cut out of the southwestern elevation. A rock walled staircase leads down into the springhouse entrance. Records for the building indicate that a concrete floor was poured and the northeastern wall was constructed prior to 1983 to modernize the building. The interior presently features a wood floor and trap door to cover the concrete. The building has no constructed foundation; the structure is built into the ground.

To the southwest of the springhouse is a mortared rock pile that stands 3' with a spigot at the top. Water from the springhouse was piped to this rock pile and spigot where it could be easily accessed.

### **Fire Hose House FS Building #1119, 1924 (Contributing)**

Originally constructed in 1924, the fire hose house is a small, wood-framed, rectangular-shaped structure with a gable roof that provided shelter for the fire hose cart and hose. It is located northwest of the dispatcher's cabin and springhouse and sits just within the tree line. The hose and hose cart are still present. The fire hose house is in good condition. Restoration of the structure such as roofing and cladding has included in-kind construction methods and materials to maintain the fire hose house's aesthetic and integrity. See Photo 8.

The fire hose house is 53.6 square feet measuring 7'8" W x 7' L. The gable roof is covered with shakes and features open eaves with exposed rafters. The purlins are also visible from the exterior as they sit on top of the rafters despite a closed rake. Vertical shakes cover the gables though the remaining walls are left exposed. Diagonal braces forming an X are found on the northwestern, northeastern, and southeastern elevations. Beneath the shake-clad gable, the southwestern elevation is entirely open for access to the hose cart. The fire hose house is supported by horizontal logs situated on a rock base. Northwest of the structure are two wood T posts designed for the hose to hang over and dry out.

### **Supervisor's Cabin (Hall House) FS Building #1028, 1925 (Contributing)**

The supervisor's cabin or Hall House was constructed in 1925 and served as the summer residence for Forest Supervisor C.C. Hall, its namesake. The cabin is a one-story, wood-framed building with a rectangular plan, gable roof, and an expansive front porch that overlooks Fish Lake. The cabin is clad with vertical-hewn logs, the roof is finished with shakes, and the foundation consists of lava rock and piers. The interior of the cabin is a mixture of original hardwood floors and paneling and modern plywood walls and ceiling. Hall House is west of the dispatcher's cabin and main road and is located off a side road that leads to Hall House, its garage, and an outhouse. The Hall House group of buildings sits on a gentle slope that leads down to Fish Lake. One can see the rest of the Fish Lake buildings through the trees from Hall House. The cabin is in excellent condition and maintains its integrity. Restoration work on the cabin such as new logs, chinking, and repairing the chimney and windows included in-kind construction methods and materials to maintain the cabin's aesthetic and integrity. See Photos 10, 11, and 12.



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Hall House is 644 square feet measuring 23' W x 28'L with a porch that extends 8'3" to the south. The shake-covered gable roof features open eaves and rakes with exposed rafters and purlins. The porch roof is an extension of the gable roof and is completely exposed. A concrete block chimney and metal stove pipe is centered near the gable ridge while a second stove pipe is found on the northern ridge. Unlike the other 1920s buildings at Fish Lake that are of log construction, Hall House is wood-framed and clad with large hewn vertical logs. To stabilize and maintain the cabin, a few rotten logs have been replaced within in-kind material. The cabin's front porch is a statement feature. An extension of the primary roof, the porch is supported by three vertical logs, a single log railing on the southern and western sides, and is accessed by a new log and roughed-up dimensioned lumber seven-step staircase that is identical to the original on the east. As the cabin is situated on a hillside, the foundation is comprised of uncut, non-coursed lava rock along those points of the cabin not level with the ground and log piers. This foundation replaced the original log and stone piers during the 1970s/1980s to stabilize the cabin.

Hall House has two entrances. The main entrance is off-centered on the southern elevation and is accessed by the porch. The entrance features a modern wood door with wood trim. The second entrance is off-centered on the northwestern elevation. This entrance is a double door made of paneled dimensioned lumber. It is accessed by a concrete pad. The building has a total of twelve windows—three on each elevation—all of which are original wood-framed, multi-paned, casement windows. Some glazing has been replaced to repair damaged panes.

The interior has been modified to accommodate rental guests and includes four rooms: a kitchen and dining area, a sitting room with fireplace, one bedroom, and one bathroom. Landscaping around the building is minimal with mainly grasses surrounding it and a few trees. A stairway and path made of lumber and pea gravel lined with shallow stone walls and split-rail fence leads south from the northern road to the rear elevation entrance. As the stairway fades into the path leading to the rear entrance, the stone walls of the stairway each turn to the west and south to create a short-spanning retaining wall. A picnic table sits next to the west-leading stone wall. The split-rail fence next to the stairway continues alongside the road for approximately 30' then turns southwest down the hill for approximately 75'. A portion of this fence hides two propane tanks. The fence turns southeast to follow the southern elevation of the Hall House and then turns back to the northeast towards the road, fencing in the Hall House.

### **Hall Garage/Woodshed FS Building #1510, 1928 (Contributing)**

The Hall garage was constructed in 1928 and it has served as both a garage and woodshed. The garage is a one-story, wood-framed building with a rectangular plan and gable roof. The garage is clad with boards cut from a nearby sawmill, the roof is finished with shakes, and the foundation consists of piers and lined stones. The interior of the garage is open to the south revealing tools and a woodpile. The garage is tucked up against a hillside and is situated northwest of the road and Hall House. Just to the northeast of the garage is an outhouse. The garage is in good condition and maintains its integrity. Restoration work on the garage such as roofing and siding has included in-kind construction methods and materials to maintain the building's aesthetic and integrity. See Photos 12 and 14.

The garage is 209 square feet measuring 12'4" W x 17' L. The shake-covered gable roof features open eaves and rakes with exposed rafters and purlins. A dropped shed roof extension covers the entrance of the garage and is supported by extended walls. Portions of the roof have been stabilized with new braces. The garage is clad with horizontal flush boards and is supported by lined rock and piers. The entrance to the garage is the entire southern elevation. There are no doors or coverings for this entrance. The floor of the garage consists of leveled pea gravel. Landscaping around the garage is minimal. A rock retaining wall surrounds the building on the west, north, and east sides. To the west of the garage is a leveled section of pea gravel used for parking.



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### **Dam, 1929 (Contributing)**

Constructed in 1929 and upgraded in 1939, the dam is a small poured-concrete structure that traps water in a small stream a half mile west of the station. A metal pipes protrudes from the northwestern wall of the structure. See Photo 15.

### **Fire Warehouse site, c. 1910s/1920s (Contributing)**

The fire warehouse is thought to be one of the initial structures built for the guard station during the 1910s/1920s. All that remains today of the structure is a small portion of the concrete foundation. Situated on the gently sloping hill, the fire warehouse site sits northeast of the mechanic shop site within the center grassy area that is northeast of the main road, south of the 1920s guard station buildings, and north of the CCC building group. The fire warehouse does not retain integrity of materials, design, or workmanship, but does identify the spatial relationship of the initial buildings to the 1920s and 1930s buildings retaining integrity of location, setting, and association. See Photos 2 and 3.

### **Mechanic's Shop site, c. 1920s (Contributing)**

It is unknown when the mechanic's shop was constructed but is thought to have been one of the earlier structures at the Guard Station. It is possible that this structure was initially identified as the blacksmith shop constructed in 1929, but is unknown for certain. All that remains today of the structure is the concrete foundation. Situated on the gently sloping hill, the northwestern side of the shop site sits directly on the ground while the southeastern side is held level by stacked rocks. The site is located in the center grassy area that is northeast of the main road, south of the 1920s guard station buildings, and north of the CCC building group. The mechanic's shop site does not retain integrity of materials, design, or workmanship, but does identify the spatial relationship of the initial buildings to the 1920s and 1930s buildings retaining integrity of location, setting, and association. See Photos 2 and 3.

### **Open Storage Shed FS Building #2311, 1934 (Contributing)**

Constructed in 1934 by the CCC, the open storage is a one-story, wood-framed building with a rectangular plan, gable roof, and three open bays. The open storage shed is clad with simple drop siding, the roof is finished with shingles, and the foundation consists of lava rock and piers. The interior of the shed reveals the structure framing and roof trusses. The open storage shed is situated in the southeastern corner of the site near the entrance. To the east of the shed are the oil house, closed storage shed, barn, and corral. Northwest of the open shed is the main road that leads up the gentle hill to the rest of the site. The shed is in excellent condition and maintains its integrity. Restoration work on the shed such as roofing, foundation, and cladding on the southeastern and northwestern elevations has included in-kind construction methods and materials to maintain the building's aesthetic and integrity. See Photos 16 and 17.

The open storage shed is 1363 square feet measuring 48'3" W x 28'3" L. The composite shingles on the gable roof replaced the original roofing. The roof features open eaves with exposed rafters and closed rakes. The shed's simple drop siding and corner boards are painted white, as are the other CCC buildings. The foundation for the shed is concrete piers, though un-cut, non-coursed lava rock is stacked against the southwestern elevation for stability.

The open storage shed features three large open bays supported by two posts and braces on the northwestern elevation. On the southern end of the northwestern elevation is a closed portion of the building, measuring 12'6". This closed section of the building is accessed by a garage bay that has a wood-paneled double door. A single door entrance is found on the interior northeastern elevation of the closed section. A louvered vent is found on the southwestern elevation of the building. The interior of the shed features tools,



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equipment, signs, and lumber. The floor of the shed consists of leveled gravel. Landscaping around the shed is minimal with mainly grasses. A slight hill is just northeast of the building, where at the top is a section of the corral spilt rail fence. This fencing follows the slight hill down to the southeastern corner of the building and turns northeast towards the oil house. Gravel road is found to the northwest of the building, which separates the CCC buildings from the center grassy area where the fire warehouse and mechanic shop sites are located.

### **Gas and Oil House FS Building #2504, 1934 (Contributing)**

Constructed in 1934 by the CCC, the gas and oil house is a one-story, wood-framed building with a modified rectangular plan, steeply-pitched gable roof, and partially enclosed. The gas and oil house is clad with simple drop siding, the roof is finished with shingles, and the foundation is concrete. Half of the building is enclosed while the other half is entirely open and supported by two posts with braces. The interior of the enclosed portion of the building is covered with plywood and houses tools and equipment. The gas and oil house is situated in the southeastern corner of the site with the four CCC buildings. To the southwest of the building is the open storage shed and to the east are the closed storage shed, barn, and corral. Northwest of the gas and oil house is the side road that leads northeast out of the site to Highway 126. The building is in good condition and maintains its integrity. Restoration work on the building such as roofing has included in-kind construction methods and materials to maintain the building's aesthetic and integrity. See Photos 16 and 17.

The gas and oil house has a total of 356 square feet, of which 168 square feet is enclosed on the southeast side. The building measures 16' W x 22'3" L. The composite shingles on the gable roof replaced the original roofing. The roof features open eaves with exposed rafters and closed rakes. The building's simple drop siding and corner boards are painted white, as are the other CCC buildings. Cladding is also found on the interior northwestern elevation and on the ceiling of the northwestern open area. The two posts that support the northwestern open section of the building are situated within an oval concrete pad that spans the northwestern elevation. The foundation for the enclosed portion of the building is poured concrete.

The gas and oil house features a single-door entrance on the southwestern elevation that accesses the enclosed portion of the building. The interior of the building houses tools and equipment. The open portion of the building covers a picnic table and tools. A ground spigot is found near the western corner of the building. Landscaping around the building is minimal with mainly grasses. A slight hill is just southeast of the building. Spilt rail fencing that begins near the northeastern corner of the open storage shed leads north to the gas and oil house where it pauses at the southeast corner and restarts at the southeastern corner and turns northeastward to form one of the segments of the corral. The break in fencing uses the southeastern elevation of the gas and oil house to serve as the barrier. Gravel road is found to the northwest of the building, which separates the CCC buildings from the center grassy area where the fire warehouse and mechanic shop sites are located.

### **Closed Storage Shed- Tack Room and Blacksmith Shop FS Building #2405, 1934 (Contributing)**

Constructed in 1934 by the CCC, the closed storage shed is a one-story, wood-framed building with a rectangular plan, gable roof, and large sliding doors. The building is clad with tongue-and-groove siding, the roof is finished with shingles, and the foundation consists of concrete piers. The interior houses historic tools, blacksmith equipment, and tack. The closed storage shed is situated in the southeastern corner of the site with the four CCC buildings. To the southwest of the building is the open storage shed and gas and oil house while to the southeast are the barn and corral. Northwest of the closed storage shed is the side road that leads northeast out of the site to Highway 126. The building is in good condition and maintains its integrity. Restoration work on the building such as roofing, work on doors, and replacement of broken windows has included in-kind construction methods and materials to maintain the building's aesthetic and integrity. See Photos 16, 17, and 18.



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The closed storage shed is 1503.5 square feet measuring 24'3" W x 62' L. The composite shingles on the gable roof replaced the original roofing. The roof features open eaves with exposed rafters and open rakes. The majority of the building is clad with tongue-and-groove siding and corner boards. Half of the northwestern elevation is clad with vertical flush siding framed with wood trim and diagonal boards in an X pattern. The building is painted white, as are the other CCC buildings. The foundation of the building is concrete piers. The closed storage shed has three entrances. On the northwestern elevation is an expansive double door of vertical flush siding with wood trim and diagonal boards in an X pattern like the adjacent siding. This door is hung from a track above and slides open in each direction. A second entrance is on the southern corner of the southeastern elevation. It is similar to the northwestern door in appearance and hangs from a track from which it slides northeast. This entrance is accessed by a wood platform landing. The final entrance on the northern corner of the southeastern elevation is similar to the other southeastern elevation door though it slides to the southwest. It too is accessed by a wood landing. The building has nine windows, all of which are original wood-framed, multi-paned windows. These include two hung sashes and two casement windows on the northwestern elevation, one hung sash on the southwestern elevation, one casement and one hung sash on the southeastern elevation, and two casement windows on the northeastern elevation. A ladder is hung below the southwestern elevation window.

The interior of the building has three rooms that house historic tools, blacksmithing equipment, and tack. Framing, wood paneling, and wood floors make up the interior. Landscaping around the building is minimal with mainly grasses. A gate to the southern corral is located at the southwestern corner of the building. Split-rail fencing begins near the northeastern corner of the building leads southeast to the barn. The southeastern elevation of the closed storage shed serves as the northwestern barrier of the northern segment of corral. To the northeast of the building is a large lava rock pile which makes access to the northeast side difficult. Gravel road is found to the northwest of the building, which separates the CCC buildings from the center grassy area where the fire warehouse and mechanic shop sites are located.

### **Barn FS Building #2400, 1935 (Contributing)**

Constructed in 1935 by the CCC, the barn is a one-story, wood-framed building with a rectangular plan, gable roof, and open on both sides for access to stalls. The building is clad with tongue and groove siding, the roof is finished with corrugated metal, and the foundation consists of concrete piers. The open-air interior houses ten stalls and feed boxes while the enclosed portion houses storage. The barn is situated in the southeastern corner of the site with the four CCC buildings. While the closed storage shed, the gas and oil house, and open storage shed form a row, the barn sits southeast of these buildings with the corral between them. The building is in good condition and maintains its integrity. Restoration work on the building such as windows has included in-kind construction methods and materials to maintain the building's aesthetic and integrity. See Photos 18 and 19.

The barn is 981 square feet measuring 25'6" W x 38'6" L. The enclosed portion of the building on the southwestern end is 278.25 square feet measuring 25'6" W x 10'6" L. The roof is covered with corrugated metal that replaced the original roofing. The roof features open eaves with exposed rafters and closed rakes. Cladding is tongue-and-groove with corner boards painted white, as are the other CCC buildings. The foundation of the building is concrete piers.

Three-quarters of the northwestern and southeastern elevations are completely open and supported with two posts and braces on each side, creating three bays. Inside this area are ten stalls with dividers and feed boxes with five on each side of the barn divided by a walkway down the center of the barn. Half way down this walkway is a ladder that leads to the above hayloft. The enclosed portion of the barn has two doors. These include a double door of vertical flush siding with wood trim and diagonal boards in an X pattern on the southwestern elevation, which is hung from a track above and slides open to the west. The second entrance is centered on the interior northeastern elevation and is a wide single door of horizontal boards with wood trim and diagonal boards in an X pattern. A leather strap serves as the door handle. The interior is used for storage



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and features hardwood floors, wood paneled ceiling, and exposed beams. Above the room is the hayloft that has a single door on the southern elevation above the sliding door. The hayloft door is made of similar vertical boards, wood trim, and diagonal boards in the X pattern as the sliding door below. The building has four windows, all of which are original. Three of the windows are wood-framed, multi-paned hung sashes found on the northwestern, southwestern, and southeastern elevations, which provide views from the enclosed room. The fourth window is a simple window frame with a casement-style shutter made of the building's siding located at the end of the center walkway on the northeastern elevation. The building has two louvered vents in the gable ends.

Landscaping around the building is minimal with mainly grasses. Corral fencing leads from both southeastern elevation corners to the small southeastern pen of the corral. Split-rail fencing also leads from the western corner of the building northwest to the southeastern corner of the closed storage shed, forming the northeastern fence line of the corral. Lava rock fields lie to the northeast of the fence line and the barn, which forms a small holding pen.

### **Corral, 1936 (Contributing)**

Constructed in 1936 by the CCC, the corral is constructed of split-rail fencing and is comprised of two large pens, two small pens, three gates, and a trough. The corral was enlarged in 1939 for the remount operation. The corral is situated southeast of the open storage shed, the gas and oil house, and the closed storage shed and southwest of the barn. In fact, the gas and oil house, closed storage shed, and barn form part of the corral boundaries. The corral is in good condition and maintains its integrity. Restoration work on the corral such as repair of posts, slats, and gates has included in-kind construction methods and materials to maintain the corral's aesthetic and integrity. See Photos 18, 19, and 20.

The corral has a perimeter of roughly 605'. There are two entrances to the corral. The gate leading to the stock driveway is located on the southwestern end of the corral near the main entrance to the site. It is a tall double gate comprised of log slats and posts. Lava rock walls from this gate line the southeast and northwest sides of what is the beginning of the stock driveway. These walls lead south, pausing across the main road, and continue on to the main stock driveway. The second gate is of similar materials and style as the main gate and is located between the gas and oil house and the closed storage shed. There are four additional interior gates within the corral including two between the two large pens, one near the western corner of the barn leading into the southwestern holding pen, and one near the southern corner of the barn leading into the northeastern holding pen. There is a large wooden trough in the northern large pen as well as a hitching post. These sit directly southeast of the closed storage shed. There is an additional hitching post on the north side of the fence dividing the two large pens. There are two metal troughs located in the southern large pen. A lava rock wall lines the entire southeastern perimeter of the corral and the northeastern perimeter of the corral and small holding pen near the barn. The corral is mostly dirt and grasses with a few bushes and one large pine tree near the main gate.

### **Stock Driveway, 1936-1939 (Contributing)**

Constructed between 1936 and 1939 by the CCC, the stock driveway is a lava rock wall lining a pathway from the corral to Fish Lake. Stock was once driven down this path from the corral to the summer grazing provided by the drained Fish Lake. This driveway runs southwest and northeast along the southeastern edge of the Fish Lake Guard Station site. The driveway walls are in good condition and maintain integrity. Restoration work on the walls such as repairing areas and removing vegetation has included in-kind construction methods and materials to maintain the stock driveway's aesthetic and integrity. See Photos 20, 21, and 22.

The stock driveway stands three-to-four feet tall, is five-to-six feet wide, and spans a distance of 650'. The pathway consists of dirt and grasses. Portions of the rock walls have crumbled to the ground, leaving gaps in



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the walls. At the southern end of the driveway near Fish Lake is a split-rail fence holding pen and gate. From this gate, stock was able to enter the seasonally dry Fish Lake for grazing.

### **Loading Platform and Swing Boom, 1954 (Contributing)**

Constructed in 1954, the Forest built the loading platform and swing boom to facilitate loading fire gear. All that remains today of the structure is the column, tethering cable, and fulcrum of the swing boom and a few boards of the platform. The column of the swing boom is a large pine tree that has had its branches removed and has been sawed off at the top. The root system of the tree serves as its anchor in the ground. Metal braces are found at the bottom and top of the column. Connected to the lower brace is a cut log that serves as the fulcrum angled at 45 degrees. The fulcrum is held up and was once operated by tethering cables attached to its end that are connected to the column's top brace. See Photos 2 and 23.

The structure is located near the original group of extant buildings that formed the 1920s guard station operation—it is just northeast of the commissary tucked against the tree line. The loading platform and swing boom retain part of its integrity, though integrity of materials, design, and workmanship has diminished as portions of the structure have been removed or deteriorated over time.

### **Bunkhouse FS Building #1325, 1960 (Contributing)**

Constructed in 1960 to replace one of the original bunkhouses (destroyed by snowfall in 1958), the bunkhouse is a one-story, wood-framed building with a rectangular plan and gable roof. The building is clad with vertical board and batten, the roof is finished with composite shingles, and the foundation consists of concrete slab. The bunkhouse is situated west of the main road across from the center grassy area. It is surrounded by split-rail fence. To the south is the holding pen near Fish Lake. The building is in good condition and maintains a fair amount of its integrity, though portions of its design and materials have been altered. This includes roofing as well as the placement and materials of doors and windows. In spite of these alterations, the modern plan bunkhouse uses characteristics of the previous rustic style period, blends with the surrounding environment, and maintains integrity of location, setting, association, and feeling. See Photo 24.

The bunkhouse is 1625 square feet measuring 25' W x 65' L. The shingle-covered gable roof features moderate overhangs with closed eaves and rakes. Several metal utility pipes are found throughout the roof. The vertical board and batten siding covers the entire structure. A fire box clad with the same siding is centered on the northern elevation with a large metal flue out of the top. Square louvered vents are found in each gable end. The foundation is comprised of concrete slab. The bunkhouse has two entrances, both near the center of the southern elevation. Both entrances feature modern fiberglass doors with wood trim and screened doors. Both are accessed by small concrete pads. The original entrances were located on the east and west gable ends, which are now covered with cladding. The bunkhouse has a total of eleven windows, all of which are wood- or aluminum-sliding windows (one is a hung sash). These include five windows on the southern elevation, one window on the western elevation, and five windows on the northern elevation. The aluminum windows were installed during the 1970s.

The building has two units (east and west) divided by a wall. Each unit includes one bathroom, two bedrooms, and a combined kitchen and living room. Landscaping around the building is minimal with grasses and trees. Gravel pathways are found around the southern elevation that leads south toward a crude driveway. Split-rail fencing lines the eastern and southern elevations of the building with a break for accessing the front entries.

### **Circulation Networks and Small-Scale Features**

The station's circulation networks such as the side roads, social trails, and pathways, as well as small-scale features such as split-rail fencing as described in the previous descriptions are considered historic and contributing to the district landscape. These features are not counted as individual contributing elements.



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**Hall Outhouse FS Building #5743, 1999 (Non Contributing)**

Constructed in 1999, the outhouse is a one-story, wood-framed building with a rectangular plan and gable roof. The building is clad with cedar shakes, the roof is finished with shingles and closed eaves and rakes, and the foundation consists of a concrete slab. The outhouse features a porch using the primary roof which extends westward over a northern wall that protrudes beyond the plan of the building and two wood posts for support. Exposed trusses cover the entry that features a metal door. A vertical wood box is found on the eastern elevation with a large pipe that protrudes out of it for ventilation. The outhouse is perched on a hillside north of the Hall House and road next to the garage. A social trail leads from the garage below and up the hill to the outhouse. The concrete slab foundation extends past the walls of the structure to form a walkway around the outhouse. The outhouse is primarily surrounded by forest. The Hall Outhouse is non-contributing as it was not constructed within the period of significance or historic period. See Photo 12.

**Kiosk, 2011 (Non Contributing)**

Constructed in 2011, the kiosk is a one-story, wood-framed structure angled in a crescent shape comprised of wood posts, six chalkboard panels, and is covered by a gable roof. The posts are attached to concrete footing within the ground that are covered with lava rock. Each chalkboard panel contains history and interpretation of the Fish Lake Guard Station. The kiosk is located just inside the entrance to the station on the west side of the road. The Kiosk is non-contributing as it was not constructed within the period of significance or historic period. See Photo 1.



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**8. Statement of Significance**

**Applicable National Register Criteria**

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

- 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.

**Areas of Significance**

(Enter categories from instructions.)

CONSERVATION

POLITICS/GOVERNMENT

ARCHITECTURE

**Period of Significance**

1906-1969

**Significant Dates**

1906, 20 acres around Fish Lake designated by USFS for potential station

1914, Establishment of Fish Lake as a Guard Station

1921, Construction of dispatcher and commissary cabins

1924-25, Construction of station buildings

1934, Construction of buildings by CCC

1964, Wilderness Act passed by Congress

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Forest Service (Architect/Builder)

CCC (Architect/Builder)

**Criteria Considerations**

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

Property is:

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

**Period of Significance (justification)**

The period of significance encompasses the withdrawal of land around Fish Lake from the potential homestead entry by the US Forest Service in 1906 and continues past the end of the historic period (1964) to include the passage of the Wilderness Act and first few years that the Fish Lake Guard Station served as a critical element in the management of wilderness areas on the Willamette National Forest. The beginning date has been chosen at 1906 to include the initial use of the area as fire protection headquarters and the intended use of the site as a USFS Station using the previously constructed buildings before constructing its own administrative buildings. The end date has been chosen at 1969 (five years outside of the historic period), as use of the station to manage wilderness areas continued into the twenty-first century.



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**Criteria Considerations (explanation, if necessary)**

Criterion G is applicable to the Fish Lake Guard Station as its period of significance (1906 to 1969) extends past the historic period of 50 years (1964). The period of significance has been chosen to end at 1969 (five years outside of the historic period) to include the passage of the Wilderness Act (1964) and the first five years of the Fish Lake Guard Station's critical role in managing wilderness areas on the Willamette National Forest, which continued on into the twenty-first century. It is fitting to include a few years of this use within the period of significance due to its important role within this landmark legislation.

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance and applicable criteria.)

Built by the U.S. Forest Service (USFS) and Civilian Conservation Corps (CCC) for the Santiam National Forest (later Willamette National Forest) and used throughout the twentieth century, the Fish Lake Guard Station is significant to the State of Oregon under National Register Criteria A and C under the areas of conservation, politics/government, and architecture with a period of significance of 1906 to 1968. The Fish Lake Guard Station is eligible as a historic district for listing under Criterion A due to its many associations with events significant to history including the development of USFS fire management, administrative sites, and remount stations on forest land in the state of Oregon; the CCC, a Depression-era federal work relief program that assisted with the development of national forests, administrative sites, and labor on forests and represents a regional expression of this federal program in Oregon; and finally with the 1964 Wilderness Act, which called for the protection of natural and untrammeled landscapes to be managed with non-invasive activities so as to preserve its natural conditions and represents a regional expression of this landmark legislation in Oregon. Additionally, the Fish Lake Guard Station is eligible as a historic district under Criterion C as the station's rustic-style buildings are a representative example of USFS administrative architecture built by Forest employees and the CCC using USFS and CCC plans and rustic design, made with local, natural materials to blend with the surrounding landscape. While there are several USFS administrative sites constructed within similar time periods throughout the state of Oregon, the Fish Lake Guard Station is singularly unique within Oregon as one of the best examples of continued and evolving use embodying the span and multifarious nature of USFS history, land management, and architecture.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

The Fish Lake Guard Station is eligible for listing as a historic district at the state level in the National Register of Historic Places (NRHP). The station is eligible under Criterion A for its association with the development of the US Forest Service as a government agency implementing conservation management in the Western Cascades on the Santiam (later Willamette) National Forest. The centrally located Guard Station provided fire crews and Forest staff with an administrative base and remount station from which to provide conservation management for the forest and implement fire protection—fulfilling the US Forest Service mission of sustainable multiple-use land management to meet the diverse needs of people. Later, the Fish Lake Guard Station served as an essential catalyst as a remount station in managing designated wilderness areas near the Willamette National Forest after the passage of the Wilderness Act in 1964. Traditional transportation methods and fire suppression equipment, namely pack strings, at the Fish Lake Guard Station provided the specific and sensitive set of management practices required in wilderness areas.

The Fish Lake Guard Station is eligible for listing as a historic district in the NRHP under Criterion A for its association with federal and state politics and government. The men of the Mary's Creek spike camp part of the CCC were responsible for constructing countless Forest Service administrative buildings, recreation sites, and providing critical labor. The CCC was a federal work relief program created in 1933 by President Franklin D. Roosevelt's New Deal legislation that employed young men to work in the areas of reforestation, road construction, soil erosion prevention, constructing buildings and recreation sites on federal lands (including



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national forests), and flood control projects. With help from the CCC, the Fish Lake Guard Station expanded in capacity as a remount station to continue providing management for the Willamette National Forest during a time of national crisis. The Fish Lake Guard Station maintained its association with federal and state conservation management into the twenty-first century by providing critical services to wilderness areas, made possible by the expansion of the site during the 1930s.

The Fish Lake Guard Station is eligible for listing as a historic district in the NRHP under Criterion C as a prime example of Forest Service rustic architecture carried throughout construction and use of the site. The rustic style predominant in USFS construction history throughout the twentieth century is reminiscent of the Arts and Crafts movement that incorporated a naturalistic approach to design. Rustic designs were used in numerous private and government administrative buildings in the first half of the twentieth century, and principally during the Depression-era by the CCC. Generally, the rustic style took the form of log or wood-frame buildings with mid-to-high pitched gable roofs, had fieldstone or brick chimneys, multiple-light windows, log, horizontal-clapboard, drop, or wood-shingle siding often with vertical boards or shingles on the gable ends, and fieldstone or concrete foundations, entries, and patios. Under national direction, USFS administrative sites were designed as ensembles with purposeful layouts to create efficiency, aesthetic feeling, and to blend with the surrounding environment by using local materials within the rustic style. The rustic style and environmentally-minded design of the Fish Lake Guard Station is evident in the log construction of a remote station (early period), drop siding (CCC), multiple-light windows, mid-to-high pitched gable roofs, use of local materials (lava rock and timber), and spatial relationship of administrative buildings. The position of the Guard Station to Fish Lake and its use of local materials, namely timber and lava rock, neither obscures nor clashes with its surroundings but blends with the environment and provides spectacular views of Fish Lake and the surrounding peaks.

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**Developmental history/additional historic context information** (if appropriate)

## **Forest Fire Management in Pacific Northwest and the Creation of Fish Lake Guard Station<sup>2</sup>**

In 1905, Congress transferred jurisdiction over the Forest Reserves from the Department of Interior to the Department of Agriculture's Forest Service (USFS), marking the beginning of a new management and development era within the new agency. With the transfer came a lasting shift in forest management and philosophy from "reserving" forests to emphasizing "long-term managed use" and conservation. Among the major themes in national forest administration (changed from forest reserves in 1907), fire suppression was a primary focus of forest management and conservation. The fires that ravaged the forests of the Northern Rockies and elsewhere in the dry, hot summer of 1910 had also taken over 80 human lives, destroyed entire towns, and consumed miles of railroad. This catastrophe heightened the American public's awareness about the need for fire prevention and control. Moreover, it elevated the need for fire suppression carried out by the Forest Service.<sup>3</sup>

The Pacific Northwest Region (Region 6) emerged as one of the most innovative of the regions in fire control with numerous technological advances such as ground-return telephone, communication, the Osborne Fire Finder, and the development of photogrammetry. Important tools also appeared on the fire lines, such as the backpack pump tank and the pulaski, a combination axe and grub-hoe named for its inventor Edward Pulaski, a Forest Service hero of the 1910 Big Blow-up in Idaho.<sup>4</sup>

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<sup>2</sup> The Statement of Historic Context synthesizes what is a considerable supply of secondary material relating to the development and architecture of the US Forest Service as well as the Civilian Conservation Corps. Additionally, primary research was conducted through the records of the Willamette National Forest and collected from personal accounts of Fish Lake Guard Station employees.

<sup>3</sup> Kay Atwood, Sally Donovan, Dennis Gray, and Ward Tonsfeldt, *Utility and Service Combined with Beauty: A Contextual and Architectural History of the USDA Forest Service Region 6: 1905-1960*. (Pacific Northwest Region: Bend, Oregon, April, 2005), 12, 15, 20.

<sup>4</sup> *Ibid.*, 20-21.



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During the Forest Reserve period, the General Land Office had little opportunity to prevent or detect fires, let alone to suppress them with its notoriously understaffed Forest Reserve ranger cadre. The Forest Service was determined to do better, but it needed to create practical, successful policies of fire management. The first target was improved fire prevention. Apart from regulations on forest lands, the most important means of detecting fires became the agency's new network of lookouts stretching across the West. The Forest Service began building lookouts soon after 1905, but the essential communications and fire-locating technologies were not in place until around World War I. Ground-return phone lines spread during the 1910s. With the improvement in field-telephone communication during World War I, and the development of the Osborne Fire Finder in 1917, the Forest Service began a vigorous program of lookout construction.<sup>5</sup>

Fire suppression required the greatest effort of all aspects of fire management. The Forest Service initially trained personnel in fire suppression who served as bosses for fire crews hired from local labor pools with no real training. The quality of fire crews gradually improved during the 1920s as college students worked as laborers, lookouts, and fire chasers on many national forests. Seasonal personnel started to receive training in fire suppression techniques as early as 1920. Fire crews were stationed at various guard stations from which they set out to patrol lands and fight fires.<sup>6</sup>

Initially, Region 6 employees erected station buildings somewhat haphazardly and only where and when needed with little regional oversight, rather than locate structures according to an overall plan. Staff only minimally planned sites and often arranged them according to their proximity to water sources, roads, and pasturage. In some instances conveniently situated campsites developed into more permanent administrative sites. At lower elevations accessible by road, the Forest Service established year-round "ranger stations," usually comprising of at least a residence or combination office/residence, barn, and storehouses. In more remote high-elevation areas, guard stations (often small log cabins) provided the necessary facilities for seasonal fire-guard personnel. From these modest and hard-won structures, Forest Service personnel protected the national forests.<sup>7</sup>

Generally, local vernacular architecture inspired the plans for these early administrative buildings that were largely reflective of the rangers' personal preferences, as well as the materials, tools, and time available. Although vernacular in style, these buildings often looked similar due to the use of local materials (native stone, timber, and wood shingles/shakes) common in the Pacific Northwest; indeed many of these early-day rangers were local residents who had been hired for their practicality and backwoods skills, not necessarily for any knowledge of professional forestry.<sup>8</sup>

From 1912 to 1932, wood-frame structures continued to house the fledgling Forest Service's activities in managing natural resources, including fire detection and suppression, range use, small timber sales, homestead entries and trail construction. Early in the period, administrative/residential quarters consisted primarily of a residence/office combination building and a barn/stable. Improvements relating to fire protection (lookouts, trails, and telephone lines) were the number one priority; the construction of administrative sites received second priority. Construction of new ranger stations was only allowed if no other rental properties were available. Federal policy stipulated that construction costs for new Forest Service buildings could not exceed \$650.<sup>9</sup>

These early administrative sites were often named after local geographic features or wildlife as dictated by the Washington DC Office. Region 6 Ranger Stations used names such as Paulina Lake, White Pass, Oak Grove, Red Mountain, Quail Prairie, Bear Wallow, Thorn Creek, Salmon Lake, Silver Falls, Lost Lake, Clearwater,

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<sup>5</sup> Ibid., 21.

<sup>6</sup> Ibid.

<sup>7</sup> Ibid., 41.

<sup>8</sup> Ibid., 42.

<sup>9</sup> Ibid., 45.



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and Chinook. These names not only reflected the local area but also served as a way to easily identify and locate the various ranger stations.<sup>10</sup>

In 1917, the Forest Service hired landscape architect Frank A. Waugh hired as the agency's first full-time landscape architect or "recreation engineer" and drew several site plans for ranger stations. Adopting the newly established National Park Service's ethic of non-intrusive architecture or designs "based on nature," the Forest Service employed like building practices during the 1920s and incorporated native materials within designs that were compatible with the environment. Some of the new buildings constructed during this period were considered "rustic" in appearance. This rustic style was based on the nineteenth century naturalistic tradition of landscape gardening that valued scenic views, variations in topography, natural features and plantings, and the use of native materials for construction. The style borrowed details from the Shingle, Bungalow, Craftsman, Adirondack, Vernacular, and the Prairie architectural traditions and drew building techniques and native material from the skilled craft of pioneers and indigenous cultures. The early-twentieth-century "Arts and Crafts" movement, which fostered an appreciation of handcrafted forms, natural settings, and naturalistic appearances, embraced all of these influences. Specific practices for accommodating Forest development accompanied these ideas, including roads or structures that caused minimal disruption of natural topography and that blended structures in with the natural surroundings.<sup>11</sup>

In Region 6, some of the administrative buildings from this period reflect the popular Bungalow style, generally one to one-and-a-half stories high, rectangular in plan, and had gable roofs, eave overhangs, knee-brace brackets, exposed rafter tails, shingle or drop siding, one-over-one or multi-light double-hung windows, and partial-to-full front porches supported by square posts. Fairly easy to construct, these structures utilized available materials in the milled-frame construction. The more remote ranger stations often reflected the vernacular building traditions utilizing log construction, hand-split wood shingles or shakes, and local stone.<sup>12</sup>

### Formation of Fish Lake Guard Station

Needing fire protection for the western Cascades, the Forest Service sought out convenient and practical locations for which to build stations to house fire dispatchers and crews. Looking for proximity to water sources, roads, and pasturage, the Forest Service found the ideal site at Fish Lake. Realizing its advantageous location along the well-travelled Santiam Wagon Road and proximity to area forest reserves, the Forest Service began spending summers at Fish Lake to conduct fire patrols of the surrounding forest. On November 17, 1906, the Forest Service withdrew 20 acres around Fish Lake from the potential homestead entry to use as a central base for fire patrols and moreover, for a future USFS administrative site to be used in conjunction with the nearby Lava Lake Ranger Station and the Smith Prairie Ranger Station. Beginning in 1911, the site served as the location of the summer field headquarters for the newly created Santiam National Forest. In 1914, the Forest Service formally acquired the Fish Lake property through a conveyance and established a guard station at Fish Lake within the Cascadia Ranger District. Named after its place name, the Fish Lake Guard Station was ideal being centrally located between Lava Lake, which produced an abundance of hay, and Smith Prairie, which furnished pasture for horses. Moreover, three telephone lines connected at Fish Lake while administrative trails leading in almost every direction connected near the site. The lake's natural drainage in the summer also provided abundant grazing for cattle and horses.<sup>13</sup>

Fish Lake has been a site of European use and settlement since the mid-nineteenth century when a way station was established along the Santiam Wagon Road. Beginning in 1859, Andrew Wiley, John Bradenburg, and John Grey sought to find a route across the Cascades to link the cities and towns of the Willamette Valley

<sup>10</sup> Ibid.

<sup>11</sup> Ibid., 45-46.

<sup>12</sup> Ibid., 46-47.

<sup>13</sup> Gerald Williams, *McKenzie River Names: A Listing of Social, Historic, and Geographic Place Names*. (Eugene, Oregon, 1988), 89-90; John K. Stutesman, *Fish Lake Guard Station: Evaluation for Eligibility to the National Register of Historic Places*. (Eugene, Oregon, September, 1983), 4; Jon M. Silvermoon, *Fish Lake History Summary*. (McKenzie Ranger District, Willamette National Forest, June 1988); James Denney, *A Fish Lake Chronology*. (Fish Lake Guard Station, Willamette National Forest, 2000).



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with the grazing lands of Eastern Oregon. Having observed Indians using the Santiam Pass area as a travel route, they sought their route there. In 1864 the Willamette Valley and Cascade Mountain Wagon Road Company was incorporated and by 1866, the first passable route across the Cascades had been completed. Known as the Santiam Wagon Road, the toll road route passed by Fish Lake where the way station built in 1867 served as a popular stop along the route. At times hundreds of wagons and travelers stayed overnight at Fish Lake, generating the need for permanent structures. Entrepreneurs constructed several structures at the way station including a hotel circa 1878, saloon, blacksmith shop, barn, corrals, and cabins. A full lake in the winter and spring, Fish Lake naturally drains in the summer to Fish Lake Creek and Clear Lake, providing bountiful grazing for passersby and permanent residents. This seasonal phenomenon served in part as an impetus for placing the way station at this location.<sup>14</sup>

After the turn-of-the-century, many of the Fish Lake structures had fallen victim to heavy snowfall or fire resulting in their collapse. Meanwhile, travel over the wagon road began to wane and the Fish Lake way station closed in 1907. While businessmen reconstructed a new hotel and sought to maintain the way station, fire protection grew as the primary concern around Fish Lake. Marvin J. Nye, who had previously operated the toll gate at the way station, provided the first organized fire protection in the area circa 1904 before the USFS exercised interest in the Fish Lake area as a central base to conduct fire patrols by horseback beginning in 1906. The site served as a logical location for fire protection headquarters as convenient access was provided by the already established Santiam Wagon Road, the close proximity to Fish Lake provided water and seasonal grazing, and the extant buildings provided a place from which to work.<sup>15</sup>

After establishing Fish Lake as the designated fire dispatching headquarters for the Santiam in 1914, the Forest converted the former way station into the Fish Lake Guard Station as a summer field office; replacing all of the original way station buildings with Forest Service administrative buildings. The first structures built by the Forest Service included a two-room dwelling, barn, fence, and fire warehouse during the 1910s. Into the 1920s, the Forest replaced these initial structures and expanded the Fish Lake Guard Station by constructing log buildings in the rustic style including the dispatcher's cabin (1921), a commissary (1921), outhouse (1922), springhouse (1924), fire hose house (1924), fireman's cabin (1924), supervisor's cabin (1925), garage (1928), two bunkhouses, cookhouse, and barn as well as several fences.<sup>16</sup>

Using the dispatcher's cabin switchboard, the dispatcher was responsible for taking initial fire reports and handling all communication using "number nine" wire connected to all lookouts, guard stations, and district offices in the vicinity. Santiam National Forest Supervisor, C. C. Hall used the supervisor's cabin as his summer residence, thereby the cabin became known as Hall House. The fireman's cabin and two bunkhouses were destroyed by fire, heavy snowfall, and a falling tree respectively during the 1950s. The cookhouse and barn were also removed from the site at a later date. In 1926, the administrative site was described as: "A group of very attractive log cabins constructed principally by [Forest Service] firemen, superintended by John Short... [Built] at almost no other cost, [they] house the [fire] dispatcher and his office, the two or three firemen stationed here, packer and pack animals."<sup>17</sup>

## The CCC at the Fish Lake Guard Station

During the 1930s, Fish Lake became an important firefighting remount station for crews and pack animals sent out to forest fires throughout the central Cascades. A remount station is a depot where horses and mules are bred and stationed to provide transportation to remote areas by pack strings. Pack strings consist of packhorses (horses and/or mules) carrying equipment in sidebags or panniers that are trained to traverse difficult terrain, where the absence of roads prevents the use of wheeled vehicles.

<sup>14</sup> Silvermoon; Stutesman, 2-3; Greta Martin, *Fish Lake Research*. (Willamette National Forest, October, 1981); Denney.

<sup>15</sup> Silvermoon; Stutesman, 4; Martin; Denney.

<sup>16</sup> Stutesman, 2-4; Silvermoon.

<sup>17</sup> Williams, 90; Silvermoon; Stutesman, 4; Denney.



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After the creation of the Willamette National Forest in 1933 by combining the Santiam and Cascade National Forests, the Forest utilized Civilian Conservation Corps labor to construct trails and buildings throughout the Forest. In 1934, a spike camp from Mary's Creek Camp F-20 was located at Fish Lake. Under the direction of Harold Bowerman, Joe Stevens, and Charley Blanding, four-man crews constructed the open storage shed, gas and oil house, closed storage shed, barn, corral, and stock driveway between 1934 and 1939. These structures greatly expanded the capacity of Fish Lake as a remount station, providing more space for packhorses and a larger operation for pack strings. They also constructed Santiam Lodge and Clear Lake Shelter within the area.<sup>18</sup>

The Civilian Conservation Corps (CCC) took shape in 1933 under President Franklin Delano Roosevelt's New Deal program to correct the nation's severe economic, social, and environmental problems. By July 1933, enrollment in the CCC had reached over 300,000 nation-wide, and more than 1,500 camps had been established across the country. This was the "largest peacetime mobilization...the United States had ever seen." The CCC was divided across the country into nine distinct units known as Corps Areas. The Corps Areas were subdivided into smaller districts, sub-districts and, finally, companies housed at individual camps. Each CCC camp was delineated by a letter indicating the ownership of the land on which it operated and a number. Each company averaged about 200 men, although this number routinely fluctuated.<sup>19</sup>

While 90 percent of the enrollees came from east of the Mississippi River, 90 percent of CCC projects took place on the forests and parklands west of the Mississippi. The CCC brought together two of the nation's assets—natural resources and idle young men—in order to reclaim both. Heeding FDR's principle that work-relief projects 'should be useful,' the Forest Service and the Park Service employed CCC crews to create and maintain infrastructure, fight fire and blight (blister-rust), and replant trees. Enrollees constructed federal ranger and guard stations, lookout towers and cabins, and work centers. They constructed campgrounds, lakes, and shelters. They built roads, bridges, trails, and dams. They put out fires and replanted trees.<sup>20</sup>

The CCC building program on national forests in Region 6 included a full range of structures for forest administration and public recreation. The administrative complexes of the 1910s and 1920s had grown from simple residences with a few auxiliary buildings to complexes where personnel and equipment occupied an assortment of structures designed to serve a number of functions. The number of permanent administrative sites doubled during the Depression period. These CCC-built structures, typically more architecturally sophisticated than their predecessors, included residences, garages, offices, crew houses, toilets, guard residences, mess halls, bunkhouses, machine storage, automotive shops, gas-and-oil houses, warehouses, and barns/stables of various sizes and configurations.<sup>21</sup>

Depression Era architecture of the CCC had a predominate style, described as being rustic (sometimes referred to as 'Cascadian' in Region 6) like that of the earlier Arts and Crafts influence on the National Park Service and early Forest Service architecture. These rustic structures generally featured wood-frame buildings with mid-to-high pitched gable or hip roofs covered with cedar shingles (or sometimes larger, rougher cedar or pine shakes), and had dormers, fieldstone or brick chimneys, horizontal clapboard, drop, or wood shingle siding often with vertical boards or shingles on the gable ends, and fieldstone or concrete foundations, entries, and patios. Window treatment represents one of the most successful ornamental schemes on many CCC-built Forest Service buildings in Region 6. The multiple-lights windows, with simple wide trim, gave the buildings a distinctly "cottage-like" look.<sup>22</sup>

<sup>18</sup> Stutesman, 5; Williams, 90; Silvermoon.

<sup>19</sup> John Ferguson, *A Guide to the Historic Administrative Buildings of the U.S. Forest Service Pacific Southwest Region 1905-1970*, (USDA Forest Service: Heritage Stewardship Group, 2010), 51.

<sup>20</sup> Stacy Lundgren, *Documentation and Evaluation of the Blood Mountain Trail Shelter (9LU224) for National Register of Historic Places Eligibility*. (USDA Forest Service: Chattahoochee-Oconee National Forests, 2010), 6.

<sup>21</sup> Atwood et al., 51.

<sup>22</sup> *Ibid.*, 53



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While standard plans were developed by federal agencies for just about every facility imaginable, the exact finishing details were left to local control. CCC rustic architecture employed local materials of stone and timber. Structures were integrated with the surrounding landscape to create a natural feeling and setting, not encumbered by human presence. According to US Forest Service historian E. Gail Throop, "As accessories of nature, these [Rustic style] structures employed the use of native materials to blend with the environment and the use of early pioneer and regional buildings techniques; architecture was closely integrated with landscape." Additionally, Throop argues, "Rustic CCC architecture was a function of its own time, and ideally suited to the conditions of a distressed economy and wide-spread unemployment. Labor intensive, rustic architecture employed the combined efforts of many men, skilled and unskilled, in planning, preparing and building. Yet it was also economical in that it employed the use of natural and native building materials, certainly locally abundant for little or no cost."<sup>23</sup>

The buildings constructed by the CCC at the Fish Lake Guard Station followed the iconic rustic style using local materials, specifically lava rock, and the blending with the environment. These buildings expanded use and allowed for a larger packing operation and fire crew to operate at the station during the 1930s.

### **A Revitalized Purpose: The Fish Lake Guard Station and Wilderness Management**

The importance of Fish Lake as a fire crew deployment site and remount station gradually diminished as vehicles and aircraft transporting new fire detection and suppression technology developed in the 1940s and 1950s replaced pack animals transporting fire crews and traditional equipment to fires. Over the years, little maintenance was done at the Fish Lake Guard Station resulting in a loss of a few buildings due to deterioration, fire, or snow. In 1960, a new bunkhouse was constructed to replace the original one collapsed by heavy snowfall in 1958.<sup>24</sup>

However, the Fish Lake Guard Station found new life with the passage of the Wilderness Act. Signed into law by President Lyndon B. Johnson on September 3, 1964, the Wilderness Act mandated that the National Park Service, USFS, and U.S. Fish and Wildlife Service review all federal lands under their jurisdiction for wilderness areas to be included within the National Wilderness Preservation System (NWPS). The NWPS protects federally managed wilderness areas designated for preservation in their natural condition. Wilderness is defined as "an area where the earth and community of life are untrammelled by man, where man himself is a visitor who does not remain" and "an area of undeveloped Federal land retaining its primeval character and influence, without permanent improvements or human habitation, which is protected and managed so as to preserve its natural conditions." Wilderness areas are subject to specific management restrictions; human activities are limited to non-motorized recreation (such as backpacking, hunting, fishing, horseback riding, etc.), scientific research, and other non-invasive activities. During these activities, all patrons are asked to abide by the "Leave No Trace" policy.<sup>25</sup>

Under the 1964 law, forest managers were forced to find new management practices for designated wilderness as new technologies developed for forest and fire administration such as aircraft and vehicles were not allowed within wilderness areas. With such restrictions, many forest managers returned to traditional management techniques implemented in the earlier twentieth-century by utilizing pack stings based out of remount stations. By packing non-invasive forest and fire management equipment in and out of wilderness areas by packhorse, Forest Service employees could successfully manage sensitive wilderness areas according to the law, thereby solving the issue of how to manage wilderness areas.

Needing personnel, equipment, and a base from which to manage newly designated wilderness areas near the Willamette National Forest, the clear choice for a management base was the once thriving Fish Lake

<sup>23</sup> Ibid., 51-57; James Wettstaed, *A Legacy in Wood and Stone: An Overview and Management Plan of Depression Era Resources on the Chattahoochee-Oconee National Forests, Georgia*, (USDA Forest Service: Chattahoochee-Oconee National Forest, 2010), 15-16.

<sup>24</sup> Stutesman, 5; Silvermoon.

<sup>25</sup> *Wilderness Act. Statutes at Large* 890 (1964).



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Guard Station. With a corral, stock drive, grazing lands, and living quarters already in place, the Fish Lake Guard Station was revitalized as a remount station in 1964, from which personnel could provide bygone traditional forest management to delicate wilderness areas. From the centralized Fish Lake Guard/Remount Station, the Forest had the means and management ability to assist in overseeing designated wilderness areas including the Mount Washington Wilderness (1964), Mount Jefferson Wilderness (1968), Middle Santiam Wilderness (1984), and Menagerie Wilderness (1984).<sup>26</sup>

Forest Service animal packer Lloyd "Van" Van Sickle is credited with preserving the Forest Service tradition of doing backcountry work with the support of equine livestock at the Fish Lake Guard/Remount Station. From the 1960s on, Van Sickle managed the Fish Lake packing operation and also worked to rehabilitate the site. Van Sickle restored several of the structures using in-kind historic materials to maintain the site's and individual buildings' integrity. Van Sickle managed the packing operation into the 1980s.<sup>27</sup>

In addition to the packing operation, wilderness guards, trail crews, recreation guards, prevention firemen, fire crews, researchers, and many volunteers were housed and worked out of the Fish Lake Guard Station. In 1997, the Forest opened up a few of the cabins to winter recreation rentals. The last packer and pack string left the Fish Lake Guard/Remount Station in 2005, 99 years after the designation of the area as a Forest Service site. The station's primary purpose today focuses on education, restoration training, historic interpretation, preservation of the historic structures, and landscape restoration.<sup>28</sup>

<sup>26</sup> Martin; Stutesman, 5; Williams, 91.

<sup>27</sup> Stutesman, 5; Williams, 91; Martin; Denney.

<sup>28</sup> Williams, 91; Stutesman, 5; Denney.



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## 9. Major Bibliographical References

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**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

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**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 # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: \_\_\_\_\_

Historic Resources Survey Number (if assigned): N/A

**10. Geographical Data**

**Acreage of Property** 16.81  
(Do not include previously listed resource acreage.)

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>10</u>	<u>579105</u>	<u>4917294</u>	3	<u>10</u>	<u>579307</u>	<u>4917153</u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>10</u>	<u>579196</u>	<u>4917231</u>	4	<u>10</u>	<u>579083</u>	<u>4917006</u>
	Zone	Easting	Northing		Zone	Easting	Northing

**Verbal Boundary Description** (Describe the boundaries of the property.)

The boundaries of the Fish Lake Guard Station are delineated by an arbitrary line 400 feet past the shoreline of Fish Lake to the southwest, an arbitrary line 50 feet past the southeastern edge of the stock driveway and corral to the southeast, an arbitrary line 100 feet past the barn to the northeast, and an arbitrary line 100 feet past the Hall outhouse to the northwest. A discontinuous boundary that includes the dam is located 0.54 miles (864 meters) northwest of the northwest boundary of the main site. The boundaries of the dam are delineated to the south by the edge of the Santiam Wagon Road or 60 feet south of the dam, to the west by an arbitrary line 50 feet west of the dam, to the north by an arbitrary line 50 feet north of the dam, and to the east by an arbitrary line 50 feet east of the dam.

The Santiam Wagon Road (SWR), a previously listed resource, bisects the Fish Lake Guard Station. Within the above described boundaries, the contributing Fish Lake Segment of the SWR measures 650 feet from the southeast to the northwest and is 20 feet wide, consisting of 0.30 acres. This acreage is subtracted from the total acreage of the Fish Lake Guard Station historic district.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundaries of the Fish Lake Guard Station delineate a definable geographic area in which are concentrated the sites, buildings, and structures that describe the evolution, growth, and continued use of the station as an administrative post and remount station. The boundaries drawn encompass the historically used areas within and around the station, such as the drained lake used for grazing, the lava fields used for materials, the watershed, and the forest.



Fish Lake Guard Station  
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**11. Form Prepared By**

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name/title Rachel D. Kline/ Architectural Historian  
organization Heritage Stewardship Group USDA Forest Service date January 8, 2014  
street & number 63095 Deschutes Market Road telephone (970) 218-8162  
city or town Bend state OR zip code 97701  
e-mail rdkline@fs.fed.us

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**Additional Documentation**

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Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)



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**Photographs:**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

**Name of Property:** Fish Lake Guard Station

**City or Vicinity:** McKenzie Bridge

**County:** Linn

**State:** Oregon

**Photographer:** Rachel D. Kline

**Date Photographed:** August 28, 2012

**Description of Photograph(s) and number:**

- Photo 1 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0001  
Looking northwest from station entrance at Santiam Wagon Road, kiosk, and toll gates.
- Photo 2 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0002  
Looking northwest at grassy area with foundations of mechanic's shop and fire warehouse.  
Also in photo are the flag pole, signage, commissary, and swing boom.
- Photo 3 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0003  
Looking northwest at grassy area with foundations of mechanic's shop (background) and fire warehouse.
- Photo 4 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0004  
Looking north at dispatcher's cabin and commissary cabin.
- Photo 5 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0005  
Southwestern elevations of dispatcher's cabin (left) and commissary.
- Photo 6 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0006  
Southwestern elevation of springhouse.
- Photo 7 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0007  
Looking northeast at fireman's outhouse and pathway.
- Photo 8 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0008  
Looking northeast at fire hose house.
- Photo 9 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0009  
Looking northwest at Santiam Wagon Road with dispatcher's cabin and commissary on right.
- Photo 10 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0010:  
Looking southeast at Hall House and road.

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### Photographs Continued

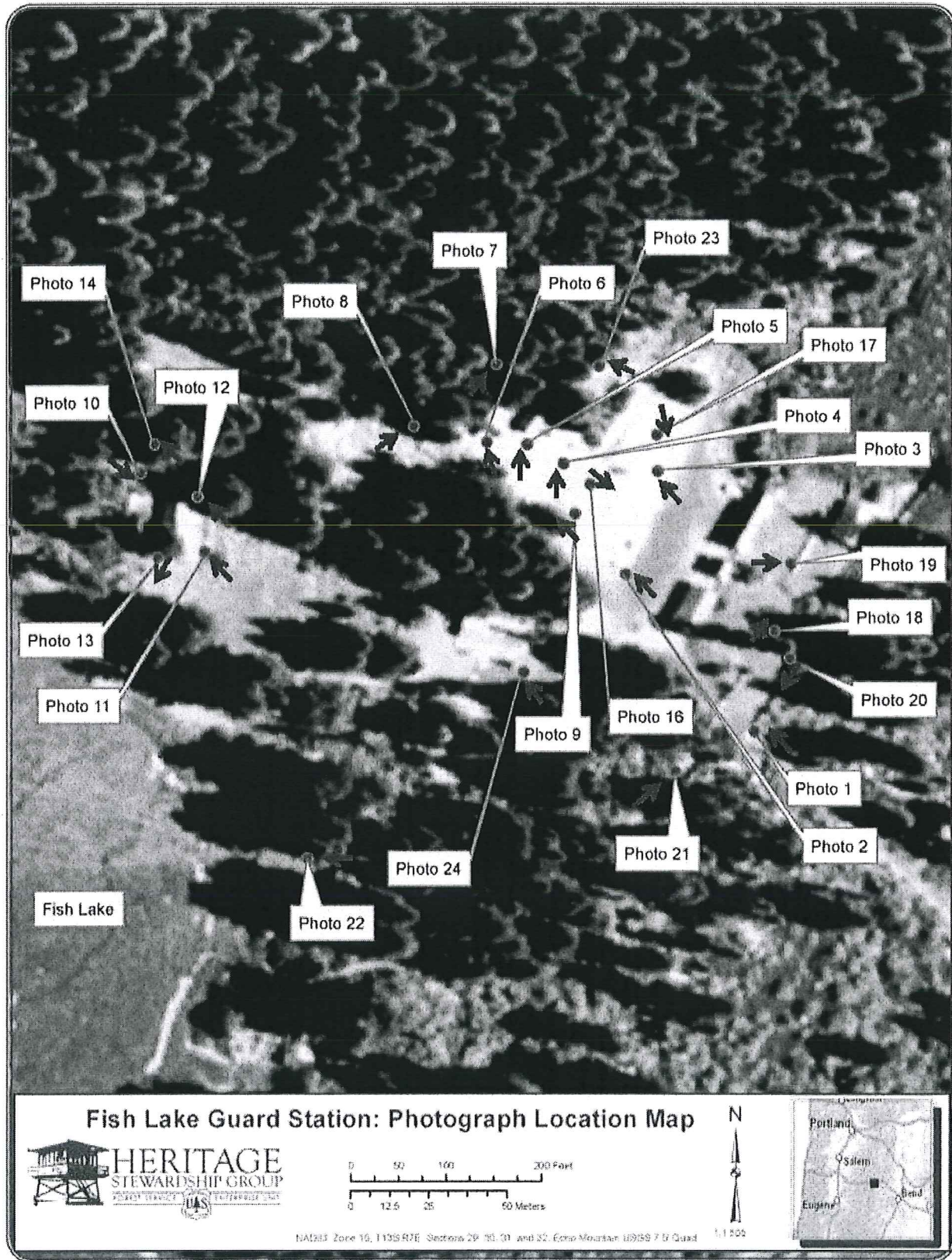
- Photo 11 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0011  
Southern and eastern elevations of Hall House.
- Photo 12 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0012:  
Looking northwest at rock feature west of Hall House; Hall garage (left), and modern outhouse is in the background.
- Photo 13 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0013:  
Looking southwest at Fish Lake from Hall House.
- Photo 14 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0014  
Looking at the southern and eastern elevations of Hall garage.
- Photo 15 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0015  
Looking at the northwest wall of the dam.
- Photo 16 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0016  
Looking southeast at CCC buildings from commissary.
- Photo 17 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0017  
Looking south at closed storage shed (left), as and oil house (center), and open storage shed.
- Photo 18 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0018  
Looking northeast at corral, closed storage shed (left), and barn.
- Photo 19 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0019  
Looking east at interior of corral and barn.
- Photo 20 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0020  
Looking southwest at corral gates and beginning of stock driveway.
- Photo 21 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0021  
Looking northeast down stock driveway.
- Photo 22 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0022  
Looking west at holding pen near Fish Lake at end of stock driveway.
- Photo 23 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0023  
Looking west at loading platform and swing boom.
- Photo 24 of 24:** OR\_LinnCounty\_FishLakeGuardStation\_0024  
Looking at the southern and eastern elevations of bunkhouse.



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**Photo Location Map**



Fish Lake Guard Station  
Name of Property

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**Property Owner:** (Complete this item at the request of the SHPO or FPO.)

name Willamette National Forest  
street & number 3106 Pierce Parkway, Suite D telephone (541) 225-6300  
city or town Springfield state OR zip code 97477

**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.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

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N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 30

**List of additional documentation:**

**UTM References:** Station continued and Dam

**Latitudes/Longitudes:** Station and Dam

**Figure 1:** 7.5 Minute USGS Map

**Figure 2:** Boundary Map

**Figure 3:** Site Plan

**Figure 4:** Site Sketch Map

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### UTM References: Station continued

5	<u>10</u>	<u>578957</u>	<u>4916984</u>	7	<u>10</u>	<u>578855</u>	<u>4917114</u>
	Zone	Easting	Northing		Zone	Easting	Northing
6	<u>10</u>	<u>578913</u>	<u>4917026</u>	8	<u>10</u>	<u>578996</u>	<u>4917212</u>
	Zone	Easting	Northing		Zone	Easting	Northing

### UTM References: Dam

9	<u>10</u>	<u>578269</u>	<u>4917679</u>	11	<u>10</u>	<u>578267</u>	<u>4917643</u>
	Zone	Easting	Northing		Zone	Easting	Northing
10	<u>10</u>	<u>578284</u>	<u>4917659</u>	12	<u>10</u>	<u>578250</u>	<u>4917661</u>
	Zone	Easting	Northing		Zone	Easting	Northing

### Decimals Latitudes/Longitudes References: Station

1	<u>44.404614, -122.006560</u>	5	<u>44.404037, -122.005427</u>
2	<u>44.403021, -122.009726</u>	6	<u>44.403888, -122.007941</u>
3	<u>44.401840, -122.008465</u>	7	<u>44.402223, -122.009011</u>
4	<u>44.403323, -122.004045</u>	8	<u>44.402024, -122.006880</u>

### Decimals Latitudes/Longitudes References: Dam

9	<u>44.408171, -122.016999</u>	11	<u>44.407847, -122.017030</u>
10	<u>44.408011, -122.017240</u>	12	<u>44.407989, -122.016814</u>



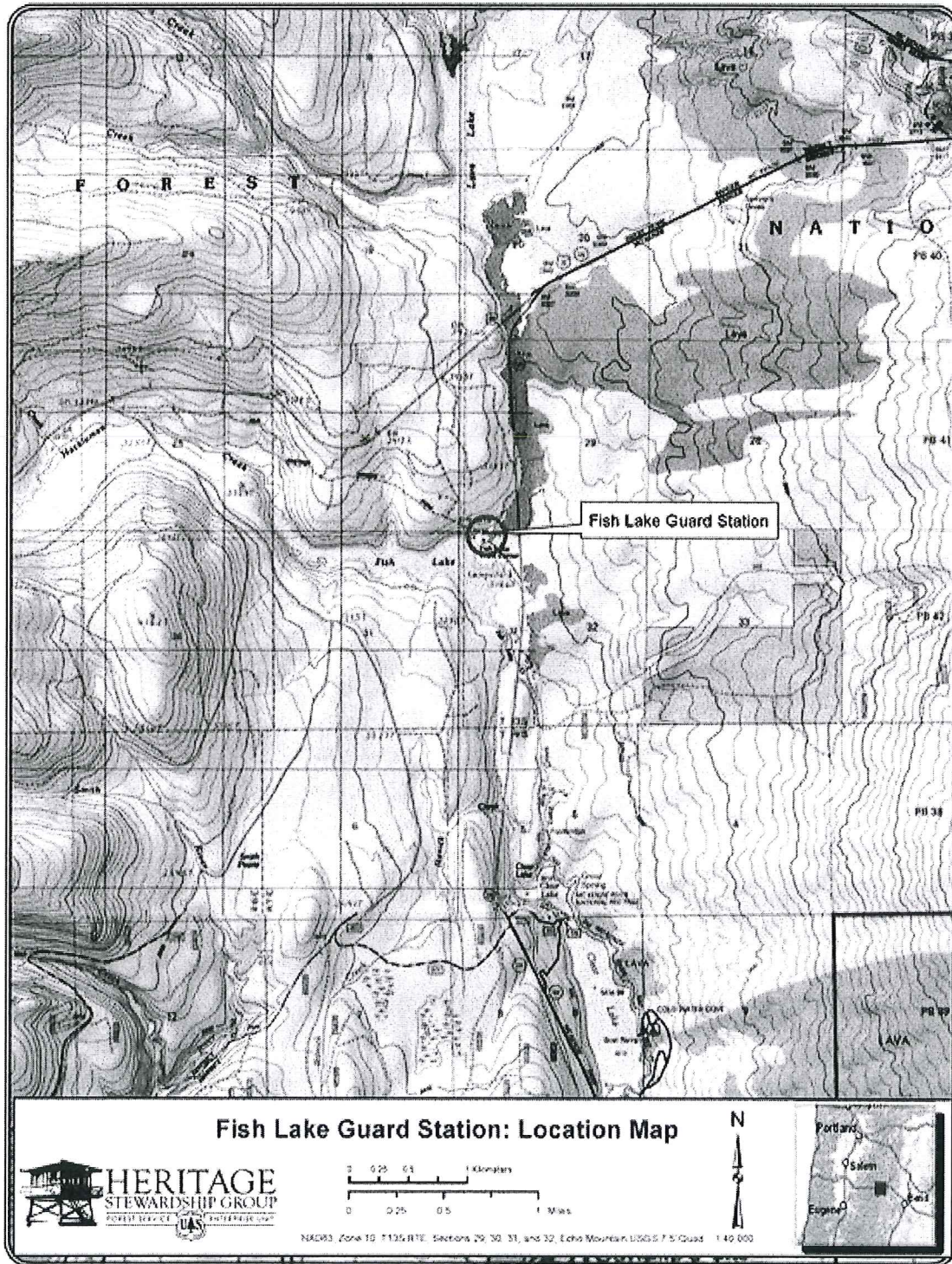
United States Department of the Interior  
National Park Service

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Figure 1: 7.5 Minute USGS Map, location of nominated property marked with circle and label.





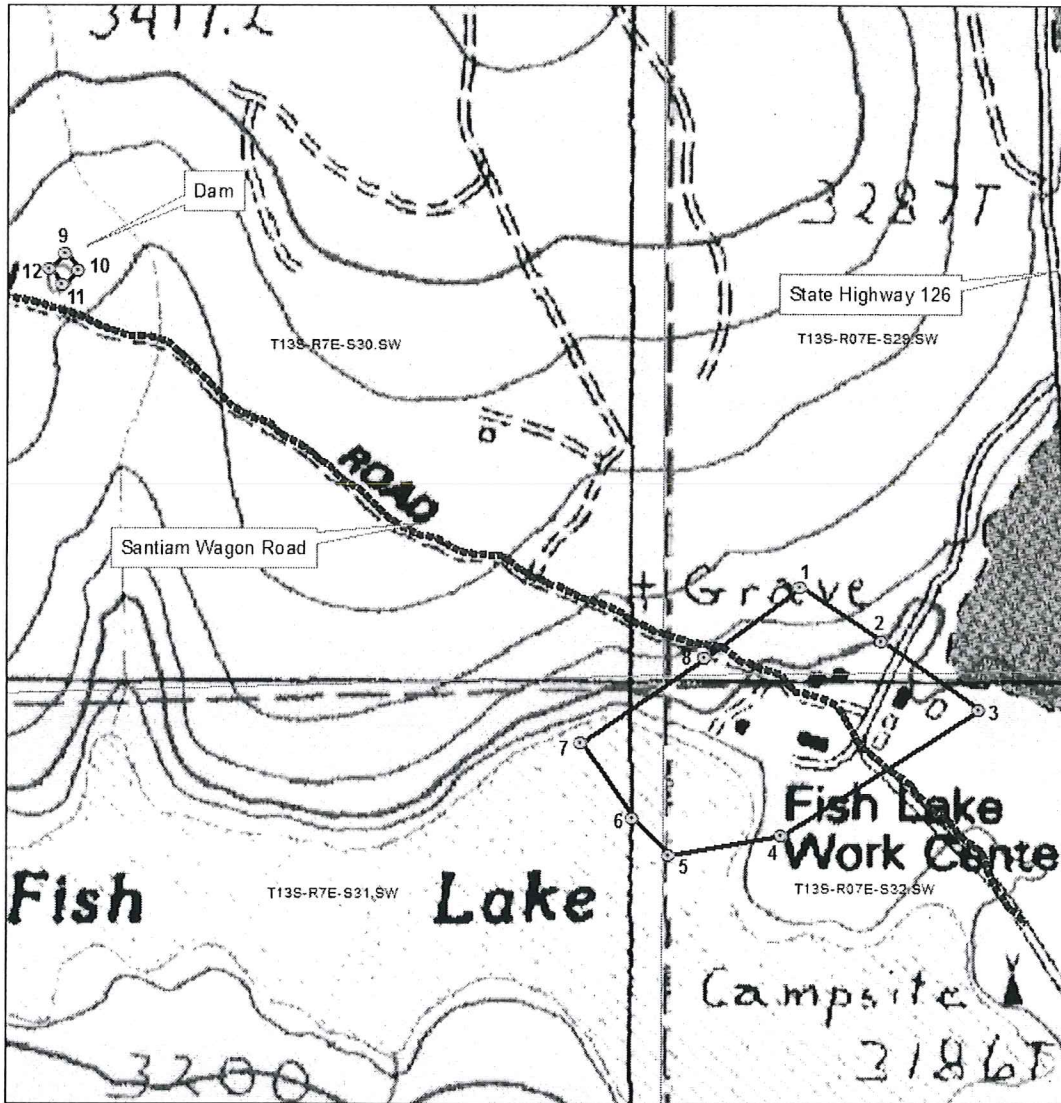
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

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N/A
Name of multiple listing (if applicable)

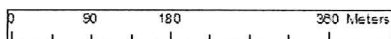
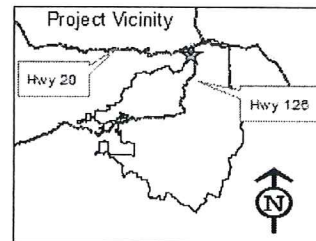
Section number Additional Documentation Page 33

Figure 2: Boundary Map, district boundaries shown with labeled UTM reference points.



**Fish Lake Guard Station Boundary Map**  
 Township 13S Range 07E Sections 29, 30, 31, and 32  
 Echo Mountain USGS 7.5' Quadrangle

- ⊙ UTM Boundary Points
- Santiam Wagon Road
- ▭ Nomination Boundary



1:6,200

McKenzie River RD Boundary



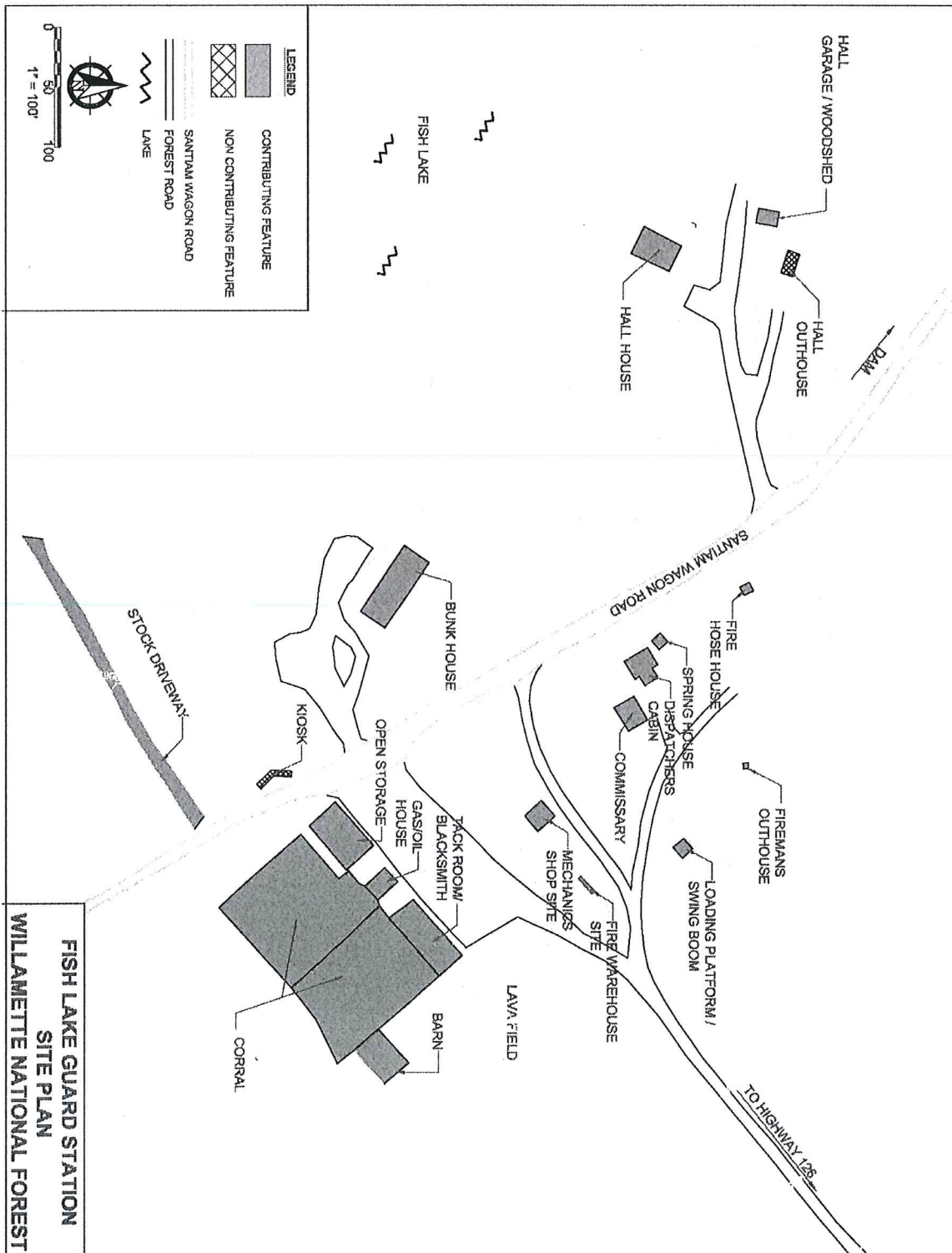
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Fish Lake Guard Station
Name of Property
Linn Co., OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 34

Figure 3: Site Plan.



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Figure 4: Site Sketch Map.

Artist's rendition of the site. Dam not included due to scale. Numbers 1-5, 8-9 refer to no longer extant buildings or sites. Drawn by Jim Denny.

