

Oregon Historic Site Record

LOCATION AND PROPERTY NAME			
address:	433 Willamette St Eugene, Lane County (97401)	historic name:	Southern Pacific Passenger Depot
assoc addresses:		current/other names:	Southern Pacific Depot
location descr:		block/lot/tax lot:	
		tnwshp/rng/sect/qtr sect:	18S 3W 7
PROPERTY CHARACTERISTICS			
resource type:	Building	height (stories):	1.0
elig evaluation:	eligible/significant	total elig resources:	2
prim constr date:	1908	NR Status:	Individually Listed
	second date:	date indiv listed:	08/16/2007
primary orig use:	Rail Related	orig use comments:	
second orig use:		prim style comments:	
primary style:	Romanesque	sec style comments:	
secondary style:		siding comments:	
primary siding:	Brick:Other/Undefined	architect:	Southern Pacific Railroad
secondary siding:		builder:	
plan type:	Railroad Station: Other		
comments/notes:			
GROUPINGS / ASSOCIATIONS			
Not associated with any surveys or groupings.			
SHPO INFORMATION FOR THIS PROPERTY			
NR date listed:	08/16/2007	106 Project(s):	None
ILS survey date:		Special Assess Project(s):	None
RLS survey date:		Federal Tax Project(s):	None
ARCHITECTURAL / PROPERTY DESCRIPTION			
<i>(Includes expanded description of the building/property, setting, significant landscape features, outbuildings and alterations)</i>			
<p>SUMMARY The Eugene Southern Pacific Railroad Passenger Depot in downtown Eugene, Lane County, Oregon was built in 1908 with features derived from a number of architectural styles. The brick building, laid in a Flemish-bond pattern, has a hip roof with wide overhanging eaves supported by heavy wood brackets, corbelled chimney, semi-circular bay on the north facade, two boxed bays on the south elevation, dormer windows decorated with lattice-shaped muntins, and tall one-over-one double-hung wood-sash windows capped with flat arches. The original wood freight doors are on the north and south facades of the baggage room. In 1955, a small non-compatible mail shed was constructed on the east end of the building. The interior of the depot is divided into five main areas; the waiting room/ticket area, baggage room, staff area, service area/restrooms, and the mechanical/telecommunication room. In 2004, the Southern Pacific Depot was rehabilitated and restored as a regional transportation center as part of the Multi-Modal Transit Station master plan commissioned by the City of Eugene. A new public plaza, on the west side of the building, was constructed in 2004. The associated office/bunkhouse, located west of the depot, is a contributing feature in the nominated parcel. It was also rehabilitated as part of the project. SETTING/LANDSCAPE FEATURES The Eugene Southern Pacific Passenger Depot is located in downtown Eugene at the north end of Willamette Street, historically the main north-south street. In the Downtown Neighborhood, the depot borders the railroad tracks and W. Third Avenue on the north, the historic American Railway Express Building (see footnote) and a parking lot/chain link fence on the east, the station parking lot to the south, and the depot plaza and a parking area to the west. Commercial businesses and governmental buildings are south of the depot, and the 1888 Shelton-McMurfhey-Johnson Residence, a Queen Anne style house listed on the National Register, is at the base of Skinner Butte Park north of the depot. A 13 ft. wide concrete platform/sidewalk extends around the south, west, and north perimeter of the depot. The dimpled texture and joint pattern of the original platform sidewalk was replicated during the 2004 rehabilitation project. Disabled ramps were installed at several locations to meet ADA requirements. The parking lots are paved with asphalt. West of the depot, a new public plaza includes period-style metal park benches and crook-necked light fixtures reminiscent of the historic light standards in the original depot park. Metal bollards separate the plaza from the parking areas to the west. The concrete surface of the plaza was scored in a square pattern and the southern edge of the plaza is curved. Installation of a public sculpture is planned at the south end of the plaza in the historic location of a fountain in the original depot park. The HVAC chiller borders the plaza on the west and is screened by a fence and landscaping, and the overhead utilities to the building were relocated underground during the rehabilitation. The office/bunkhouse, included in the nomination, is sited in the northwest corner of the west parking lot. PHYSICAL DESCRIPTION Depot Exterior The Eugene Southern Pacific Passenger Depot measures 30 ft. by 143 ft. with the longitudinal elevation extending east-west. One-story in height, the depot has a bell-cast hipped roof with five-foot eave overhangs. The roof is covered with architectural asphalt composition shingles with a low-profile ridge cap vent. A brick chimney with decorative projecting corner corbels caps the ridge near the west end (reconstructed in 2004). Two brick box-bay windows on the south elevation define the outer edges of the interior waiting-room space. The bays continue through the roof forming dormers with low-pitched, hipped roofs, and wide overhanging eaves supported by exposed rafters. The two small wood sash windows in each dormer have lattice-shaped muntins; the window glass has been removed and interior vents (painted black) inserted behind the sash for the updated HVAC system. A rounded brick bay is located on the north facade, slightly west-of-center. The bay also extends through the roofline to form a rounded roof dormer with overhanging eaves supported by exposed rafters. Each frieze area of the south and north bays is embellished with recessed rectangular brick panels and projecting brick stringcourse above the dormer windows. These three bays have one-over-one double-hung wood sash windows. All the other depot windows are slightly recessed, one-over-one double-hung wood sashes with projecting brick sills and flat-arch lintels. The broad eaves extend over the pressed-brick walls that are laid in a smooth-finish Flemish-bond pattern and joined with a tinted narrow-beaded flush-mortar joint. The eaves are supported by exposed rafters, large load-bearing notched, carved wooden brackets, and cross pieces that extend through the masonry walls. Two original baggage doors are located on the east end of the south and north facades. The doors are made of vertical tongue-and-groove boards secured by diagonal cross-bracing and capped with original three-light transoms. New period light fixtures flank the doors. An iron band is attached to the brick about three feet above the ground on either side of the north freight doors. These iron bands were applied to the brick as a way to protect the facade from the baggage carts. The outside corners of the freight/baggage doors are reinforced with iron posts and "bullet-shaped" concrete base stops. All the doors in the depot have transoms above the opening. The waiting room doors on the south and north facades have windows in the upper section and two horizontal panels below composed of vertical tongue and groove boards. These doors were reconstructed from original drawings in the 2004 rehabilitation. Two other doors are located on the west facade. The central door consists of tall double doors made of vertical boards supported by diagonal cross bracing. A single four-panel door is north of the central door. Both doors were rehabilitated in the 2004 project and are capped with transoms. A slightly projecting concrete base extends around the perimeter of the station and some of the brick corners are reinforced with iron corner guards that extend up the corner about four feet from the concrete foundation. There are two coal chutes that are on the west end of the south facade of the depot. The coal chutes have iron doors hinged at the top and say "Majestic" in raised letters. New signs stating, "Eugene Depot," "Elevation 428 feet," "San Francisco 610 M.," and "Portland 123 M.," are centered under the eaves on the north, west, and south facades. A mailroom shed was added to the east end of the building in 1955. The small, one-story mailroom shed is constructed of board-form concrete and has large multi-pane, metal fixed windows on the east and south facades. Three round iron posts support the corners. A slightly recessed door was originally located on the north facade but was enclosed to accommodate the break room for the depot workers. Originally open on the north facade, the mailroom</p>			

shed was later enclosed to facilitate commercial and office use. Currently, there are two doors and a window on the north facade of the shed. The small shed is considered a non-compatible addition to the building. Depot Interior The interior of the station was rehabilitated and upgraded to current building codes in 2004. Many of the original details and finishes were restored during the project. The original footprint of the station is divided into various functional areas: the waiting room, ticket counter, baggage room, restrooms/service area, and the mechanical and telecommunication rooms. The staff areas are located in the 1955 mailroom addition. Waiting Room The waiting room is accessible from the "track side" and the "city side." Four sets of double doors and a single door with marble thresholds lead into the waiting room that is illuminated by tall, one-over-one double-hung wood sash windows with the original hardware intact. Formerly the ticketing area, the rounded bay on the north wall is now a seating area with a curved built-in wooden bench. Replica period-style wood benches are positioned in rows in the center and west side of the waiting room. The waiting room has plaster walls, a wood picture rail, and the original plaster ceiling. Some of the original faux stamped wainscot tile on the lower half of the wall is intact (areas where the tile was missing were restored). A varnished wood chair rail defines the top of the faux tile surface. The wood trim around the windows and doors was restored to the original varnished finish. Pendant globe lights are suspended from the ceiling. The floor is covered with terrazzo tiles laid in a diamond pattern. A central archway, flanked by two double-width openings, separates the waiting room from the ticketing area. Ticket Booth The ticket booth, on the east end of the waiting room, is made of a vertical tongue-and-groove stained wood, the ticketing counter has square, cherry wood columns that support the upper signage area that states, "TICKETING." The upper portion of the counter is enclosed with glass for security. The ticket booth floor is covered with rubberized tiles, and the ceiling acoustic tiles. Combinations of cabinets and counters line east and west walls. A door from the waiting room opens into the north portion of the room and a wide opening in the east elevation of the ticketing room leads to the baggage room. Baggage Room The baggage room has whitewashed brick walls, painted drywall ceiling, and the original 4 ft. by 4 ft. scored concrete floor with some of the dimple-texture finish remaining. The original freight doors, made of vertical v-groove tongue-and-groove boards secured with iron straps, are on the north and south facades of the room. Each door is capped with a tripartite transom window and slides on an iron runner. The doors slide into pockets on the north and south walls. A mechanical and storage mezzanine is built above the ticket booth behind the west wall of the baggage room, accessible by a ladder and door in the top of the wall. There are two original windows on the east facade of the baggage room. The northern window was made into a door during the recent rehabilitation project. This door internally connected the mailroom and the baggage room. Restrooms The original restrooms, near the west end of the depot, were on the south side of the station opposite the current location. The restroom facilities were moved to the north side of the building, and enlarged to meet current program and accessibility requirements. Details from the original restroom finishes were replicated in the new restrooms. These include the use of white "subway" ceramic tiles on the walls, and small white and black hexagonal tiles on the floor. Because the ceilings in the new restrooms were lower than the original windows in the rooms, light-wells were built around the top of the windows to retain the window heights. Sinks and toilet stalls on opposing sides line the east and west walls of the women and men's restrooms. Samples of the original restroom floor tiles and toilet stall doors and marble partitions are located in the attic storage area. Vending machines are opposite the restrooms along the depot south wall. A small maintenance closet is on the west wall of the vending machine hall. Mechanical Room The mechanical rooms are located in the west end of the building and include the new HVAC, electrical, fire alarm, and telecommunication systems. A mezzanine level, accessible by a ladder, includes much of the mechanical systems for the station. Even though a new heating system was installed, the majority of the original radiators were retained in the lobby of the building. Mailroom Shed Addition (Non-Compatible addition) The Mailroom Shed, added to the depot in 1955, currently functions as an area for the staff. The staff areas include four main spaces: the restroom/locker room, break room, office, and conference room. All the finishes are new, including the walls, ceilings, and floors. The metal multi-pane windows on the south and east facades are original. The door at the west end of the mailroom shed that leads into the baggage area was reused from the station. A glass panel was installed in the door to visually connect the mailroom shed and baggage room. Originally, this building was open on the north side as a receiving room for mail. The north side was later enclosed to accommodate office space. Due to its age and modifications to the original shed design, the addition is considered a non-compatible addition to the original train depot. OFFICE/BUNKHOUSE The contributing office/bunkhouse, approximately 20 ft. by 20 ft. square, has a hip roof covered with architectural asphalt shingles, a brick chimney on the south side, overhanging eaves, board soffits, drop tongue-and-groove siding, 4/4 double-hung wood-sash windows with simple wood trim, combination wood screen windows, corner boards, and a concrete foundation. The door is on the west facade. A low perimeter planting strip surrounds the building on all sides, and a sidewalk is on the west side. The interior has been rehabilitated and restored. The walls are a combination of beaded boards and vertical tongue-and-groove boards, and the floor was refinished to expose the original tongue-and-groove fir flooring. The ceiling is covered with bead board. Small access doors to the crawl space and the attic are in the floor and ceiling. The small structure may have been used as an office and built around 1880. The building was later used as a bunkhouse. It appears that the office/bunkhouse was originally located west of the depot. The building was moved to a site east of the depot in the 1950s. During the 2004 rehabilitation project, the building was relocated west of the depot near its original location. The bunkhouse and small yard offices were usually located at a distance from the depot. REHABILITATION AND ALTERATIONS Pre-2004 Alterations Exterior •Two windows were lengthened on the north side of the depot at the west end during the historic period. The sills were lowered to the same level as the other set of four windows directly to the east. The same sill details were used. •A window immediately to the west of the waiting room entrance doors on the west side of the bay was reconfigured into a door during the historic period. •Half of the double door on the west facade was enclosed to provide a window for the former telegraph office, and an additional single doorway was added, styled after the other entries with a transom above and a decorative brick arch. •Mailroom shed added to the east facade in 1955. Interior •Installation of a drop ceiling and fluorescent lighting. •Covered original arch between waiting room and ticket booth when ceiling was lowered. •Removal of the ticket area and construction of a new counter on the east side of the waiting room. 2004 Rehabilitation The Eugene Southern Pacific Depot was rehabilitated as part of a plan to develop a regional transportation center in the station. Completed in 2004, the project was funded by the City of Eugene and the Oregon Department of Transportation using Federal Highway's Transportation Enhancement grants. Since federal monies were involved in the rehabilitation, Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800), Executive Order 11593 was enacted The depot was determined eligible for listing in the National Register in 2001, and in the Finding of Effect evaluation, the Oregon SHPO concurred that the rehabilitation project would have "No Adverse Effect" on the building or site. The depot was rehabilitated according to the Secretary of the Interior's Standards for Rehabilitation. Site •Restored the concrete platform/sidewalk around building replicating the dimple texture in the concrete. •Constructed a plaza on the west side of the depot. •Relocated gas and electric meters away from front door. •Placed utilities underground. Office/Bunkhouse •Moved the Office/Bunkhouse from the site east of the depot to a location on the west side of the station. Depot Exterior •Re-roofed, and installed new gutters and downspouts •Cleaned and repointed exterior brick where necessary •Restored chimney •Repaired windows, doors, and trim, and repainted •Replaced double entrance doors with doors matching original design •Added exterior wall mounted lighting •Added new door on the north side of the mailroom shed addition •Installed new exterior signage •Replaced HVAC system on the outside of building Depot Interior: •Restored original height of ceiling and repaired plaster, and windows •Repaired and reconstructed plaster walls and faux wainscot tiles •Refinished wood trim around doors and windows, chair rail and picture rail •Installed new terrazzo floor in waiting room •Restored original arch between ticket booth and waiting room •Built a new ticket booth and office area •Installed benches in round bay that was originally the ticket booth along the north wall of the waiting room •Installed two new interior five-panel doors •Built new restrooms similar in design to the original rooms •Installed equipment in the mechanical and telecom room at the west end of the building •Built staff areas in mailroom shed addition •Installed new HVAC system

HISTORY

(Chronological, descriptive history of the property from its construction through at least the historic period - preferably to the present)

STATEMENT OF SIGNIFICANCE Constructed in 1908, the Eugene Southern Pacific Railroad Passenger Depot and the contributing associated Office/Bunkhouse are eligible for listing in the National Register of Historic Places under Criterion A for their association with the early development of Eugene as a major shipping and distribution center on the Southern Pacific Railroad's mainline that linked Portland, Oregon to California. The railroad brought greater economic flexibility, opened markets for shipping local crops and goods, and increased the number of permanent residents in the city. The depot, the third station erected on the site, represents the Progressive Era and the City Beautiful Movement when cities across the United States improved their communities by creating inviting urban environments as a way to attract more businesses and full-time residents. The new depot was viewed as the "gateway" to the town. The Southern Pacific Passenger Depot and associated office/bunkhouse are also eligible under Criterion C as well preserved examples of railroad-related buildings in Eugene. The depot is designed with stylistic elements of the Arts and Crafts/Craftsman movement. The associated Vernacular style office/bunkhouse is a simple utilitarian building, void of decorative details. The depot is architecturally significant as an example of a type and period of construction that reflects stylistic and functional elements common to railroad depot designs. More stylized and substantial in its construction than other depots in smaller towns, the Eugene depot shows the importance of Eugene as a major hub on the Southern Pacific line and its position as the Lane County Seat. The depot is one of five remaining masonry depots built along the original Southern Pacific main line to California. The period of significance dates from 1908 to 1955. The beginning date represents the construction of the depot, and the end date represents the last major alteration to the exterior of the depot when the mailroom shed was added to the east facade (non-compatible). The end date also signifies the decline of the use of the railroad and the end of the Southern Pacific's Shasta Line, one of the key railroad lines that connected Oregon and California. The Eugene Southern Pacific Passenger Depot were listed as a Eugene Historic Landmark in 1979, and determined eligible for listing in the National Register of Historic Places in September 2001, under Criteria A and C, as part of the 2004 rehabilitation process. The areas of significance include transportation and architecture. The Eugene Southern Pacific Passenger Depot and Office/Bunkhouse retain integrity of design, location, feeling, association, and material. The majority of the original materials, finishes, layout, and design were retained and restored in the 2004 rehabilitation project. A symbol of the city's early reliance on the railroad, the Southern Pacific Passenger Depot has been in continuous use since its construction in 1908. HISTORIC CONTEXT Early Settlement of Eugene The Kalapuya Indians were the first people to live in the Willamette Valley. Archeological evidence indicates that the Kalapuya occupied the area for several centuries. A hunting and gathering people, the Kalapuya frequently burned the grasses of the valley to clear brush and provide a better habitat for the game and vegetation they depended on for food. By the early 1800s, as explorers ventured into the Oregon Territory, the native Kalapuya population dwindled due to disease brought on by contact with Euroamericans. Euro-Americans began arriving in the Willamette Valley in great numbers after the Oregon Trail was established across the country in the 1840s. After first settling in the northern Willamette Valley around

present-day Portland and Oregon City, pioneers pushed further south in the valley and staked claims under the 1850 Donation Land Claim Act. The promise of free land brought a new wave of settlers into the Oregon Territory. William Dodson, Felix Scott, Elijah Bristow, and Eugene Skinner were the first Euro-Americans to stake claims in what is now the Eugene area. Skinner's 1846 land claim of 640-acres included present-day Eugene and Skinner Butte, originally called the "high place" by the Kalapuyas. Although not prime agricultural land, Skinner's claim included a ferry crossing and suitable land to establish a townsite. By 1847, Skinner had built a log cabin on the west side of Skinner Butte for his wife Mary and their first child. Others settlers staked claims adjacent to Skinner in the late 1840 and 1850s, each bringing new skills, and interests to the region. The Skinner Post Office was established by 1850, and the initial townsite of Eugene, originally called Eugene City, was platted in 1851. The same year, the Oregon Territory provisional government established Lane County with Eugene as the county seat. After the county was formed, Eugene City was resurveyed and platted. Schools, businesses, churches, lumber and flourmills, government buildings, and residences were erected in the new town plat under the guidance of the first mayor, Eugene Skinner. A millrace was built that served as the center of the industrial development of the city. Eugene City was incorporated in 1862 (and reincorporated in 1864 with some boundary adjustments). The same year Eugene was incorporated, Congress passed the Homestead Act, which allowed citizens to claim up to 160-acres of unclaimed public land, and receive title after making improvements and residing on the property for five years. The offer of free land attracted more settlers to Oregon and the Eugene area. At the same time (1862), Abraham Lincoln signed the Pacific Railway Act, which authorized the Central Pacific and Union Pacific companies to build a transcontinental railroad. The second railway act was enacted in 1864, as a way to further stimulate investment in the railroads by giving away more land and subsidies for each mile of track laid. In 1865 and 1866, other railroad bills allowed for other railroad companies to construct railways and granted more free land to the railroad companies. The government wanted a rail system that would be used to facilitate commercial, postal, and military communication among the states. These acts stimulated interest and competition in developing a rail system in Oregon, particularly between Portland and Northern California, through the fertile lands of the Willamette Valley. This railroad would connect to the transcontinental line under construction by the Central Pacific and the Union Pacific. At this time, Eugene City was only accessible by wagon/stage road, or by transport on the Willamette River. Consequently, the town welcomed the idea of a train connecting the valley with the rest of the country. The Construction of the Oregon and California Railroad In 1868, construction of what would become the Oregon & California Railroad began when two competing companies initiated building a railroad from Portland through the Willamette Valley. The Oregon entrepreneurs wanted to be the first company to connect with the Central Pacific Railroad that was building the western portion of the transcontinental railroad from Sacramento, California, to Promontory, Utah. The rival railroad companies began rail construction on either side of the Willamette River in Portland, with Joseph Gaston and his supporters from Portland on the west side, and a group supported by Salem sponsors on the east side. Both factions started construction in April 1868. The two companies engaged in a competition to cross the Clackamas River (20-miles upstream) by the end of December 1869. Incentives for the companies included loans from major financial centers, backed by federal land-grants, and subsidies. The federal government gave away land-grants in checkerboard patterns, and railroads could sell every-other square. Local and state governments also aided the financing for the construction of the lines. The two companies' legal and political battles enticed a Kentucky-born native named Ben Holladay. Holladay, who came west to operate the Pony Express, steamship, and stage operation, quickly involved himself in the railroad venture, and "threw his hat" in for the east-side company. Under Holladay's guidance, the east-side company won federal favor, and the last spike was driven on December 24, 1869. The east-siders claimed victory. In March 1870, Holladay purchased the west-side company and reorganized his railroad company under the name of the Oregon & California Railroad. Still under Holladay's control, construction of the railroad pressed further south, reaching Salem in 1870, just in time for the State Fair celebration. The train reached Albany on December 25, 1870, and Harrisburg on June 25, 1871. As the railroad pushed further south, Holladay began negotiating with Eugene City for the placement of the tracks and depot. In an effort to gain more revenue for the railroad, Holladay asked the City for forty-thousand dollars to insure that the railroad would be built through the city, and not in the neighboring community of Springfield. Although the city initially balked at the fee, the business people convinced the City that it would be worth the money. The first Oregon & California train arrived in Eugene on October 8, 1871. The Eugene City Guard reported upon the coming of the railroad, "Many of our citizens turned out to observe the process of track laying, and to witness the arrival of the first train of cars, which made its appearance at a late hour in the afternoon." A wooden depot was built at the north end of Willamette Street, at the base of Skinner's Butte, a strategic location in downtown Eugene. The depot served as both a passenger and freight depot. Construction of the railroad south of Eugene continued, reaching Roseburg on December 3, 1872. Once there, construction came to a halt for nine years. "Holladay failed financially. Money acquired by sale of bonds in advance of construction had been spent with reckless abandon. Traffic revenue from the sparsely settled region was not sufficient to meet expenses, and when bond interest could not be met in 1873, Holladay was forced out and the property taken over by . . . German investors" represented by Henry Villard. After the Oregon & California Railroad reorganized and secured more funding, the company resumed construction of the railroad south of Roseburg in 1881. At the same time, the California & Oregon Railroad resumed construction north from Redding, California in 1883 in an effort to connect the Oregon and California railways. "The Oregon & California, and the California & Oregon railroads met in Ashland, Oregon near the border on December 17, 1887. By this time, the Central Pacific controlled the Oregon & California Railroad, placing the entire line between California and Oregon under the same name. At the same time, the Southern Pacific Railroad was incorporated. All affiliated railroads, including the Central Pacific, were then leased to the Southern Pacific." The Southern Pacific railroad also acquired (by lease) the Oregon & California Railroad, marking an end to the reign of the Oregon & California Railroad. Despite the legal and financial difficulties during the construction of the railroad through the Willamette Valley, the cities and towns along the line became dependent on the railroad for transportation of goods and passengers, and the City of Eugene was no exception. Eugene's Development and the Railroad Era After the Oregon & California Railroad reached Eugene, the industrial development that originally centered on the Millrace began shifting to the railroad depot, and associated freight warehouses. Farmers and agricultural organizations expanded their operations both physically and economically, as evident in the storage and distribution warehouses that were built along the track by the depot. The railroad owned a ribbon of land, known as the Southern Pacific Reserve, which the railroad company leased to various lumber, general merchandising, fruit, and milling companies for their storage warehouses. The company also had its own warehouses that stood west of the passenger station. The railroad became the focal point of the city. By the early 1880s, a new wooden passenger depot was built at the base of Willamette Street. The second depot, a wooden structure designed with Victorian-style elements, was rectangular in shape, with a center projection on the north side, and a smaller storage area annexed to its east end. A separate freight depot and small office building were located northwest of the depot on the opposite side of the tracks. Streets around the new depot were graded and gas lamps installed to light the area around the station. The railroad connected the town with other communities in Oregon (and eventually the nation), bringing greater economic flexibility, opening more markets for the shipment of crops and goods, and increasing the number of permanent residents in the city. Residential development increased as more "high-style" homes replaced the simple structures of the 1860s and 1870s. The University of Oregon in Eugene was established by the state legislature a year after the first train came into the city, further solidifying the town's permanency in the state. Larger brick commercial buildings replaced smaller wooden storefronts, as Eugene's commercial core expanded further south of the depot along Willamette Street. Fraternal organizations, churches, and social organizations constructed buildings that were interspersed between the commercial and residential developments. By the end of the Railroad Era and the beginning of the Progressive Era, Eugene was on its way to becoming the commercial and cultural center of the southern Willamette Valley. The Progressive Era Eugene's Progressive Era during the late nineteenth and early twentieth centuries is marked by a period of increased interest in social reforms and humanitarian activities, as new aid organizations, social groups, and public interest committees were organized and the city's industry and commerce expanded. "Overall it was a period of growth and prosperity, although the country experienced economic depressions in the 1890s and again in the late 1910s. By the mid-1880s, Eugene was firmly established as the main city in the southern Willamette Valley, and residents had overcome many of the hardships of early settlement. The population grew from less than 2,000 in 1884 to over 9,000 in 1910. The timber industry was well on its way to becoming the primary economic enterprise in Lane County and in Oregon, though agriculture continued to prosper." The rail transport helped expand these important regional industries. During this period, the City Council worked to improve the city's infrastructure, government buildings, water system, fire department, public transportation, public utilities, and park system, in an effort to attract more residents and businesses. Business blocks were erected and new residential neighborhoods spread out from the downtown core. The early 1900s were a prosperous time for the city. More churches, residences, and schools were built, and the University of Oregon continued to expand its curriculum and campus. Many social and fraternal groups formed to help the less fortunate and bring about social reform through education and outreach. As new industries developed and the agricultural-based businesses grew, the relationship between the railroad and businesses became stronger, as productivity and demand increased. Commerce increased as a variety of specialty businesses started to meet the demands of increasing population and wealth. The city promoted construction of a streetcar line, a mule-drawn trolley system that was completed in 1891. The system served the area until 1903. In 1907, a new electric trolley system was completed in Eugene, and as a result, Willamette Street was paved for the first time. By 1910, the electric trolley reached the neighboring community of Springfield, which formed an important transportation link for both communities. At its peak, the electric railroad system operated three main routes, with two originating at the train depot. Another form of transportation also made its appearance in Eugene in the early 1900s: the automobile. By the mid-1910s, the impact of automobiles was reflected by the development of new auto-related businesses, and the number of paved streets in the town. Eugene's local government included members of the community who worked to better the town and guide growth. In its expanded role, city officials helped stimulate commercial and residential development, and aided groups, such as the Eugene Commercial Club, who were involved in the national movement coined the "City Beautiful Movement." Architect and planner Daniel Hudson Burnham, director of architectural works for the 1893 Columbian Exposition in Chicago, and Frederick Law Olmsted, landscape architect, inspired the principals of the movement and helped promote its value to civic leaders across the United States. While other social reformers of the time concentrated on improving sanitary conditions or opening missions, the City Beautiful architects and leaders believed the emphasis should be on producing attractive urban settlements, as well as healthy social environments, which in turn would inspire its inhabitants to moral and civic virtue. The concept of a new Eugene Southern Pacific Depot coincides with this movement that spread throughout Eugene as a way to beautify and attract more visitors and full-time residents to the city. It was also during this time that the Southern Pacific expanded its operations under the direction of Edward Harriman, who became president in 1901. More than \$240,000,000 was spent during his eight-year administration (Harriman died September 9, 1909) on reconstruction and new equipment, erecting new railroad stations, and constructing or purchasing new lines. As a result of this railroad expansion period, and the lobbying efforts of prominent Eugene business people who wanted to improve the "gateway" to the city, plans for the new Eugene depot began in December 1907. The New Depot Vice-president and manager of the Southern Pacific Railroad, J.P. O'Brien, initiated plans for a new passenger depot in Eugene after intense lobbying by prominent members of the Eugene community. On February 28, 1908, the Morning Register Newspaper announced that a new depot

would be constructed in Eugene. That same day, the City of Eugene signed a contract with the Portland Bridge and Building Company to construct the depot at a cost of \$40,000 (\$10,000 for the grounds). Plans specified a 32 ft. by 143 ft. pressed-brick building with a concrete foundation, slate roof, steam heat, and electric lights. The interior of the depot was designed with a furnace and waiting/ticketing room, office, and baggage room, and the exterior design had elements of the Craftsman and Richardsonian-influenced architecture. The Southern Pacific's engineer in the Portland office (no name cited) drew the plans for the station. Construction of the new depot started shortly after the Southern Pacific made the announcement. The old depot was moved north of the tracks to continue its daily function while allowing the new depot to be sited near the original location. The new building was placed only ten feet southeast from the original footprint and encompasses a larger area compared to its predecessor's 20 ft. x 80 ft. footprint. By June, the new depot was completed. The grand opening was celebrated on June 24, 1908, and drew people from all over Eugene and Portland. The Eugene Daily Guard described the opening: The occasion is the opening of the fine new passenger station of the Southern Pacific Co. and the commencement exercises at the University of Oregon. The streets of the city are in gala attire and each citizen is vying [sic] with his neighbor in making the visitors feel that they are welcome. The excursion train arrived at the depot five minutes ahead of time. A crowd of a thousand or more people was waiting for it and as the locomotive puffed into the station the citizens warmly welcomed them. The dedication took place on the depot's south platform with a welcome speech by Dr. Kuykendall stating that "Eugene was proud of its new depot and appreciative as well as happy." O'Brien then presented Southern Pacific's General Manager, Mr. J.P. O'Brien, with a special key to the depot. Before opening the door, Mr. O'Brien spoke about Eugene's business people who "visited his office about a year ago, made for the purpose of asking for a new depot, and complimented them upon the business-like manner in which they negotiated for the improvements, which...had a great deal to do with his immediate promise to build the depot as soon as it could be done." O'Brien then proceeded to open the door and invited guests and Eugene citizens in to view the interior. The Morning Register, on June 24, 1908, also complimented Eugene and its citizens by writing: Eugene typifies the twentieth century idea of progress in the empire of the west...Eugene's progress is an open highway that any other city in Oregon may travel to like success. If there is any mystery connected with Eugene's wonderful advancement it lies hidden behind the energy of our citizenship. Today Eugene is a city of 10,000. Eugene has learned the lesson that you cannot build a city without the requisite material, which consists chiefly of paved streets, electric lines...[and] a \$40,000 pressed brick depot. The waiting room of the new station was symmetrically arranged in a rectangular configuration. The ticket office was centrally located within the north bay, and the ticket counter was made of wood panels below and decorative iron-grillwork above. The openings on the south interior wall were symmetrically arranged with a series of three windows flanked by the two entrance doors and end windows. The offices and other auxiliary rooms were separated from the waiting room by full interior walls. The east wing housed the large baggage room, which measured approximately 36 feet in length, a sleeping room, and a storage closet. The west wing consisted of the women's lounge, men's restroom, yardmaster and telegraph offices, boiler room, and locker room. Eugene residents were pleased with the new depot, which became a source of pride in the community. A new freight depot was also constructed further west of the depot. A small office building was also erected between the depot and freight building (likely the extant building in the nominated area). Directly across from the freight depot were the Southern Pacific stockyard's building and a grouping of houses. These were common railroad buildings associated with the passenger depot. A water tower, and the American Railway Express building, stood east of the depot. Depot Park After the completion of the depot, Eugene civic leaders again started lobbying the railroad to further help beautify the railroad yards. As a result, plans were made for a park surrounding the depot. The park was part of the City Beautiful Movement to visually improve the city, especially the areas first seen by visitors. The civic leaders hired W.F. Chance, a Portland landscape architect, to design the park as a gateway to the town. The design was completed in February, 1909, and was described in the February 23, 1909, Morning Register newspaper: The curb line of Willamette Street will be combined in a broad curve to the east and west, leaving a wide drive to approach the Depot and Express Office to the west and the platform to the left. As the Depot divides the thousand-foot space in two parts, each part will have a distinctive feature. That to the west will have an Alpine garden or rockery. The ferns, plants, and flowers for these rocks have to be ordered from New York. The eastern half will have its special attraction in an Italian rose garden. Several cozy walks will lead up to this and through the Common Council, the park will be artificially lighted, thereby making the improvement doubly valuable, making it a point of attraction by night as well as day. It will be the first time in the history of Oregon that a community and a railroad corporation have worked hand in hand for a civic improvement of this kind, with the merchants and citizens, through their commercial club, as intermediary. By June 1909, Depot Park was completed. The City of Eugene, the Commercial Club, Southern Pacific Railroad, and local businesses and citizens, coordinated and financed the construction of the park. An opening celebration took place on June 23 to the delight of the community. Decorative lampposts lined the tracks and depot grounds, while two concrete block columns and a central fountain marked the entrance to Willamette Street near the depot, the entry into downtown Eugene. The park was laid out with a formal rose garden at the eastern extent of the park, designed in a rectangular pattern, with a criss-cross walkway culminating in the circular fountain in the center of the rose garden. The area west of the rose garden was designed in a less formal manner with meandering paths interspersed with alpine plants and lawn areas. The water tower was also integrated into this garden area. A drive was designed in front of the station with a row of evergreens bordering the north side. Another alpine garden, west of the depot, had a curvilinear border with rockery on the eastern side, and planted with a combination of evergreens and lawn areas. The park was a source of community pride for many years. The automobile's popularity also impacted the Southern Pacific Depot and its grounds. Sometime between 1956 and 1968, Depot Park was removed and replaced with a parking lot. Only some of the southern evergreens remained at this time. The Automobile Era and World War I Eugene continued to grow as the Automobile Era ushered in a new period of expansion, and new hotels and restaurants were built in the immediate vicinity of the depot. Many new commercial buildings and residential subdivisions were constructed. In the mid-1910s, a variety of transportation modes were used throughout the city and Oregon, including the train, electric streetcar, horse and buggy, automobile, and a new flying machine, the airplane. By the early 1910s, the Portland, Eugene, and Eastern Company (PE&E) built a streetcar system that serviced many nearby towns. In 1915, the company sold the streetcar system to the Southern Pacific Railroad. The railroad owned the system until it ceased operation in 1927, when the automobile became the favored mode of transportation. The Southern Pacific petitioned the City Council to replace the streetcars with buses. The Oregon Electric Railway Company built a rail line on the east side of the Willamette River that serviced Eugene to Portland passengers. A new depot, designed in the Georgian Revival Style by A.E. Doyle, was completed in 1914, just one block south of the Southern Pacific Passenger Depot. The line became popular with those traveling frequently to Portland until 1933, when the company ceased operation of the electric line. The area around 5th and Willamette streets became a transportation hub. The Southern Pacific Railroad continued to impact the development of Eugene as the company expanded its holdings with the completion of a rail line between Eugene and Coos Bay in 1916, and adding more daily passenger trains between Eugene and Portland. Entry into World War I by the United States in the spring of 1917 put additional pressure on railroads across the nation. Less than a week after war was declared, the nation's railroad executives organized the Railroads' War Board to coordinate operations of the country's rail facilities. Government control and operation of the nation's railroads became effective at noon on December 28, 1917. "Over Southern Pacific lines and elsewhere throughout the country, railroad facilities were consolidated, in some respects, for unified operations. The war ended less than eleven months after the government took over the railroads, but the properties were not returned to private operation until March 1, 1920, making a total of approximately 26 months under federal control." Out of wartime operations, however, the railroads, the government, and the nation's shippers gained valuable experiences in operating an efficient railroad service that relied on a coordinated degree of teamwork. After the war, the Southern Pacific started planning for an increase in the railway's capacity, and implementation of its rehabilitation and development programs. From 1923 to 1930, the Southern Pacific completed several important projects. The railroad constructed a new line from Arizona through Phoenix, rebuilt the Nevada-California-Oregon line to standard gauge, and completed the Cascade Line (Natron Cut-off) from Natron, Oregon, near Eugene, to Black Butte, California. The 270-mile Cascade Line/Natron Cut-off provided a route with lower grade, less curvature, and shorter distance than the original line built over the Siskiyou Mountains during the late 1880s. The new Cascade Line became the main Southern Pacific route between Oregon and California. To accommodate the weight of the new line's locomotives, a new bridge was built in 1926 spanning the Willamette River near Eugene. During this period, the Southern Pacific also decided to build a new terminal yard in the Eugene area. The new terminal yards were started in 1925 and completed in 1929 on a 205-acre site northwest of the passenger depot, outside the town center. The railroad's maintenance shops were moved to the new yards in 1925 and a state-of-the-arts railroad tie plant supplied products to locations as far away as San Francisco. As a result, Eugene became an important hub on the Southern Pacific line. Automobile usage and ownership soared during the 1920s, as cars became more commonplace in Eugene. A new sense of freedom in travel followed, as people did not need to rely as heavily on train schedules. Auto-related service and sales buildings were erected across town, and in an effort to accommodate the increase in auto usage, the State Highway Commission began construction of the Pacific Highway through the Willamette Valley to California in the early 1920s. Despite the wide use of automobiles, the Southern Pacific remained a popular means of transportation through the 1920s. The Great Depression and World War II The prosperity of the 1920s gave way to the Great Depression of the 1930s. Profitable operating revenues of the late 1920s started a downward spiral as the depression began. By 1930, revenue dropped to the lowest point in ten years. As a result, both freight and passenger service suffered. Railroad expenditures were confined to those necessary for operating purposes and safety, and some branch operations were consolidated, and even abandoned, as a way of saving money. By 1933, the total number of employees on the transportation system dropped by half. The decline in railroad revenue inspired the Southern Pacific to develop innovative ways to increase use of the rail system. The introduction of new equipment and services promoted railroad usage. The company began using air-conditioning in the cars, provided expedited overnight merchandise freight trains, offered special low fares for passengers on coach trains, and introduced the p

RESEARCH INFORMATION

Title Records	Census Records	Property Tax Records	Local Histories
Sanborn Maps	Biographical Sources	SHPO Files	Interviews
Obituaries	Newspapers	State Archives	Historic Photographs
City Directories	Building Permits	State Library	

Local Library:

University Library:

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