

OREGON INVENTORY OF HISTORIC PROPERTIES  
HISTORIC RESOURCE SURVEY FORM

Historic Name:

Current Name:

Street:

City:

County:

Owner:

Category:  Location:

TRS:

Quad:

Map:  TLN:

Addition:

Block:  Lot:

Original Use:

Current Use:

Secondary Current Use:

Building Date:  Moved?

Theme:

Secondary Theme:

Style:

Secondary Style:

Architect:A

Builder:

Condition:

Integrity:

Local Ranking:

Plan Shape:  Number of Stories:

Foundation Material:  Basement?  Porch?

Roof Form:  Roofing Material:

Structural Framing:

Window Type:

Exterior Surfacing Materials:

Decorative Surfacing:

Decorative Features:

Alterations/Additions:

Landscape Features:

Associated Structures:

Known Archaeological Features:

Setting:



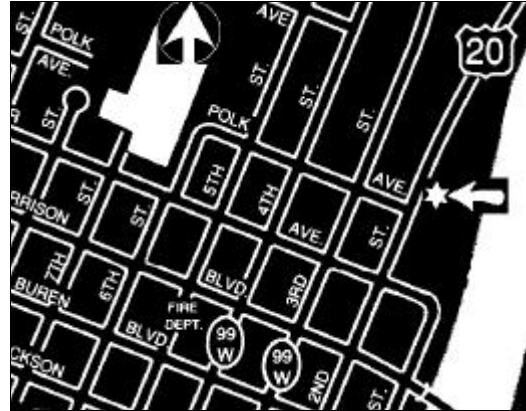
Historic Name: Union Depot/Southern Pacific Railroad Stat    Map: 11535DB    TLN: 200  
 Street: 603 NW 2ND ST    TRS: 11S 05W 35 DB    Quad: Corvallis  
 Recorder: J. Sanders Chapman    Local Number:     SHPO Number:   
 Recorded: 3/26/84

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Site Plan:

**No image recorded**

Location Map:



Statement of Significance:

Stephen Dow Beckham in 1976

The Corvallis Police Department is located in the former Southern Pacific Depot located at the southeast corner of S.W. 6th and S.W. Madison streets in Corvallis, Oregon. The building is a one-story, stone structure in the Mission Style. It has a bellcast hip roof with open eaves supported by wood brackets. The roof is metal, which appears to be simulated tile. The windows are one-over-one, double hung sash. The large stone chimney has corbelled bands for decoration. A projecting window bay is located on the west elevation near the tracks. The north elevation of the building is an open port cochere for passenger unloading. The building once had a depot area, offices, and a small warehouse.

The building appears to be of stone construction which has been painted. It may be that the structure is made of artificial or concrete blocks with a rough exterior.

This depot was originally located at 7th and Washington streets in Corvallis and was jointly used by the Southern Pacific and the Corvallis and Eastern Railroad. The station was moved to its present location during World War I and was sold in 1956 by the Southern Pacific to the City of Corvallis.

Lucy Skjelstad in 1977

Typical of several Southern Pacific passenger terminals erected early in the 20th century, the depot consists of a large 100x30 foot building and a smaller 30x20 foot building. The larger structure was the passenger depot and office, the smaller a Railway Express and baggage facility. Built in 1913 at 9th and Washington Streets, the depot was moved to its present site in 1917; heavy logs and horses were used to move the buildings. The Mission style, one story buildings use coated concrete blocks to simulate stone and both buildings have metal tile hip roofs with open eaves. On the west, or track side, there is a projection bay while the north side has an open port cochere for passenger convenience. The track along the center of 6th Street is still used. In recent years the main building was utilized as City Police station but it is now vacant. Offices of the City Engineer are presently housed in the baggage building.

Future disposition of these buildings is uncertain.

Addendum in 1984

The Southern Pacific Railroad Passenger Station, commonly called Union Depot (1910), was nominated to the National Register in 1983\* but was denied status due to the following reasons: 1) the building had just been moved from its

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Street:	603 NW 2ND ST	TRS:	11S 05W 35 DB	Quad:	Corvallis
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location at 6th street between Madison and Monroe to north Second street near Polk. (It had been moved once before in 1917 from its original location at 9th and Washington streets.) 2) The building was moved to an environment incompatible to the historic character of the depot, and 3) the building was remodeled into a restaurant and thus lost much of the integrity of the interior and the east exterior wall.

Elisabeth Walton Potter Addendum in 1985

\*The Southern Pacific Railroad Passenger Station was reviewed by the State Advisory Committee on Historic Preservation after the building's relocation in 1982 to 545 NW Second Street, and it was approved for nomination to the National Register of Historic Places during the Committee's meeting of November 16, 1982. However, at the request of the property owners, further action was suspended. The building was never nominated to the National Register because the National Park Service Regional Office in San Francisco declined to certify the rehabilitation for favorable tax treatment under provisions of the Economic Recovery Tax Act of 1981.

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