

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Date listed 12/26/12  
NRIS No. 1299191  
Oregon SRPO

# 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: Grand Ronde Rail Depot

historic name The Old Depot

other names/site number \_\_\_\_\_

### 2. Location

street & number 8615 Grand Ronde Road

N/A not for publication

city or town Grand Ronde

N/A vicinity

state Oregon code \_\_\_\_\_ county Polk code \_\_\_\_\_ zip code 97347

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,  
I hereby certify that this nomination 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] TRIBAL HISTORIC PRESERVATION OFFICER 11/6/12  
Signature of certifying official/Title Date

The Confederated Tribes of Grand Ronde Community of Oregon  
State or Federal agency/bureau or Tribal Government

In my opinion, the property \_\_\_ meets \_\_\_ does not \_\_\_ meet the National Register criteria.

Signature of commenting official \_\_\_\_\_ Date \_\_\_\_\_

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 \_\_\_\_\_

Grand Ronde Rail Depot  
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**5. Classification**

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

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

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

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

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

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		<b>Total</b>

**Tribal Reservation Trust Land**

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

N/A

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

0

**6. Function or Use**

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

Transportation: rail-related; train depot

Government: government office

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

Social: meeting hall

Other: storage

Work in Progress: government office

**7. Description**

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

Late 19<sup>th</sup> early 20<sup>th</sup> Century American Movements:

Craftsman Style

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

foundation: Concrete

walls: Wood: Shiplap

roof: Wood: Shingle

other:

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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.)

#### **Narrative Description Summary Paragraph**

The circa 1922 Grand Ronde Railroad Depot is in its original location and maintains its original setting, except for the removal and vacation of the rail corridor. The two story wood frame structure is clad in shiplap siding and retains its original craftsman architectural style and features. The landscaping is minimal with several older ornamental maple trees bordering the south side of South Street and a mature cherry tree south of the depot building (Photos 1 - 4). A grassy area extends east to an old bank building (in private ownership) that faces east towards Grand Ronde Road. Concrete walkways border the building's south, east, and north perimeters. The setting and context remain largely intact and include housing dating from the 1920s situated to the northwest, an open park area spaced between North and South streets, and the old Grand Ronde Hotel that faces south on North Street. These are all elements associated with the 1920s era of the railroad depot (O'Brien 2012).

#### **Narrative Description (Cont.)**

Architectural descriptions provided by Elizabeth O'Brien from her report: *Architectural Descriptions: Grand Ronde Railroad Depot and Grand Ronde Agency School*

#### Location and Setting

The Grand Ronde Rail Depot is located on the north side of the vacated railroad grade of the former Willamina & Grand Ronde Railroad in Grand Ronde Oregon. The Railroad incorporated in 1920, was operating with a finished Depot at Grand Ronde by 1922 (McCamish 2004-2006; Robertson 1995:162). The rail route terminated with turnaround spurs approximately 200m beyond the Depot to the west. Oregon Route 18 (OR 18) also known as the Salmon River Highway No. 39, is located 100m to the south of the Grand Ronde Rail Depot. Grand Ronde Road is one parcel to the east, and South Street is along the northern parcel boundary. A graveled drive extends to the depot building from Grand Ronde Road (Figure 1).

#### Plan

Facing south towards the former railroad corridor, the depot is rectangular in plan and comprised of a two-story primary mass section oriented east-west with a one-and-one-half story attachment on the west wall. The approximate overall dimensions of the building are 52 feet (ft) long and 20 ft wide.

#### General Exterior Appearance

The depot building's Craftsman-style is characterized by deep overhanging eaves, sawn and stick knee bracing, barge boards, and multi-light over single-light windows. Character-defining features include these elements on the depot in addition to its asymmetrical composition, drop-siding, wood board casings, and corner boards. The siding is intact, as are most of the windows. The windows are currently covered by exterior aluminum storm windows. On the two-story primary mass, the butt joint board casing surrounds are topped by a drip mold. The one-and-one-half-story attachment has plain board wood casings. The foundation is concrete and has a vented crawl space.

The building's roof system includes a medium pitched gable roof with an intersecting gable on the south façade. The roof is covered with wood shingles. A lower gable covers the west one-and-one-half story attachment. A hip roof canopy supported by sawn brackets wraps around the south, east, and north walls of the two-story section.

#### *South Façade*

The south façade is oriented towards the former railroad corridor, and is seen obliquely from Grand Ronde Road. The south façade includes the two-story primary mass and the one-and-one-half story west wing, both of which are clad with wood drop siding. Three doors are located on the façade, the former main entry on the two-story primary mass, and two secondary entries on the west attachment.

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The dominant feature of the asymmetrical façade is a two-story rectangular bay adjacent to the first floor hip roof canopy. The vertical lines of the façade created by the first floor windows and corner boards are balanced by the horizontal lines of the low overhanging roof and canopy. The front door is a three-panel single-light door and single-light transom. The two-story bay has a three-part, six-over-one wood sash window in the center bay and single, six-over-one wood sash windows on the side walls. The center bay window is raised slightly and houses a metal letter slot marked "LETTERS." A pent roof extends from the canopy over the bay's first floor and it wraps to the east elevation.

On the second floor, paired six-over-one sash windows are centered in the bay with six-over-one wood sash windows aligned above the first floor windows. The west attachment has two single-panel secondary doors with single lights and adjacent paired and single six-over-one hung wood sash windows. Smaller single-light hopper windows are tucked under the eaves of the attachment. A fourth door, evident in a 1960 photograph (McCamish 2004-2006), was removed and replaced by paired six-over-one wood sash windows between the two single-panel lighted secondary doors (Photo 4). Concrete pads and walkways were added by the 1980s, and were later rebuilt. The west concrete pad is inscribed with the date 1984 and the east wheelchair ramp concrete pad is inscribed with the date 1996.

#### *East Elevation*

The east elevation is clad in wood drop siding. The east wall has two sets of paired six-over-one wood sash windows aligned above each other on the first and second floors. The windows on the first floor are slightly taller than those on the second floor. The hip roof canopy supported by paired sawn brackets shelters the first floor windows. Detailing includes corner boards, raking trim, and board casings with butt joint head casings. Stick knee bracing is visible in the gable end along with plain board bargeboards and raking trim. Two rectangular wire-mesh covered vents are positioned at the base of the wall.

#### *West Elevation*

The west elevation has a single vertical and a paired vertical six-over-one wood sash windows on the first story and paired six-over-one wood sash windows centered under the gable. Wood stick knee bracing supports the overhanging roof. Trim work includes raking trim and corner boards. Plywood is tacked to the exterior of the two windows on the first story.

#### *North Elevation*

The rear elevation is asymmetrical in composition. Two five-panel doors with transoms are sheltered under the wrapping canopy on the first story of the primary mass. The west door transom light is covered with plywood. Modern circa 1980 wood framed stairs lead to modern aluminum framed sliding glass doors on the second story. Windows of the west attachment are single and paired, of several sizes, and irregularly placed. They consist of single-light, six-light, one-over-one, three-over-one, and six-over-one styles. Three openings have plywood boards tacked onto the exterior for security purposes.

#### Interior Description

The interior retains many of the original features, although it was modified in the early 1980s to accommodate the changing use of the building to serve as the Tribes' offices. The primary entry is from the south façade and enters into a hallway that essentially bisects the building in half. The east half of the first floor is divided into three rooms: one large room on the south and two smaller rooms on the north. The large south room, recently described as "Reception," contains a bay window and an original door on the south wall that leads to the exterior. At the west end of this room, an angled wall hints to a former single-run stair to the second floor. It has been removed, enclosed, and used for storage. There are two other doors within the room. One is a five-paneled door and the other has three panels and a single light. The three-panel door leads to the hallway. The wall that divides the large south room from the two smaller north rooms appears to have been added more recently as it is comprised of modern materials, including fake wood paneling, likely dating from the 1980s when the building became the Tribes' offices.

The northeast room has an older door and transom window that retains its original operating hardware. The west half of the first floor of the building is divided into five rooms that include a newer bathroom and a room with a kitchen sink and drain board along the south wall.

The stairs at the north wall of the first floor have a painted, square wood balustrade that leads to the second floor landing. To the west of the second floor landing is a large, single room noted on recent exit maps as the "Conference Room." The

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walls in this room are fiberboard and batten. The ceilings reflect the shape of the gable roof. The trim work is plain, narrow board casings and baseboards. Two small, single-light windows near the floor on the south wall provide light and ventilation.

The east half of the second floor is several steps up and is comprised of a long rectilinear room that contains the projecting rectangular bay window. The room's ceiling appears to be lowered, though the original board casings and baseboard trim are intact. Light-stained wood paneling that was installed circa 1980s covers the walls. North of this room is a small hallway that leads to two corner rooms and a center bathroom. The northeast room has a lowered ceiling, original trim, windows, and the same circa 1980s wood paneling. The northwest room has a 1980s aluminum sliding door to the second exit and has lost some of the original trim work.

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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.

**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.

**Areas of Significance**

(Enter categories from instructions.)

- Transportation
- Politics/Government
- Ethnic Heritage: Native American
- Architecture

**Period of Significance**

- 1922-1960, Transportation
- 1983-1985, Politics/Government and Ethnic Heritage: Native American

**Significant Dates**

- 1921- Construction
- 1983 (Tribal Lease from the RR for office space)
- 1984 (Tribal acquisition on December 4, 1984)

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

John Albert Schuerch

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**Period of Significance (justification)**

Between 1922 and 1978 The Grand Ronde Rail Depot experienced a period of significance for its associations as a passenger depot with the former Willamina & Grand Ronde Railroad and the significant impact the railroad later had on the local economy (O'Brien 2012).

Between 1983 and 1985 The Grand Ronde Rail Depot experienced another period of significance for its associations with the Tribes' administrative offices in the formative years after the restoration of their federal recognition. The Tribe continued to use the Grand Ronde Rail Depot as office space until 1997.

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

One of the periods of significance for the Grand Ronde Depot occurred less than 50 years ago. Therefore Criteria Consideration G: "Property is less than 50 years old or achieving significance within the past 50 years" is applicable to this nomination. The Grand Ronde Depot was acquired by the tribe 28 years ago on December 4<sup>th</sup> 1984. This is the first building that was purchased by the tribe following Ronald Reagan's signing of the Grand Ronde Restoration Act in 1983. The acquisition of this building is representative of the overturning of termination and the restoration of tribal government following 29 years as a terminated tribe.

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

The circa 1922 Grand Ronde Railroad Depot is recommended to be eligible for listing in the NRHP under Criterion A for its associations as a passenger depot with the former Willamina & Grand Ronde Railroad and the significant impact the railroad later had on the local economy. The depot is also eligible under Criterion A for its associations with the Tribes' administrative offices in the formative years after the restoration of their federal recognition. The depot is eligible under Criterion C as an intact railroad depot that is an excellent representative example of its type and style. The railroad was built for passenger travel to Grand Ronde but was noteworthy for its importance to the local timber industry (O'Brien 2012).

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

**Transportation:**

The Grand Ronde Railway Company was created as an entity about the time it acquired the land for its Rail Depot in Grand Ronde Oregon in 1920. The Grand Ronde Railway Company was created for the purpose of building and operating the Willamina-Grand Ronde Railroad. This company was traded as an asset among a handful of corporations from 1920 through 1984. These companies were primarily focused on the manufacture, sale and transport of timber. This industry and the activities associated with it defined an era and way of life for the people of Grand Ronde, Oregon. The Spaulding-Miami Corporation held The Grand Ronde Railway Company as an asset beginning in 1920 and continuing until an unknown date, not past 1946. Sometime between 1920 and 1946 the Polk Operating Company acquired the railroad as an asset, selling it in 1946. The Long Bell Lumber Company, which is widely known for developing the company town of New Grand Ronde, held the railway as an asset from 1946 to 1953. International Paper Company acquired the Railroad as an asset in 1953 and sold off portions of The Grand Ronde Railway Company's holdings overtime. (First American Title Insurance Company of Oregon 2012). In the early 1970's the railroad stopped being used for freight when the stud mill in Grand Ronde shutdown. Sometime between 1973 and 1978 the rail tracks were removed from beside the Grand Ronde Rail Depot (Mercier 2012). From 1922 to 1960 The Grand Ronde Rail depot experienced a period of significance because of its role in providing for transportation of equipment from the Willamette Valley to the timber rich Oregon Coast Range and the return of cut lumber to meet the needs of a growing urban and rural population in the Valley and beyond throughout the country. Timber defined the community, the timber industry resulted in infrastructure investment such as the company town of New Grand Ronde as well as provided jobs and money for the local economy. 1960 has been chosen as the end of this period of significance because by 1960 the use of the Grand Ronde Rail Depot and its associated railway had remarkably declined. National wide investment in highways and road improvements meant that the movement of equipment and lumber by train was being replaced by trucks.

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### Politics/Government

In 1983 The Confederated Tribes of Grand Ronde Community of Oregon obtained restoration as a federally recognized Tribe. Following Restoration, the tribe purchased the Grand Ronde Rail Depot to provide office space for the new tribal government and associated programs. Prior to restoration, the Tribe operated out of a small building at the tribal cemetery. The Grand Ronde Rail Depot was used as office space for tribal programs until 1997. During the critical first years of restoration, from 1984 through 1987, the Tribe was based out of the Grand Ronde Rail Depot. The growing number of programs and staff created a need for additional office space and in 1987 the main tribal offices were moved. Social Service programs continued to be based out of the Grand Ronde Rail Depot until 1997. While based out of the Grand Ronde Rail Depot, the Indian Child Welfare Services program took its first case in 1991(Harrelson 2012b).

### Ethnic Heritage: Native American

The Grand Ronde Depot was acquired by the tribe 28 years ago on December 4<sup>th</sup> 1984. This is the first building that was purchased by the tribe following Ronald Reagan's signing of the Grand Ronde Restoration Act in 1983. The acquisition of this building is representative of the overturning of termination and the restoration of tribal government following 27 years as a terminated tribe.

### Architecture

The Grand Ronde Rail Depot was designed and built by John Albert Schuerch between 1920 and 1922 under contract from the Grand Ronde Railway Company John was born in Switzerland and made his way to Grand Ronde, Oregon via North Dakota. He was a carpenter by trade and built a handful of buildings in the Grand Ronde area. These buildings include the Grand Ronde Hotel (Manor), Grand Ronde Rail Depot, Methodist church, and his first home, which is located across from the casino North of Highway 18. Each of these structures is still standing today in 2012. His Granddaughter, Darlene Adams has provided that the craftsman style architecture of the Grand Ronde Rail Depot, Grand Ronde Hotel, and the family home were influenced by Swiss architecture from where her Grandfather had emigrated from near Lucerne Switzerland (Adams 2012). These structures including the Grand Ronde Depot exhibit qualities of the Late 19<sup>th</sup> early 20<sup>th</sup> Century American Movements: Craftsman. The architecture of this building has been described as follows:

"The depot building's Craftsman-style is characterized by deep overhanging eaves, sawn and stick knee bracing, barge boards, and multi-light over single-light windows. Character-defining features include these elements on the depot in addition to its asymmetrical composition, drop-siding, wood board casings, and corner boards. The siding is intact, as are most of the windows. The windows are currently covered by exterior aluminum storm windows. On the two-story primary mass, the butt joint board casing surrounds are topped by a drip mold. The one-and-one-half-story attachment has plain board wood casings. The foundation is concrete and has a vented crawl space.

The building's roof system includes a medium pitched gable roof with an intersecting gable on the south façade. The roof is covered with wood shingles. A lower gable covers the west one-and-one-half story attachment. A hip roof canopy supported by sawn brackets wraps around the south, east, and north walls of the two-story section (O'Brian 2012).

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

Since completion The Grand Ronde Rail Depot has served as a hub for transportation, economic and social activity within the community. The Grand Ronde Railway Company was created as an entity about the time it acquired the land for its Rail Depot in Grand Ronde Oregon in 1920. The Grand Ronde Railway Company was created for the purpose of building and operating the Willamina-Grand Ronde Railroad. The intended purpose of the railway was to serve first the timber industry and secondly a growing middle class as well as state politicians from the Willamette Valley seeking to visit coastal towns. The Rail Road provided transportation of equipment from the Willamette Valley to the timber rich Oregon Coast Range and returned cut lumber to meet the needs of a growing urban and rural population in the Valley and beyond throughout the country.

Unlike many other depot nominations, the Grand Ronde Rail Depot played a pivotal role in connecting the Grand Ronde Indian Reservation with economic and social networks throughout the State of Oregon and beyond. This continued until the 1954 termination of the Tribe by federal decree although the railroad continued to serve the community. In 1983 the Tribe was restored under Public Law 98-165, The Grand Ronde Restoration Act. In 1984 the Grand Ronde Rail Depot



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was the first building purchased by the newly Restored Confederated Tribes of Grand Ronde. The work that took place in this building by tribal staff in the mid 1980's set the direction and trajectory of the Tribe while defining the Tribe as a sovereign nation and ensuring its growth. Over time the building's use shifted to social and membership services for the Tribe. Today it serves as a storage and meeting space. Maintenance work has begun on the building to return it to use as office space for the tribal government. Due to the unique activities that have taken place in this structure, with regard to the growth and development of the region as well as the growth and development of a Sovereign nation, we recommend this building for listing on the National Register of Historic Places.

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**9. Major Bibliographical References**

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

Adams, Darlene  
2012 *Interview with Darlene Adams (Schuerch) on Schuerch family connection to the Grand Ronde Rail Depot, May 30, 2012*

First American Title Insurance Company of Oregon  
2012 Recorded Document Guarantee for the Grand Ronde Rail Depot: Guarantee No.: 7129-1910891, Section 12DC, Township 6 South, Range 8 West, Tax Lot 1300, Polk County, Oregon

McCamish, Brian  
2004-2006 *Abandoned Railroads of the Pacific Northwest, Willamina & Grand Ronde Railway.* Electronic document, <http://www.brian894x4.com/WillaminaGrandRondeRR.html>, accessed April 18, 2012.

Mericer, Marion  
2012 Interview on Historic Buildings of Grand Ronde May, 31 2012

O'Brien, Elizabeth J.  
2012 *Architectural Descriptions: Grand Ronde Railroad Depot and Grand Ronde Agency School* AINW Report No.2920 Portland Oregon.

Robertson, Donald B.  
1995 *Encyclopedia of Western Railroad History, Volume III, Oregon Washington.* The Caxton Printers, Ltd., Caldwell, Idaho.

**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): \_\_\_\_\_

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**10. Geographical Data**

**Acreage of Property** 2.24 Acres  
(Do not include previously listed resource acreage.)

**UTM References**  
(Place additional UTM references on a continuation sheet.)

1	<u>17</u>	<u>-2825316.02</u>	<u>+5954060.32</u>	3	<u>                    </u>	<u>                    </u>	<u>                    </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>                    </u>	<u>                    </u>	<u>                    </u>	4	<u>                    </u>	<u>                    </u>	<u>                    </u>
	Zone	Easting	Northing		Zone	Easting	Northing

**Verbal Boundary Description** (Describe the boundaries of the property.)  
Boundaries of the property are those of the original taxlot that have been maintained up until present. The Grand Ronde Rail Depot is located on the north side of the vacated railroad grade of the former Willamina & Grand Ronde Railroad in Grand Ronde Oregon. Oregon Route 18 (OR 18) also known as the Salmon River Highway No. 39, is located 100m to the south of the Grand Ronde Rail Depot. Grand Ronde Road is one parcel to the east, and South Street is along the northern parcel boundary.

**Boundary Justification** (Explain why the boundaries were selected.)  
These property boundaries were verified in 1994 as a part of transfer of this property into Federal Trust status at the request of the Confederated Tribes of Grand Ronde. The entire taxlot is being chosen as a boundary because of its integrity to the taxlot that existed at the time of the buildings construction from 1920 to 1922.

**11. Form Prepared By**

name/title David Harrelson, Cultural Protection Specialist and Briece Edwards, Tribal Archaeologist  
organization The Confederated Tribes of Grand Ronde Community of Oregon date 7/23/2012  
street & number 9615 Grand Ronde Road telephone 503-879-2320  
city or town Grand Ronde state OR zip code 97347  
e-mail [david.harrelson@grandronde.org](mailto:david.harrelson@grandronde.org)  
[briece.edwards@grandronde.org](mailto:briece.edwards@grandronde.org)

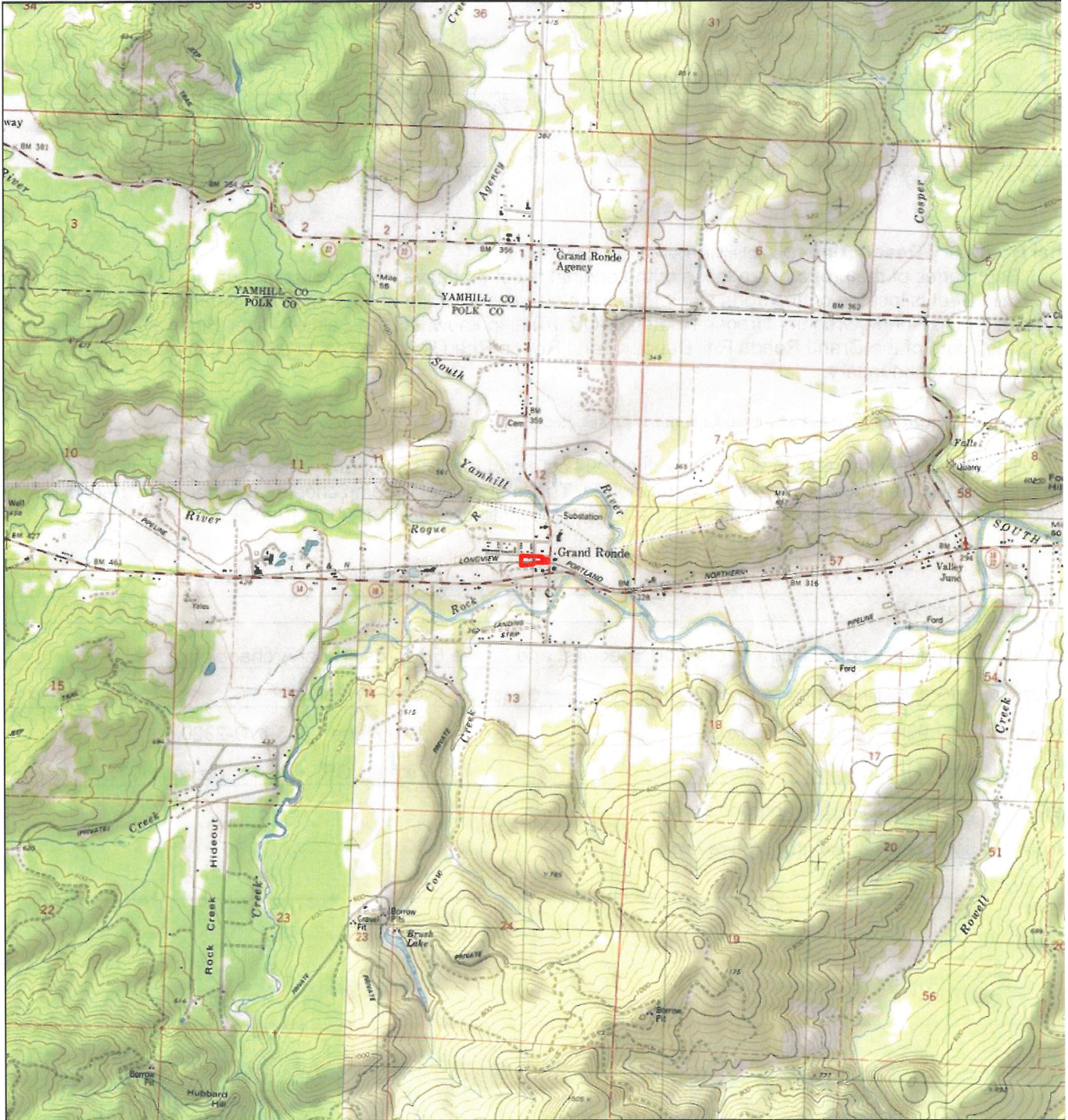
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**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A USGS map (7.5 or 15 minute series) indicating the property's location.



7.5 Minute USGS map showing the location of The Grand Ronde Rail Depot (property boundaries in red) Grand Ronde, Oregon

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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: Grand Ronde Rail Depot

City or Vicinity: Grand Ronde, Oregon

County: Polk State: Oregon

Photographer: Ben Maxwell

Date Photographed: April 1960

Description of Photograph(s) and number: Source: Archives of the Salem Public Library "Old Steam Engine and a newer diesel engine in from on the Grand Ronde Rail Depot, people unidentified"



Photograph 1. "Old Steam Engine and a newer diesel engine in from on the Grand Ronde Rail Depot, people unidentified"

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Name of Property: Grand Ronde Rail Depot

City or Vicinity: Grand Ronde, Oregon

County: Polk State: Oregon

Photographer: unknown

Date Photographed: 1960

Description of Photograph(s) and number: Grand Ronde Rail Depot

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Photograph 2. "Grand Ronde Rail Depot

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Name of Property: Grand Ronde Rail Depot

City or Vicinity: Grand Ronde, Oregon

County: Polk

State: Oregon

Photographer: unknown

Date Photographed: Late 1980s

Description of Photograph(s) and number: Grand Ronde Rail Depot in use as a tribal office

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Photograph 3. Grand Ronde Rail Depot in use as a tribal office (ca 1988)

Grand Ronde Rail Depot  
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Name of Property: Grand Ronde Rail Depot

City or Vicinity: Grand Ronde, Oregon

County: Polk

State: Oregon

Photographer: unknown

Date Photographed: ca 1950

Description of Photograph(s) and number: Grand Ronde Rail Depot with water tower in background.

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Name of Property: Grand Ronde Rail Depot

City or Vicinity: Grand Ronde, Oregon

County: Polk State: Oregon

Photographer: Confederated Tribes of Grand Ronde

Date Photographed: 2012

Description of Photograph(s) and number: Grand Ronde Rail Depot South and East Facing Facades in 2012

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Photograph 5. Grand Ronde Rail Depot South and East Facing Facades in 2012

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Name of Property: Grand Ronde Rail Depot

City or Vicinity: Grand Ronde, Oregon

County: Polk State: Oregon

Photographer: Confederated Tribes of Grand Ronde

Date Photographed: 2012

Description of Photograph(s) and number: Grand Ronde Rail Depot North Facing Façade showing emergency exit staircase.

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Photograph 6. Grand Ronde Rail Depot North Facing Façade showing emergency exit staircase.

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Name of Property: Grand Ronde Rail Depot

City or Vicinity: Grand Ronde, Oregon

County: Polk State: Oregon

Photographer: Confederated Tribes of Grand Ronde

Date Photographed: 2012

Description of Photograph(s) and number: Grand Ronde Rail Depot Eaves in 2012

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Photograph 7. Grand Ronde Rail Depot Eaves in 2012

Grand Ronde Rail Depot  
Name of Property

Polk, Oregon  
County and State

Name of Property: Grand Ronde Rail Depot

City or Vicinity: Grand Ronde, Oregon

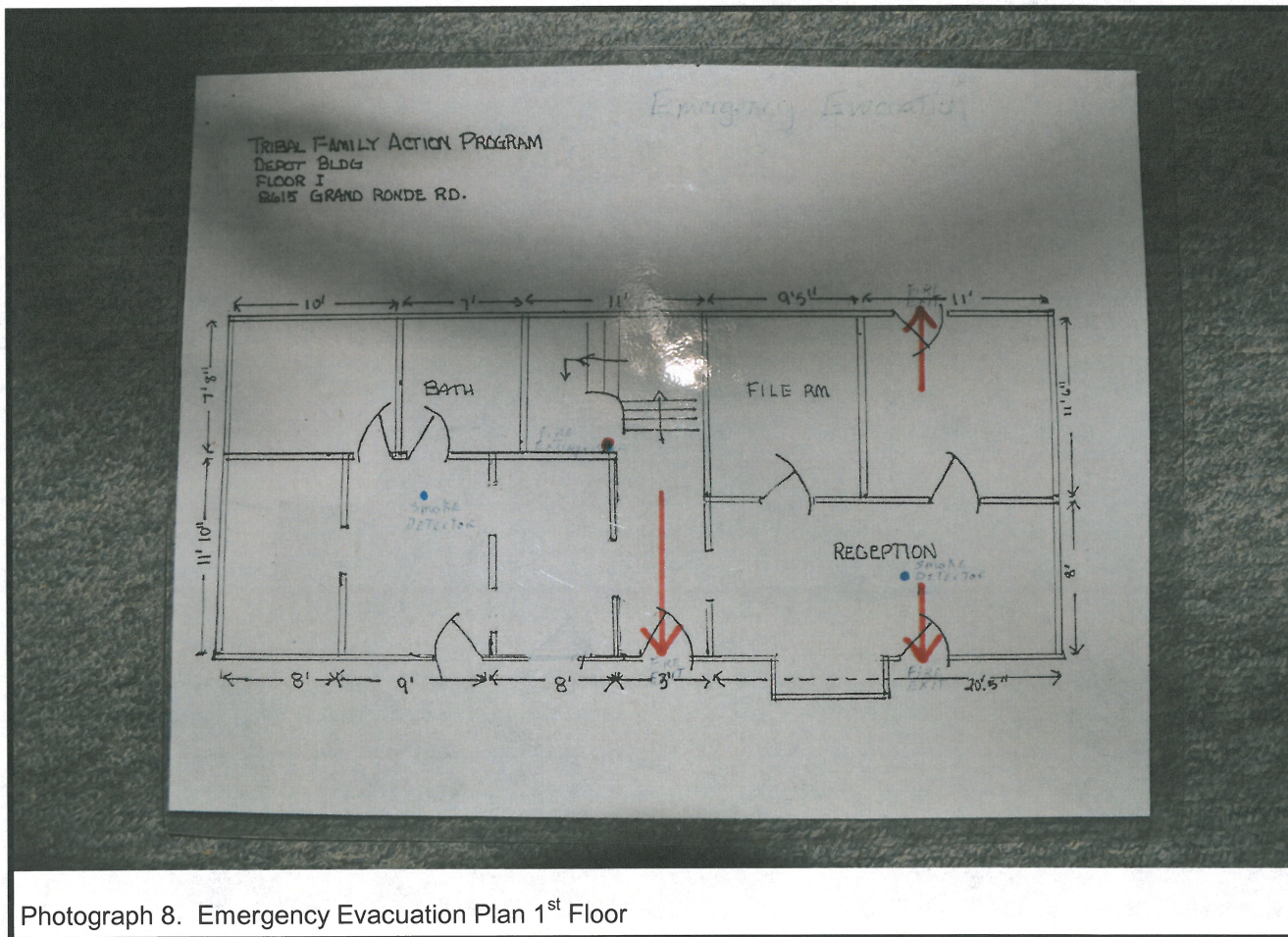
County: Polk State: Oregon

Photographer: Confederated Tribes of Grand Ronde

Date Photographed: 2012

Description of Photograph(s) and number: Emergency Evacuation Plan 1<sup>st</sup> Floor

8 of 9.



Photograph 8. Emergency Evacuation Plan 1<sup>st</sup> Floor

Grand Ronde Rail Depot  
Name of Property

Polk, Oregon  
County and State

Name of Property: Grand Ronde Rail Depot

City or Vicinity: Grand Ronde, Oregon

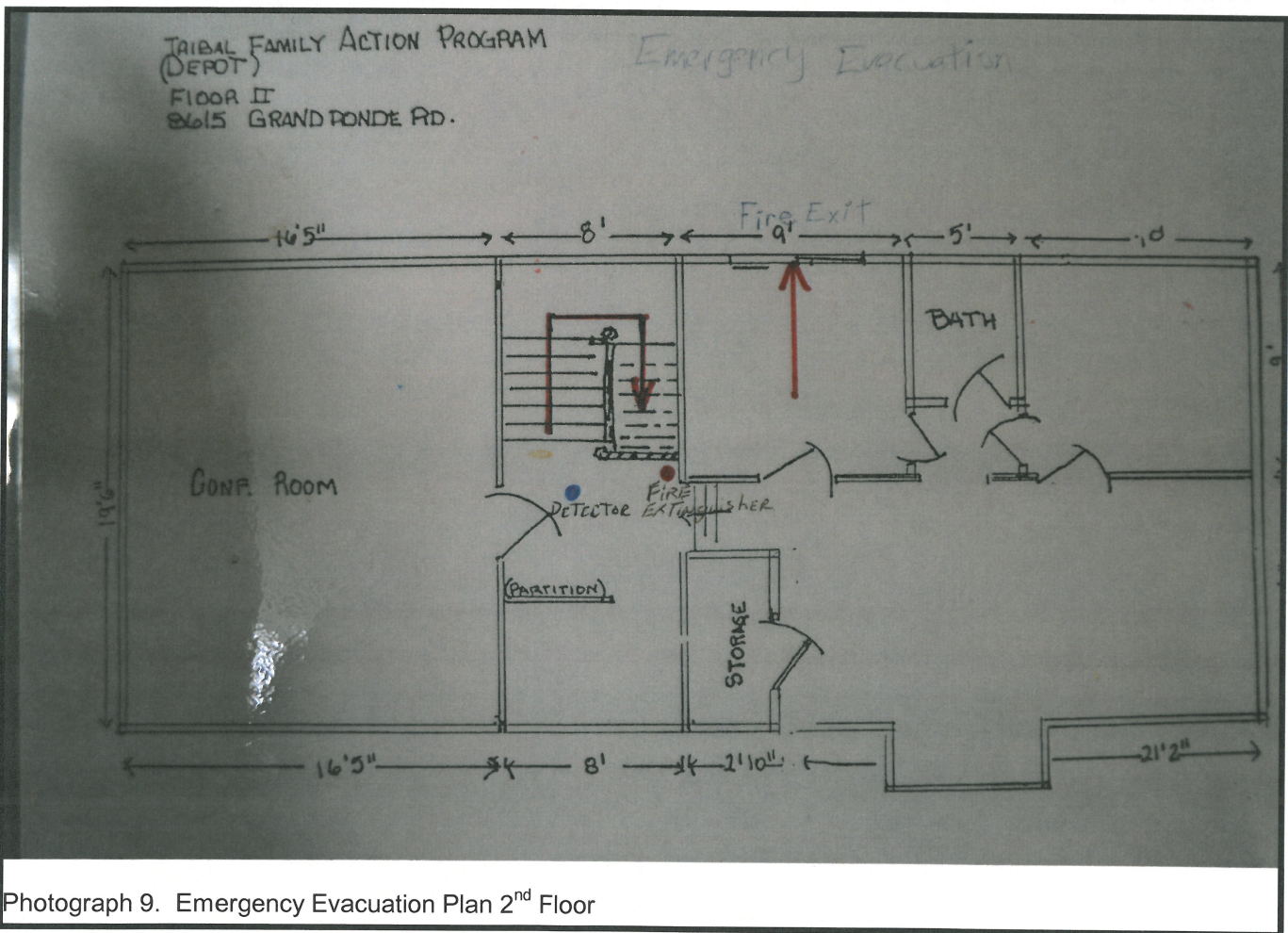
County: Polk State: Oregon

Photographer: Confederated Tribes of Grand Ronde

Date Photographed: 2012

Description of Photograph(s) and number: Emergency Evacuation Plan 2<sup>nd</sup> Floor

9 of 9.



Photograph 9. Emergency Evacuation Plan 2<sup>nd</sup> Floor

Grand Ronde Rail Depot  
Name of Property

Polk, Oregon  
County and State

**Property Owner:**

(Complete this item at the request of the SHPO or FPO.)

name The Confederated Tribes of Grand Ronde Community of Oregon  
street & number 9615 Grand Ronde Road telephone 503-879-5211  
city or town Grand Ronde Oregon state 97347

**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.