United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name **Oregon Railway & Navigation Co. Depot - Dayton**

other names/site number Union Pacific Depot – Dayton; Dayton Historic Depot

2. Location

street & number 222 E. Commercial Street ☐ not for publication

city or town Dayton ☐ vicinity

state Washington code WA county Columbia code 103 zip code 99328

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this __X__ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property __X__ 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 __X__ local

Applicable National Register Criteria

__X__ A ___ B __X__ C ___ D

Signature of certifying official/Title Date

WASHINGTON STATE SHPO
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

OR & N Railway Co. Depot - Dayton
Name of Property

Columbia County, WA
County and State

5. Classification

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

x	private
	public - Local
	public - State
	public - Federal

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

x	building(s)
	district
	site
	structure
	object

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

Contributing	Noncontributing	
1		buildings
		district
		site
1		structure
		object
2		**Total**

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

None

6. Function or Use

Historic Functions
(Enter categories from instructions.)

TRANSPORTATION: Rail Related
DOMESTIC: Single Dwelling

Current Functions
(Enter categories from instructions.)

RECREATION AND CULTURE: Museum

7. Description

Architectural Classification
(Enter categories from instructions.)

Late Victorian: Stick/Eastlake

Materials
(Enter categories from instructions.)

foundation: concrete
walls: Wood: Weatherboard
roof: Wood: Shingle
other:

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.)

The Oregon Railway & Navigation Co. Depot in Dayton, Washington, was built in 1881. It is a two story structure with a steeply-pitched roof and a balcony on three sides. The exterior facades are finished in weatherboard, and the roof is finished with wood shingles. The foundation was replaced in 1979[i] and is concrete. The interior of the Depot is typical of train depots of the late 19th century with bead board on the walls and ceilings and fir floors.

The depot was originally located on the southwest edge of Dayton next to the Touchet River. In 1899, the building was moved into town, one block off Main St. in the center of Dayton. Per historic images, the original freight room was not moved with the Depot. Instead, the freight room was rebuilt approximately half of its original size.

The site is flat and takes up one quarter of a city block on Lots 4, 5, & 6 in Block 18 of the original town site of Dayton. The three lots total 160 feet in width and 120 feet in depth. The building is rectangular, 24 feet, 4 inches by 63 feet, 6 inches. Surrounded by a wooden boardwalk, the Depot borders the railroad tracks and Commercial St. on the north, and a public sidewalk parallel to 2nd St. on the east. The west borders a small storage shed and the south side of the building opens to a stamped cement courtyard that connects to the alleyway often called Depot Way.

Exterior

The Dayton OR & N Co. Depot has a steeply pitched, cross gabled roof covered with wood shingles. Deep over-hanging boxed eaves are highlighted by simple modillion brackets. The deep gables are partially hidden by arched bargeboards, which feature decorative panels with incised scrollwork.

The main body of the building is clad in drop shiplap siding with the first floor delineated with decorative stick work just below a wide balcony which surrounds three sides of the building. The stick work is a grid-like pattern defined by the window and door moldings which form panels across the facades. The bottom/bulkhead panels are infilled with diagonal boards forming an inverted “V” below the windows. These are contrasted with vertical board panels found between the windows and doors. The top panels above the windows are doors are infilled with vertical pickets with chamfered corners which extend below the window and door header approximately 18”. These decorative cut pickets have pointed/sawtooth ends and are incised with round holes.

The balcony is supported by delicate, over-sized wood brackets with chamfered edges and scroll sawn ends. Each bracket boasts a diagonal support member. The underside of the balcony is beadboard. Above, the approximately 4’ wide balcony is highlighted by a decorative cut railing of flat balusters. Access to the balcony is through any of the oversized windows, which open as doors.

The depot’s vertical emphasis in enhanced by tall, four-over-four double hung wood windows and extra tall, 7.5’ four panel wood doors with transom windows. The north façade has a telegraphers bay window which extends from the first to the second floor in order to provide a view of the tracks to the east and west. A rectangular bay window is found on the southeast corner of the building, just at the second floor level. The second floor windows on the east and south façade within the gables are distinguished by paired sets of eight light units, highlighted by faux arched transoms, which feature a keystone design and incised panels above the window groupings.

[i] Dayton Historical Depot Society, meeting minutes, February 3, 1976.

The rear freight house portion of the building is only one-and-half stories, and while it has the lower bulkhead panels of the main building, it does not feature the upper panels of the main depot building. Here a gable roof with exposed rafters can be found. The roof, supported by smaller versions of the balcony brackets, hide small, second floor windows. Access to the freight room is via a large sliding paneled door.

Interior

The main floor of the depot originally housed the waiting room for passengers, a ticket office where railroad personnel worked, two restrooms, and a freight room. These rooms remain with minimal changes. The waiting room and ticket office have the original beadboard walls, horizontal beadboard above the chair rail and vertical bead board below it. An unusual detail found in both of these rooms is a shallow panel of alternating vertical and diagonal beadboard at the wall and ceiling juncture. The original beadboard ceilings are also in place. One one-over-one, wood window is found between the waiting room and ticket office and served as the ticket window. Originally there were two ticket windows, and one of them was removed during the late 1970s restoration process so a walkway between the two rooms could be created. Originally, both rooms could only be accessed from exterior doors. The small passengers' restroom just off the waiting room was also converted to a kitchenette at this time. The waiting room is furnished with the original benches and an original pot-bellied stove. The ticket office also remains largely intact, with the original cabinetry and built-in desk at the bay window for the stationmaster. These rooms also have the original fir floors. The freight room has the original sliding freight door on the west end of the building. Rather than the characteristic beadboard, it has the original horizontal plank walls and ceiling. The built-in-the-floor Fairbanks freight scale is intact and usable. During the 1970s restoration, one third of the freight room was closed-off with a horizontal plank wall to create a storage closet for the present museum.

The upper story originally housed the stationmaster and his family. A railroad employee lived in the quarters from 1881 when the depot was completed until 1971 when the depot closed. It originally was a three bedroom home. Like the main floor, it has bead board ceilings and walls, vertical below the chair rail, and horizontal above. The living quarters also have access to the balcony which surrounds the depot on the north, east, and south sides. The original living room, dining room and small bedroom have been opened into one space to create gallery space for rotating exhibits for the present museum. The kitchen has new bead board cabinetry, imitating the original cabinets that can be found in the ticket office downstairs. The fir floors of the kitchen and pantry were in disrepair and have been replaced with oak parquet flooring. Presently, there is a butler's pantry between the old dining room and the east end of the kitchen. Originally, the pantry was located at the west end of the kitchen. New wallpaper covers the walls of the kitchen and butler's pantry.

The depot was gifted to the Dayton Historical Depot Society in 1975. At that time, the Society undertook a six-year long restoration process following the standards set forth by the Secretary of the Interior. The building was lifted, and a new concrete foundation was poured. New heating, plumbing, and electrical systems have been added. The balcony and the balcony rail were restored to their original appearance. The building was also scraped and painted with historically accurate colors. In addition, the Historical Society has carefully maintained the building, replacing the roof and boardwalk and providing maintenance as needed.

The alternations made during the restoration process were limited. Other than opening one ticket window into a walkway, changing the tiny passenger restroom to a small kitchenette, and creating a storage room from one third of the freight room, the main floor has had no changes to the floorplan. The materials present are original to the building.

Upstairs, the stationmaster's living room, dining room, and a small bedroom were all opened into one space for a gallery for the present museum. A doorway between the kitchen and the living room was closed off to create a better flow for the gallery space. The doorway to the master bedroom was widened to provide for viewing by museum visitors. The original pantry was removed, and a butler's pantry was added between the kitchen and the original dining room. The kitchen cabinets were re-built with bead board similar to the original

cabinets found in the ticket office. The fir floors in the pantry and kitchen were replaced with oak parquet flooring. New wallpaper covers both the pantry and the kitchen walls. The stairwell, hall, master bedroom, and bathroom are intact; however, the fixtures within the bathroom have been removed and the space converted to storage for the museum's archives.

Coal Shed - contributing

A shed directly to the west of the Depot appears on the 1909[ii] and 1916[iii] Sanborn maps. That shed is labeled a "coal shed" on a Northern Pacific Railway Right of Way Plat map. Historic images from 1941 show a shed site, but 1943 Sanborn maps[iv] indicate a shed is no longer present. Instead, the platform on the western side of the depot is shown extended and a larger "Agricultural Import Warehouse" has been built.

However the present coal shed building was on site at the time the Historical Society acquired the building. As such its construction dates between 1943 and 1971. This new shed measures 12 x 16.5 feet and has a simple gable roof covered with wood shingles. The structure has drop shiplap siding matching the main depot building. The building has no window and a simple board door on the east façade.

[ii] Sanborn Map, 1909.
[iii] Sanborn Map, 1916.
[iv] Sanborn Map, 1943.

OR & N Railway Co. Depot - Dayton
Name of Property

Columbia County, WA
County and State

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.)

- [x] 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.
- [x] 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
ARCHITECTURE

Period of Significance

1881-1934

Significant Dates

1881
1899

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Evans, A. (Builder)

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

The Oregon Railway & Navigation Co. (OR & N) Depot in Dayton, Washington, is historically significant under criterion "A" as a structure that made a significant contribution to the growth and development of the small community of Dayton, WA and the surrounding communities. The depot is also historically significant under criterion "C," as a property that embodies the distinctive characteristics of its type (a depot), and period of construction. Constructed in 1881, the depot holds the distinction of being the oldest surviving railroad station in Washington State and is one of the best examples of Stick/Eastlake style in the state. The period of significance begins in 1881, the construction date of the depot, and ends in 1934, the date passenger traffic to the depot ceased. The depot was originally listed on the National Register of Historic Places in September 1974 and became part of the Downtown Dayton Historic District in 1999. This document was compiled to correct information from the previous form and to bring the documentation up to today's standards.

Natural geographical features, including the Touchet River and grass-covered hills, make Dayton's location a natural place for settlement. Early histories record the area was a summer meeting ground for various Native American tribes, including the Umatilla, Cayuse, Walla Walla, Palus, and Nez Perce. Euro-American settlement began in Dayton in the mid-1850s. Reportedly by 1855 at least six settlers were living in what is now Columbia County, but most left in the latter part of that year when they felt threatened by local Native population.[v] By 1859, however, numerous homesteads were established in the area. Among those was Jesse H. Day. Day raised cattle in the area until he and other settlers realized the hillsides were fertile enough for grain.[vi] By 1866, many settlers had arrived in the area specifically to raise grain or plant orchards, and shortly thereafter the area's first flour mill was built.[vii] As the region began to be populated and realizing profits to be made, Jesse Day filed for a plat creating the town of Dayton in 1871.[viii] Originally comprising of 21 blocks, the town grew rapidly and three years after establishing the community, Columbia County was formed, and Dayton became the county seat. The 1870s were a time of major growth, and the businesses established during this decade made Dayton a self-sustaining town. In the first half of the decade the community boasted a woolen mill, a flouring mill, general merchandise store, blacksmith shop, Columbia Hotel, and the Columbia National Bank. These were joined by numerous saloons, a post office, a Chinese laundry, grocery and dry goods stores, and several elementary schools. Three years after establishing the town of Dayton, Columbia County was formed and Dayton became the county seat. The town continued to grow, and by 1880 its population reached 996 citizens. That same year, Columbia County became the third largest county in the Washington Territory, and Dayton its sixth largest town.[ix] Such growth temporarily came to a halt when the first of several fires swept through the downtown area in 1882. Despite the three major fires that occurred in the 1880s, the decade saw continued growth, and the population of Dayton doubled in ten years' time to just over 1,800 people by 1890.

Even as Dayton grew and established itself as an important community in the southeastern portion of the territory, its residents struggled to find a means of transportation for their grain and other agricultural products. Farmers were forced to haul grain, sheep, lumber, and other products overland to Walla Walla or to the community of Grange City located at the mouth of the Tucannon River.[x] Rumors of railroads coming to Dayton were abundant, and the newspaper reported many of them, even when they admitted, as they did in March 1879, they had been "unable to learn whether this report has foundation or not or any further particulars."[xi] The *Walla Walla Statesman* in 1879 editorialized, "Dayton must have a railroad; it is contrary to every law of nature that a place of its present and prospective advantages, located in the midst of the garden

[v] "History of Columbia County," in *History of Southeast Washington Including Walla Walla, Columbia, Garfield, and Asotin Counties* (Washington: Western Historical Publishing, 1906), 280.
[vi] "History of Columbia County," 284-287.
[vii] "History of Columbia County," 290.
[viii] "History of Columbia County," 309.
[ix] Robert E. Ficken, *Washington Territory* (Pullman, WA: Washington State University Press, 2002), 120-21.
[x] "History of Columbia County," 294.
[xi] "History of Columbia County," 309.

valley of the world, with its granaries full to overflowing should remain bottled up. The people of Dayton want a railroad—they must have it and are bound to get it."[xii]

In order to facilitate a railroad into the city, Dayton's leaders persisted in trying to woo railroad companies to lay track into the community. In late 1879 they started a railway committee and began investigating on their own potential routes for connecting with the surrounding communities. The *Columbia Chronicle* enthusiastically editorialized for a railroad: "We cannot talk railroad too much. In the first place our county needs a road and needs it immediately. In the second place, it will be a paying investment for some enterprising man or men to furnish us with the much needed facilities of transportation. It is evident that the resources and productions of the country surrounding Dayton will justify a branch road to this place; and we would be accused of exaggeration if we were to approximate even at a low figure how a railroad would multiply the crops already produced."[xiii] Finally, on May 18, 1880, Henry Villard, President of OR & N attended a meeting of Dayton's railroad committee. He stated his company would come to Dayton if the city provided the right-of-way for the line and ground for a depot. Villard assured the committee that work would begin the following week, and the railroad would be complete within a year.[xiv] The community eagerly complied with the stipulations, and provided land for a rail yard and depot next to the Touchet River as well as purchased railroad right-of-way for a total cost of $4,517.[xv]

At the time, the OR & N railroad was already intent on building rails into the interior of the Inland Northwest from the Columbia River. However, they needed timber to build the lines and the necessary trestles. The *Columbia Chronicle* reported the railroad needed 800,000 feet of timber for the large bridge between Waitsburg and Grange City alone.[xvi] OR & N discovered the Blue Mountains outside of Dayton provided a reliable source of timber, and Dayton was the closest community to the mountains. Plus it already had a small mill in operation. So it was likely that this need, rather than Dayton's persuasive railroad committee, is what drove the railroad to come into the community.

Work on the line from Walla Walla to Dayton began in August 1880. OR & N's intention was to complete the line to Dayton from Walla Walla, then back over to Waitsburg and build a line north from there to Grange City, located at the mouth of the Tucannon River where it meets the Snake River. With the timber obtained from the Blue Mountains south of Dayton, they planned to build a bridge over the Snake River approximately a half mile north of Grange City and then on the north bank they would build four miles of track to Texas Ferry, then on to Union Flat and into Colfax.[xvii] By October 9, 1880, the roadbed from Walla Walla to Dayton was finished, and by the beginning of the next year, the company had 400 white and 750 Chinese laborers working on the roadbed into the Palouse. However, laying the track and building numerous bridges and trestles between Walla Walla and Dayton took longer than they intended. The railroad had a limited number of draft horses available to them, and this slowed the process of carrying the needed lumber to the job sites. The tracklayers did not make it to Dayton until July 14, 1881.[xviii]

On this same day, an afternoon of revelry to celebrate the completion of the track turned to tragedy. The conductor of the construction train agreed to take a group of about 30 local dignitaries, men, women and children on nine flat cars on an official inaugural trip from Waitsburg to Dayton. Despite the newness of the track all went well until the return trip when Engine 439 had to propel the train from the rear. A dust storm had blown up and visibility was poor. The train was traveling along at a fair speed when unfortunately, only two miles from its destination, at Whiteaker Lane just below Huntsville, the train collided with a herd of cattle, and all nine flat cars carrying the passengers ran off the tracks. One passenger, Dr. G. W. Southerland, was killed

[xii] "History of Columbia County," 309.
[xiii] *Columbia Chronicle*, February 26, 1881.
[xiv] "History of Columbia County," 311.
[xv] *Columbia Chronicle*, February 26, 1881.
[xvi] *Columbia Chronicle*, July 30, 1881.
[xvii] Lewty, *To the Columbia Gateway*, 76-78.
[xviii] Lewty, *To the Columbia Gateway*, 78.

instantly and another, Ben Hardman, died the following day from his injuries.[xix] The other passengers survived the crash with minor injuries, but the incident appeared to affect the enthusiasm of community members.

Most likely due to the recent tragedy, only a fraction of the expected passengers turned out for the official train excursion from Walla Walla to Dayton on Sunday, August 7, 1881. Five hundred were expected, but only about fifty turned out. The train arrived at Dayton's new railyard at 10:00 a.m., just as the church bells were tolling. The Washington Guards band led the passengers in an impromptu parade through Dayton's streets to the park. The Pendleton *East Oregonian* newspaper described the event: "The church bells rang out in opposition, calling the worshippers of the Most High to repair to church and not be contaminated by the un-godly which had just arrived. It was about a stand-off between the christians [sic] and the infedelic and free-thinkers, the latter following the Washington Guards as they marched and marched along." The passengers spent the day in the park drinking beer and dancing until late that afternoon when the train "took back all there was left of the Walla Wallans that was worth taking home."[xx]

Regular train service to the city actually began on July 19, 1881 (some reports state July 24th). Typical early service included one passenger car and several freight cars which left Dayton at 6:40 a.m. and arrived in Walla Walla at 11:00 a.m. To return to Dayton that same day, passengers had to be on the train by 2:40 p.m. and arrived back home at 6:50.[xxi] Service was expanded over the next several weeks and before long, there were two trains a day leaving Dayton. The first freight shipment was for flour and was made on July 22, 1881, when McDonald & Schwabacher shipped seven car loads and M. Hexter shipped another five.[xxii] The freight demand was high, and initially the OR & N simply could not keep up with the requests. Soon orchardists also began to depend on the railroad to ship their fruit to market. Special rates for wool and hide had to be set for shipments between Dayton and Portland.

The shortage of railcars resulted in large quantities of product being stored. For instance, it was reported that 4,000 tons of wheat and flour were waiting in Dayton to be shipped to Portland in early October 1881. Lumber was piled on every bare spot of earth in the Dayton railyard, and the railroad employees tried to shelter the grain through the use of the lumber. The *Columbia Chronicle* recorded, "The great cry at the depot is 'more cars,'" but the paper also recognized the economic benefits the railroad brought. They reported, "The piles of grain at the warehouses and platforms are simply astonishing to the most sanguine believers in our immense resources. Take a stroll to the depot and behold the silver lining to the hard times cloud."[xxiii] As a result in early November 1881, OR & N expanded the railroad platform around the depot so they could store the immense quantity of freight waiting to be shipped.[xxiv] Finally by mid-December additional railcars were provided, and the back log of freight was finally being shipped.[xxv]

The railyard and depot were originally located near the southwest border of Dayton, on the south side of Railroad Street (now Cameron Street) at the base of Rock Hill. This allowed for close proximity to a flume which ran down the Touchet River that brought the timber from the Blue Mountains. The location also provided space for a large timber storage yard where product could be staged until it was shipped to job sites. The *Columbia Chronicle* reported there were five tracks within the yard and "still another [would] be laid leading to the turn table."[xxvi] The construction of a flume was an essential part of the agreement the railroad committee had with OR & N Railroad. The first attempt by Jesse Day to obtain the right of way for the flume failed; however by March 1881 Justice Ostrander rescued the operation with a special meeting. At the meeting he emphasized the railroad would delay the depot for two to three years if the flume were not built. J. M. Hunt, George Church, and A.P. Gibson were appointed to finalize the easement.[xxvii] They were successful,

[xix] *Columbia Chronicle*, July 16, 1881.
[xx] Lewty, *To the Columbia Gateway*, 79.
[xxi] *Columbia Chronicle*, July 30, 1881.
[xxii] *Columbia Chronicle*, July 23, 1881.
[xxiii] *Columbia Chronicle*, October 8, 1881.
[xxiv] *Columbia Chronicle, November 5, 1881.*
[xxv] *Columbia Chronicle,* December 17, 1881.
[xxvi] *Columbia Chronicle*, July 23, 1881.
[xxvii] *Columbia Chronicle*, March 5, 1881.

and by the end of July, when the trains started their regular runs, the *Columbia Chronicle* recorded there were "200,000 feet of timber at the flume dump". They noted that "the flume would fill for a half mile with 12 x 12 bridge timbers from 20 to 40 feet long." The journalist bragged, "Each succeeding day proves the entire success of the flume."[xxviii] The flume was constructed by the Oregon Improvement Co. who had obtained 2,000 acres of prime timberland in the Blue Mountains south of Dayton. After building a saw mill they constructed the 23 mile-long flume down to the Dayton depot grounds. The flume was designed and built by J.E. Palmer and was made from 2" thick plank supported by trestles. It had 20" of water flowing at ten miles per hour and reportedly could successfully bring 100,000 board feet of lumber every day to the railroad yard.[xxix] To assist with the cutting of the timber, a steam powered wood saw began working at the depot in September 1881, and cut between forty and fifty cords of wood each day.[xxx]

At this time the depot was not yet completed, and the planned windmill, water tank, and roundhouse were yet to be built, but the local newspaper, the *Columbia Chronicle,* asserted, "The Dayton depot yard is the largest, finest and best arranged on the whole line." Nevertheless, the work was far from over, and the *Chronicle* noted, "The yard at the Dayton depot presents an animated appearance. Crowds of white men and chinamen [sic.] are engaged in straightening and ballasting the several tracks, excavating for the turn-table and round house and handling lumber and material. Their white tents dot the grounds and creek banks and are strikingly picturesque." At this time, C. A. Hayden, the first station master arrived. He was described as a man with a "splendid reputation and we [the *Chronicle* writer] find him to be a very pleasant accommodating gentleman."[xxxi]

Reportedly the depot was finally completed in late 1881, although it opened with little fanfare. On the main floor were "the waiting room, office and baggage room with stairway. The upper floor. . .contain[ed] a sitting room, kitchen, three bedrooms, pantry, and closets, and [was] occupied by agent Hayden. A balcony extend[ed] on three sides of this building, which [was] finished in fine style."[xxxii] Period photographs indicate the freight room wing was approximately twice its present size. Instead of one bedroom over the freight room, there must have been two.

The Oregon Railway & Navigation Company traces its roots back to the 1860s when it began as a steamship company plying the waters of the Columbia River. Eventually after the consolidation of several smaller railroads it was reorganized as the Oregon Railroad & Navigation Co. in 1896. The company operated a rail network of 1,143 miles of track running east from Portland, Oregon to northeastern Oregon, northeastern Washington, and into northern Idaho. While the company was initially operated as an independent carrier, the Union Pacific (UP) purchased a majority stake of the line in 1898. The Dayton depot essentially became a Union Pacific depot and its stationmasters, UP employees. In 1910 the line officially became a subsidiary of the UP (titled the Oregon–Washington Railroad & Navigation Company (OWR & N). Then in 1936, the Union Pacific formally absorbed the system, which became UP's official gateway to the Pacific Northwest.

In the late 1880s, the farmers of Columbia County were working to secure a reduced rate from the OR & N on grain shipments. From 1882-1887, they had paid $6.00 per ton to Portland; they had hoped that as yield and acreage increased that the shipping price would decrease, but that did not happen. The *Columbia Chronicle* editorialized on February 26, 1887: "The prices charged by OR & N are wholly beyond the bounds of reason [and] there is a general feeling that our section has helped build up Portland long enough, and that it is about time to take some steps toward relieving ourselves from the further payment of tribute in that direction." As a result various farmers then began to search for an alternative way to get their grain to market. They focused on the idea of having a railroad that could connect Columbia County directly to the Puget Sound.

[xxviii] *Columbia Chronicle*, July 30, 1881.
[xxix] Lewty, *To the Columbia Gateway*, p. 80.
[xxx] *Columbia Chronicle*, September 17, 1881.
[xxxi] *Columbia Chronicle*, July 23, 1881.
[xxxii] *Columbia Chronicle*, September 17, 1881.

As happened throughout the west, much competition existed between railroad companies, and Dayton took advantage of this. Seeking alternatives, the Dayton Board of Trade created a new railroad committee in 1886. Members included Jesse N. Day, John Brining, W.H.H. Founts, and J.C. Van Patten. The committee believed Dayton needed direct communication with the cities on the Puget Sound because "the OR & N had developed into cormorants so far as grain rates from the Blue Mountain country was concerned. . . [the grain] rates were nearly prohibitive."[xxxiii] On April 24, 1886, the committee held a meeting of Dayton citizens, and the following resolutions were adopted: "Be it resolved by the people of Columbia county, Washington Territory, in mass meeting assembled, that we recognize the necessity for transportation connected direct with Puget Sound, and that we are determined to have it if we have to build a road from Dayton to Ainsworth ourselves. Resolved, that we will render all assistance in our power to any corporation which will construct a railroad to work in connection with the Northern Pacific Railway between Dayton and Puget Sound direct."[xxxiv] The committee then began negotiating with Oregon & Washington Territory Railroad (O & WT RR, later reorganized into the Washington & Columbia River Railway) to extend their line from Walla Walla into Dayton. The company was originally an independent company from the Northern Pacific, but was regarded as friendly to them. To entice the company to invest in Dayton, in 1889 Columbia County voters passed a proposition to subsidize an O & WT RR line into Dayton. They had assurances that O & WT RR and Northern Pacific would carry their grain to Puget Sound for the same rate OR & N charged to carry it to Portland, but without the "lower Columbia River towage and pilotage fees," saving them more than the agreed upon subsidy. The O & WT also promised to extend the line beyond Dayton to Whetstone Hollow which would allow for more farmers to use the rail easier.

Quickly the line was built and it was completed on November 21, 1889. One week later on November 28th, O & WT passenger service from Dayton to Walla Walla began. In 1897 they constructed a more formal depot downtown on the northeast corner of Commercial St. and 2nd Street (moved to 218 Fourth St. in 1970s). In 1907, the O & WT line merged with Northern Pacific.[xxxv]

In addition to the less expensive prices for grain shipment, the easy proximity to the downtown area made the line more convenient for businessmen and townspeople than the OR & N line located across the river and southwest of town. The OR & N railroad no longer had the need for the lumber that came down the flume from the Blue Mountains because the rail lines and trestles into the Palouse had already been built. As a result, in 1898 the OR & N, in an attempt to remain competitive, began laying track on Commercial St. beside the O & WT line.[xxxvi] In early January 1899, the OR & N purchased property (the nominated site) diagonally across the street from the OR & N depot for the location of a depot and freight house.[xxxvii] In May of 1899, the company began moving the two story portion of their depot into the downtown location instead of building a new building. Using roller logs and a capstan powered by two horses, the building was moved to its present location while Stationmaster Agent Hindle did business out of a furniture car.[xxxviii] The depot reached its new location by July 1st.[xxxix] Once there, a new passenger baggage room was added to the rear with a Fairbanks platform scale. Based on photographs, this wing is approximately half the size of the original freight room. The change in size affected the size of the stationmaster's living quarters upstairs as well. What had been, according to period sources, a three bedroom home became a two bedroom home. Now disconnected, the original freight room portion of the depot was moved one block west of the new depot location, and a spur was built from the depot to the freight house.[xl]

As the nineteenth century drew to a close, Dayton's population grew to approximately 2,200 residents. The downtown area was thriving, new brick buildings lined both sides of Main Street for four blocks and a grand new county courthouse had been built. Just outside of downtown were several thriving businesses including a

[xxxiii] "History of Columbia County," 328.
[xxxiv] "History of Columbia County," 325.
[xxxv] Lewty, *Across the Columbia Plain*, 91.
[xxxvi] *Columbia Chronicle*, December 24, 1898.
[xxxvii] *Columbia Chronicle,* January 4, 1899.
[xxxviii] *Columbia Chronicle*, May 20, 1899.
[xxxix] *Columbia Chronicle,* July 3, 1899.
[xl] *Walla Walla Union-Bulletin*, March 28, 1971.

brick works, a large dairy, and a grocery store. Columbia County was thriving as well. Its population reached a new high of 7,128 by 1900, and Columbia County citizens began requesting that more rail line be built throughout the county. A farmers' movement headed by J.A. Thornston incorporated the Columbia & Covello Railway Co. in an attempt to provide rail service as far east as Covello and Turner, about 20 miles from Dayton. After numerous surveys by both O & WT and OR & N, rails to Turner were finally completed by OR & N in December, 1901. The rail line continued through the county to Starbuck where a machine shop, turn table, and roundhouse were built. A bridge across the Snake River at Grange City that OR & N had planned was never constructed because Northern Pacific built a bridge across the Snake River at Ainsworth. Instead, a steam ferry was constructed just upriver from Grange City at Texas Ferry where there was enough flat land on both sides of the river for railway terminals. At this point, passengers could also connect with steamboats that would take them up to Lewiston.[xli]

All of these extensions helped connect Dayton to a wide world beyond the small community and gave farmers a market for their vast resources. It was estimated from the books of grain shippers that farmers in Columbia County in 1887 harvested and shipped: 1,455,900 bushels of wheat; 225,015 bushels of barley; 177,200 bushels of oats; and 87,360 bushels of corn; for a total of 1,945,475 bushels. A passenger could get on a train at the Dayton depot and travel directly to Spokane. From there, he or she could travel to Minneapolis or other points in the Midwest and then on to New York City and the rest of the east coast.

In Dayton, the corners of Commercial and 2nd Streets remained busy. Passengers on both O & WT and OR & N gathered there. The OR & N Depot had two passenger trains each day.[xlii] All of the area's agricultural produce and other freight were shipped out from the two depots, and all of the freight coming into Dayton arrived at the depots. By the end of 1890, the *Columbia Chronicle* reported that approximately 150 Union Pacific RR cars full of wheat passed through Walla Walla and Dayton per day.[xliii]

The impact of the railroad was immediately felt by Dayton's residents. Just a few years after the OR & N original rail line was completed, the *Columbia Chronicle* reminisced: "The advent of the first railroad into this section of the country marked the beginning of a new era in agriculture. Previous to that time wheat was laboriously hauled to Walla Walla by wagon and sold at twenty-five cents a bushel. Since the coming of the railroads fields have lengthened and broadened; and have crept down the valleys and up the slopes. And our rugged hills which at that time were considered useless for agricultural purposes, now furrowed with the plowshare, heave their brown backs to the sun. With this great agricultural development, flowing immediately upon the completion of the first railroad, have come better farm buildings, better school houses throughout this country, increased activity in business everywhere."[xliv]

The presence of the railroads did not just affect the area economically. They also transformed the way citizens socialized and recreated. For example, in June, 1891, all of the Sunday schools of the county came together for a Union Picnic at the Shiloh Campground (what is now Lewis & Clark State Park.) The Union Pacific provided train service from Dayton's Depot to the park at 8:30, 9:30, and 10:20 in the morning, and return service at 3:30, 4:30, and 5:00 in the afternoon. Although only a distance of five miles, the trains helped make a longer day of music, addresses, and entertainment possible.[xlv]

Train connection also brought entertainers, politicians, salesmen and lecturers to town. Traveling salesman (Drummer's) who would ride the rails into town often set up impromptu wholesale shops in the Drummer's Lounge at Hotel Dayton. Shop owners would gather to place their orders before the salesmen once again took to the rails. For fifteen years (1915-1929) the Ellison White Circuit Chautauqua came to town via the railroad. Numerous politicians, actors, lecturers, musicians, and humorists debarked at the Dayton Depot, and

[xli] Lewty, *To the Columbia Gateway*, 81.
[xlii] *Columbia Chronicle* July 1899.
[xliii] *Columbia Chronicle*, December 27, 1890.
[xliv] "History of Columbia County," 312.
[xlv] *Columbia Chronicle*, May 23, 1891.

they entertained and educated the citizens of Dayton and the surrounding communities. The railroad made all this possible for what would otherwise be an isolated community in southeastern Washington.

However, with the increasingly affordable automobile, travelers were less dependent upon rail service. Based upon advertisements in the *Columbia-Dispatch*, the Union Pacific ended passenger service at the depot in May 1934.[xlvi] Freight service continued, however, not ending until January 1, 1972. The Stationmaster Earl Llewellyn who supervised the freight service lived in the upstairs of the depot until the service ended, just like all the stationmasters who came before him. The Northern Pacific Depot also continued operating until the late 1970s.

With the closing of the OR & N Depot, concerned Dayton citizens began rallying behind the building in an attempt to preserve it. Correspondence with Union Pacific began, first through the Dayton Chamber of Commerce and then with the Dayton Historical Depot Society, a non-profit group formed in 1974 in an attempt to save the building. The railroad initially asked $24,000 for the depot, but after negotiating with the historical society, they decided to donate the building to the group in 1975. Restoration began that year and continued until 1981, when the building was reopened as a museum, a purpose it has served since then.

Today the track that runs along Commercial Street beside the Depot is under the ownership of the Port of Columbia. They have rented the line to Frontier Rail who plan to ship Columbia County products by rail as soon as they have made necessary repairs on eight bridges and the 39 miles of track on the Palouse River and Coulee City line.

At the time of writing, the OR & N Depot in Dayton, built in 1881, remains the oldest standing depot in the state and thus embodies the distinctive characteristics of early period depot construction in the state. The closest in age is the OR & N Depot in Connell, built in 1883; followed by the Columbia & Puget Sound Depot in Black Diamond, built in 1886. The Connell depot is in poor condition and is currently being used for storage, while the Black Diamond depot has been altered and converted into a museum. Other standing early depots include the Seattle, Lake Shore & Eastern Depot in Issaquah (1889); the Seattle, Lake Shore & Eastern Depot in Snoqualmie (1890); and the Washington & Columbia River Valley Depot in Dayton (1897, moved). All of these depots, however, are visually different in character, size and detailing from the nominated building.

This is most likely due to the age and affiliation with different railroad companies. Stylistically the Dayton OR & N depot most closely resembled the OR & N depot in Waitsburg (demolished) with its Stick style applied siding, brackets, and paneling. The Waitsburg depot, however, was a one story structure. The Dayton depot is considered one of the best examples of Stick style in the state.

The Stick style was a late 19th-century American architectural style, and is considered by many as a transitional style found between the Carpenter Gothic style of the mid 19th century, and the Queen Anne style that it evolved into by the 1890s. It is named after its use of linear "stick work" (overlay board strips) on the outside walls which mimic an exposed half-timbered frame. The style represented the most innovative design concepts and building technologies of its time, yet it did not attract serious study—or even a widely accepted name—until a century later. Were it not overshadowed by the equally extroverted Italianate, Second Empire, and Queen Anne styles by the 1880s, the Stick style would have been recognized much earlier for its original identity and the totally American concept that it presented for the first time.

While such a perspective is academically accurate generations later, in its day the Stick style was nothing if not totally fresh, up-to-date and, most of all, modern. While some critics found the style slightly vulgar, few could deny the style was inventive and vivacious. People of wealth and standing wanted buildings designed in the style. The style is found mainly on dwellings but can be found on other building types. Most were probably architect-designed, and the brightest talents in the newly prominent architectural profession were attracted to the style.[xlvii]

[xlvi] *Columbia-Dispatch,* May 17, 1934.
[xlvii] Gordon Bock, "The Stick Style," *Old House Journal Online* http://www.oldhousejournal.com/stick_style/magazine/1419, accessed

What propagated the Stick style at the popular level, however, was most likely the flood of new house-building plan books that appeared after 1850. Architect-publishers like Gervase Wheeler and Henry Cleaveland flashed the Stick look far and wide in their books Rural Homes (1851) and Village and Farm Cottages (1856) as part of a broad menu of building designs. These plan books and others inspired local builders to erect Stick style houses, and/or incorporate their details, on a truly national scale for the first time.

Ultimately, Stick style buildings are about carpentry - the latest advances in wood technology from a country that had lots to offer. Unlike the chunky, ground-hugging Gothic and Greek Revival styles that emulated the massing of masonry even when built of wood, Stick style buildings are generally light and irregular in feel; a freedom of form made possible by the new system of balloon frame construction with milled 2" x 4" lumber and nails. Rather than dividing the space within a simple rectangular or cross-shaped plan into rooms and halls, Stick style buildings often pushed the space beyond the footprint; so much so you can sometimes read the interior space from outside the building.

Like the Queen Annes to come, Stick style buildings generally exhibit a strong vertical emphasis, with tall windows, multiple stories, and surface ornament reaching skyward along with sharply pitched roofs and monumental towers. More than Queen Annes, however, Stick style buildings are angular. Roof plans are complex, often with intersecting gables and roof effects, such as clips, hoods, and kicked eaves / bonnet roofs. Window bays and towers are generally squarish, with roofs that are pyramids or similar polygons. Other characteristics include wrap-around porches, upside down picket-fence patterns, spindle detailing, and radiating spindle details in gable peaks. Windows are usually large one-over-one or two-over-two and frequently paired, fit within the patterns created by stick work.

The defining feature of these buildings, however, is stickwork: expressive wood facing and ornament that evokes the grids and angles of structural framing in their layout. In Stick buildings, the exterior clapboards and shingles are divided into panels by vertical and horizontal boards, bringing the symbolism, if not the actual position, of the underlying posts and joists to the façade. Note that the stickwork decoration is not structurally significant, rather they are narrow planks or thin projections applied over the wall's clapboards.

Diagonals are common, enhancing the structural feel with a hint of the medieval. Often the beaded siding found within rectangular panels is also laid diagonally and mirror imaged in an adjacent panel. More diagonals pop up as pseudo-structural brackets supporting roof eaves or trusses spanning gable ends—woodwork that was easy to mass-produce with new steam-powered machinery. Curves are rare except for the periodic semicircular porch bracket or window top.

Highly stylized and decorative versions of the Stick style are sometimes referred to as Eastlake. English architect and tastemaker Charles Locke Eastlake initially spoke about reforming the design of English furniture and furnishings, but by the time his widely read columns and book Hints on Household Taste (1868, which went into six editions) filtered across the Atlantic, they found traction not with the furniture industry, but the house-building public. His call for furniture ornament that was simple, finely crafted, and closely related to the structure of the object, materialized as exterior building millwork that was aggressively turned, sawn, and carved. The Stick style was the first architectural style to take this millwork to heart with incised verge boards, fret-sawn railings, and porches ringed with spindles. By the 1880's publications such as Scientific America were calling house designs "Eastlake," and some product manufacturers used the enduring term to market their wares.

The Stick-Eastlake style enjoyed modest popularity in the late 19th century, but there are relatively few surviving examples of the style in the state when compared to other more popular styles of Victorian architecture. While the style began in the 1850s, here in the Pacific Northwest it fell out of fashion much later than in other parts of the county; with surviving examples found built into the mid-1880s.

Dayton's O.R. & N. Depot features many of the characteristic of the style including the exterior stick work, which divides the first floor into rectangular panels that are filled with various types of siding.

9. Major Bibliographical References

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Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been requested)
_x_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):

10. Geographical Data

Acreage of Property Less than One Acre.
(Do not include previously listed resource acreage.)

UTM References ____NAD 1927 or ____NAD 1983

(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1				3			
2				4			

Or Latitude/Longitude Coordinates
(enter coordinates to 6 decimal places)

	Latitude	Longitude		Latitude	Longitude
1	46.320822°	-117.980011°	3		
2			4		

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

The nominated area is located in Section 30 of Township 10N, Range 39E in Columbia County, Washington, and is legally described as Lots 4, 5, & 6 in Block 18 of the original town site of Dayton. It is bounded on the south by an alley, on the west by Caboose Park, on the north by Commercial St. and on the east by a city sidewalk that parallels 2nd St. It is otherwise known as Parcel No.1050180060000.

Boundary Justification (Explain why the boundaries were selected.)
The nominated property encompasses a portion of urban tax lot that is associated with the Depot. It is the lot that was owned by Union Pacific when it donated the building and land to the Dayton Historical Depot Society.

11. Form Prepared By

name/title Tamara Fritze, Museum Director and Ginny Butler, Dayton Historical Depot Society President (Edited by DAHP Staff)
organization Dayton Historical Depot Society date January 20, 2017
street & number 222 E. Commercial telephone 509.382.2026
city or town Dayton state WA zip code 99328
e-mail info@daytonhistoricdepot.org

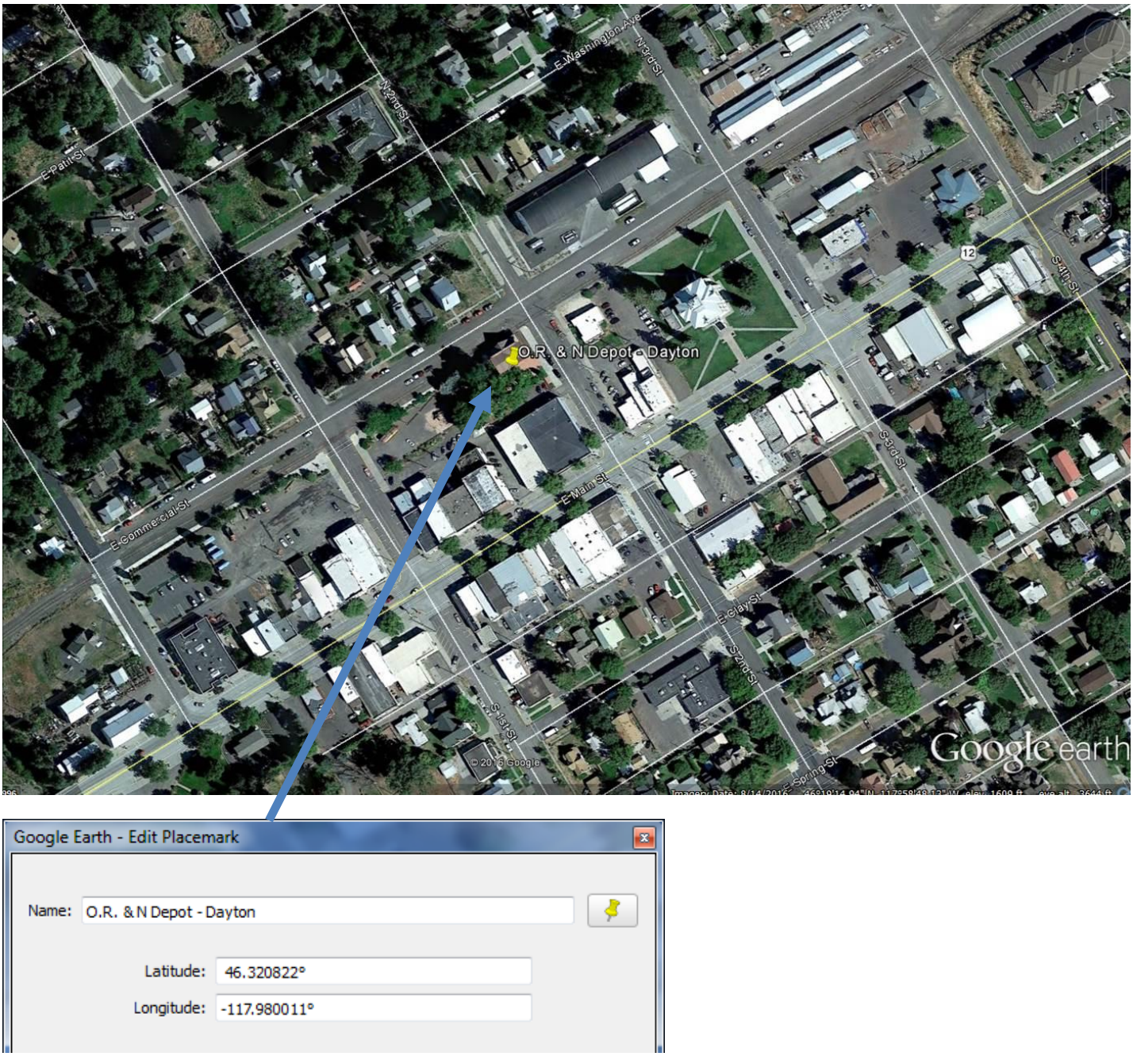
OR & N Railway Co. Depot - Dayton
Name of Property

Columbia County, WA
County and State

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.
  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

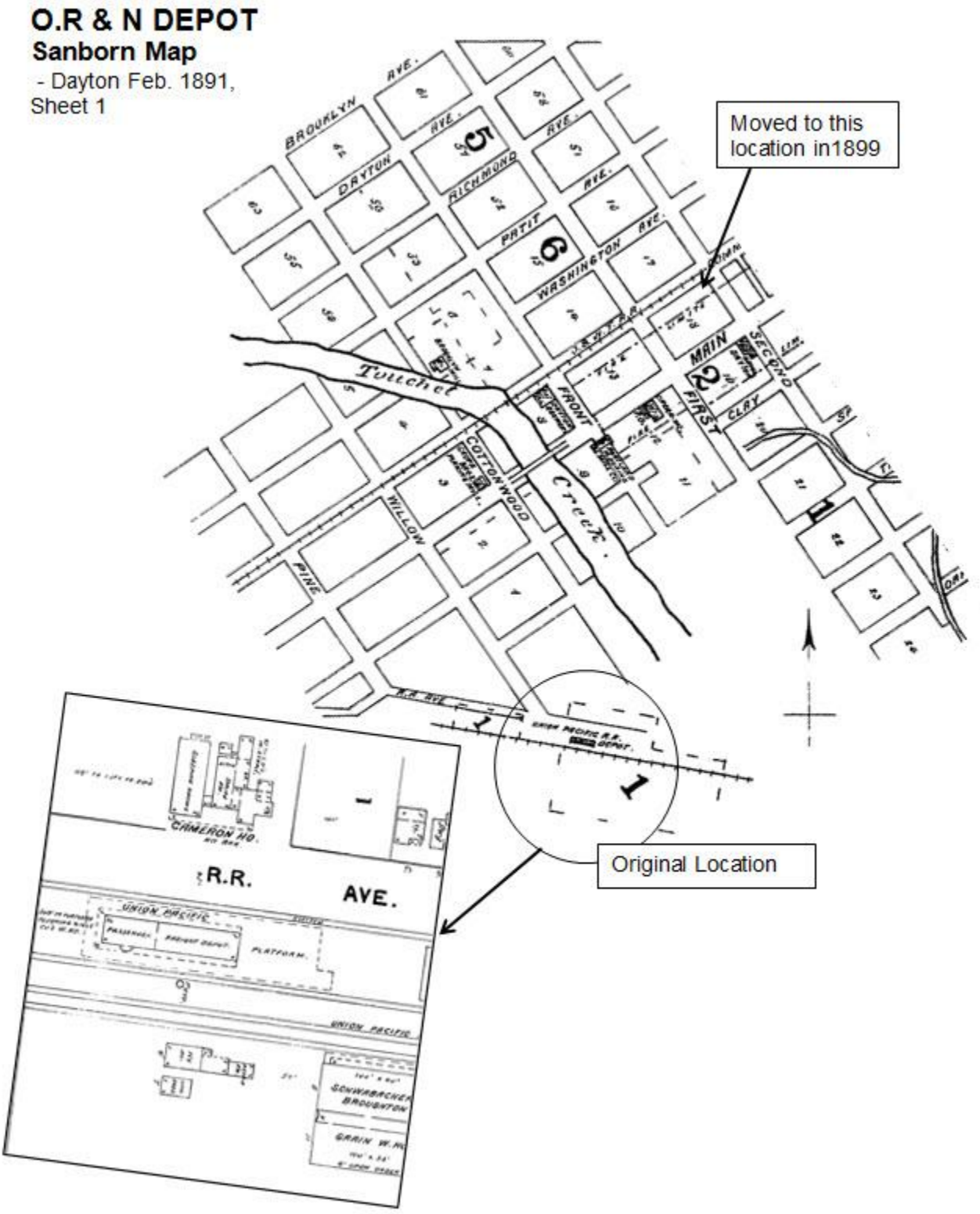


OR & N Depot - Dayton
Lat / Long Map

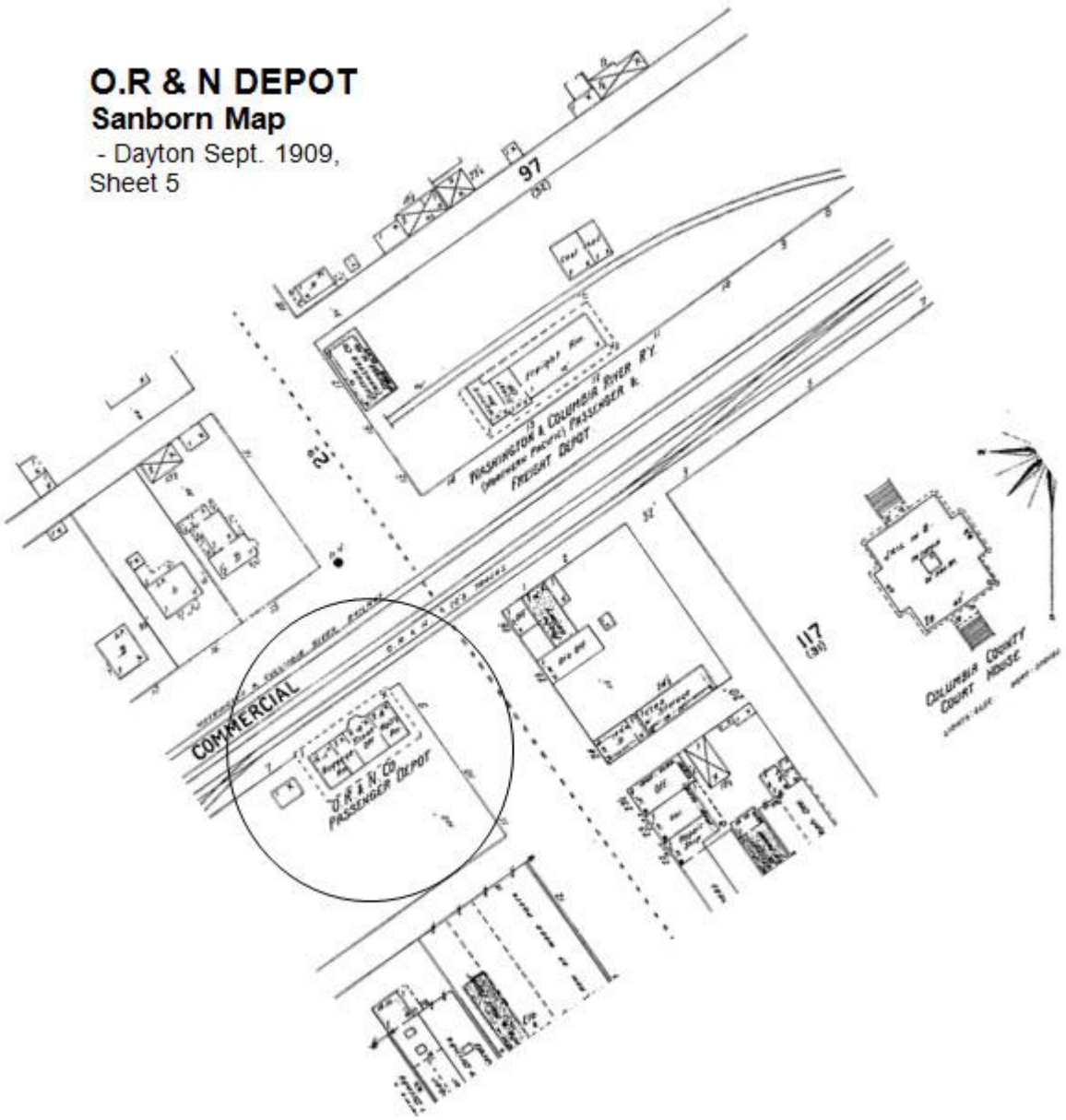


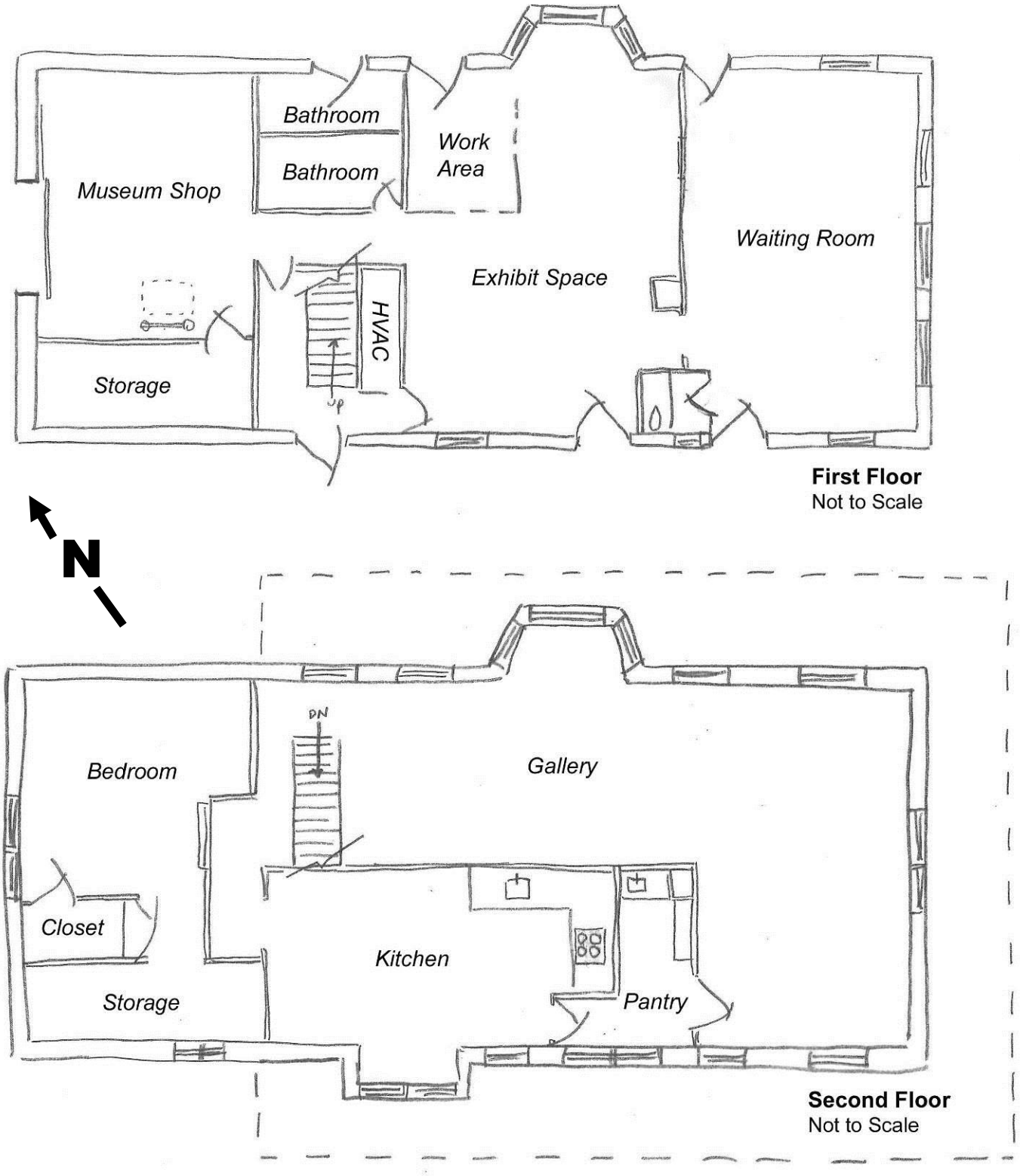
OR & N Depot - Dayton
Site Plan

O.R & N DEPOT
Sanborn Map
- Dayton Feb. 1891,
Sheet 1

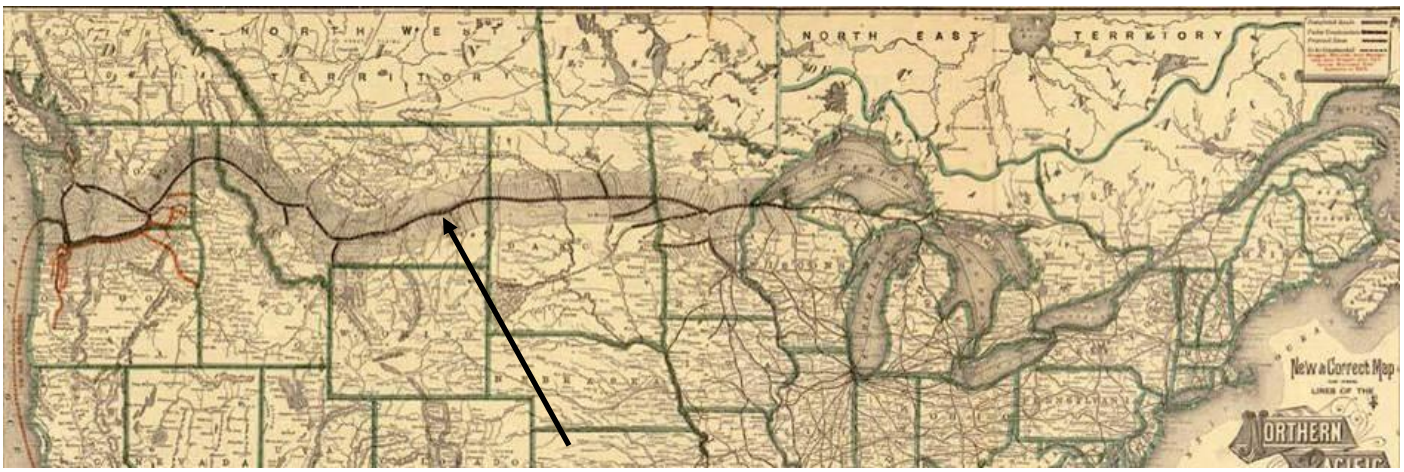


O.R & N DEPOT
Sanborn Map
- Dayton Sept. 1909,
Sheet 5



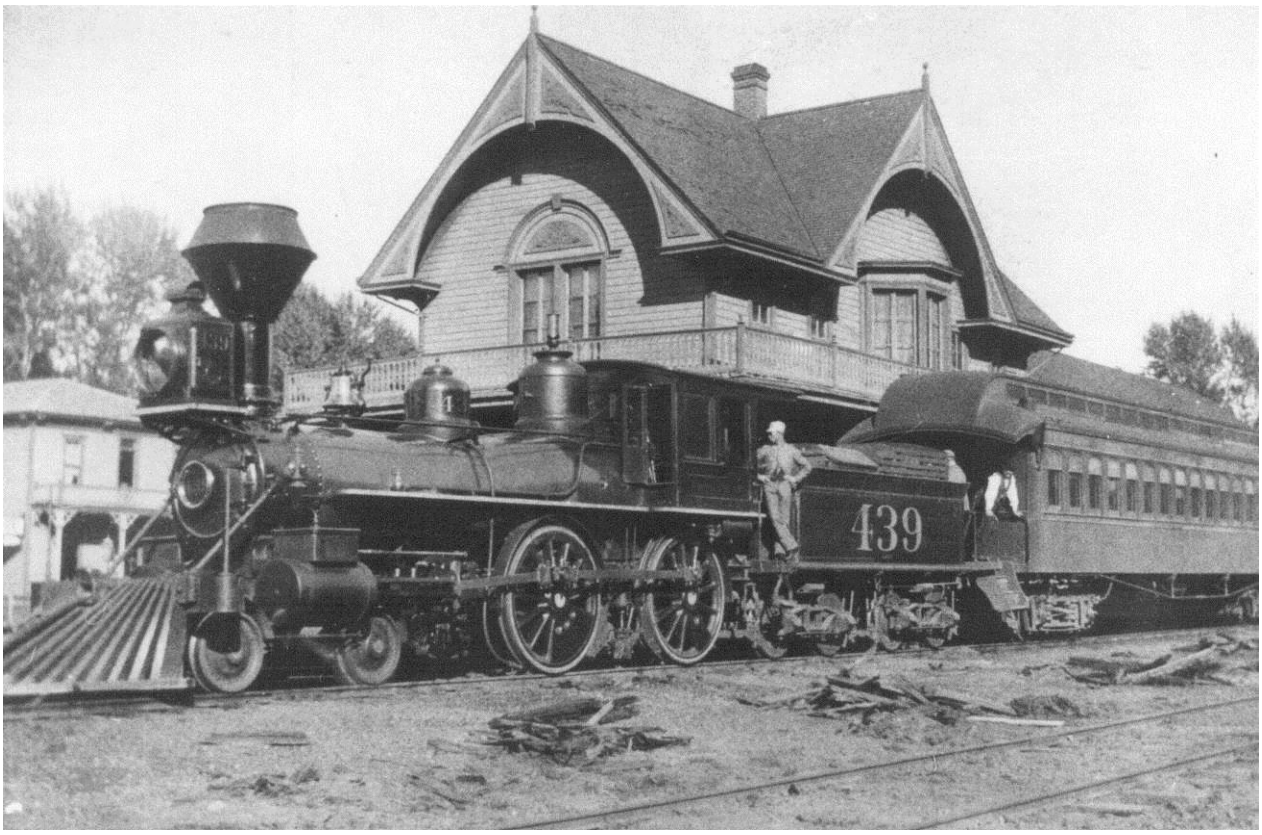


OR & N Depot - Dayton
Current Floor Plans

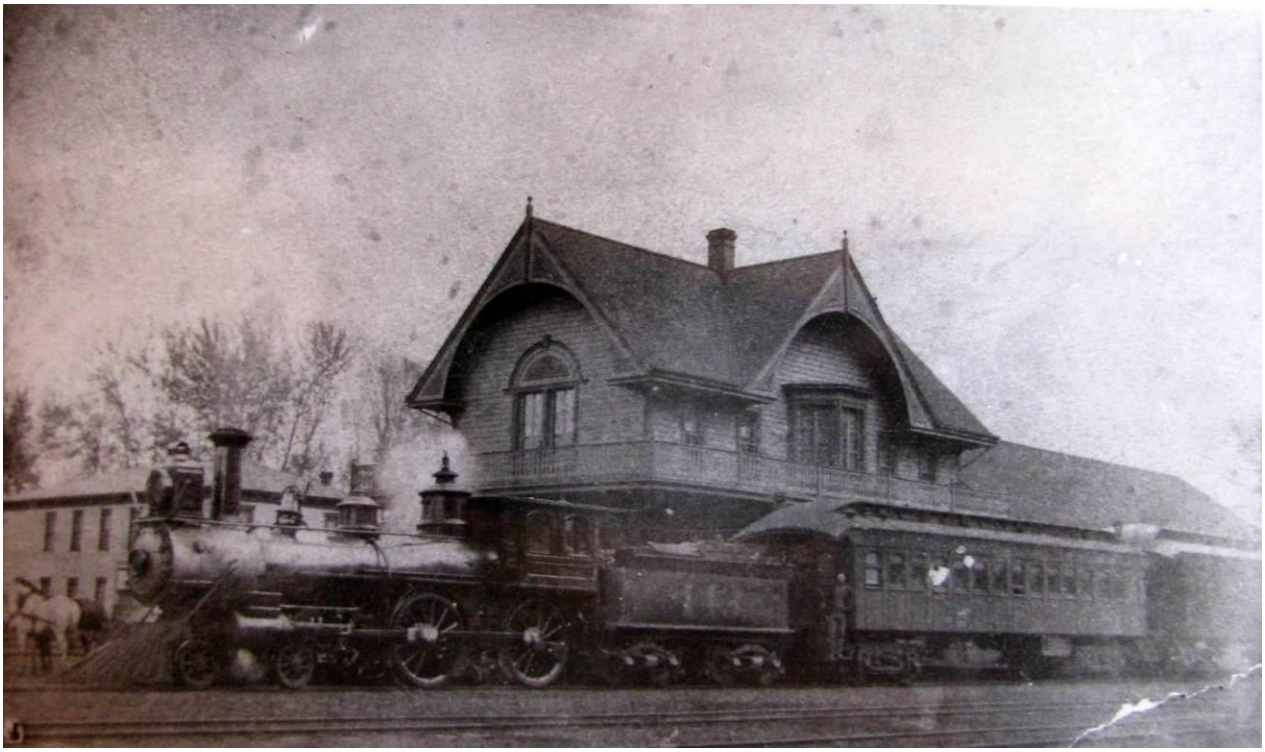


Oregon Railway & Navigation Co. Map showing route of main line. – 1883.

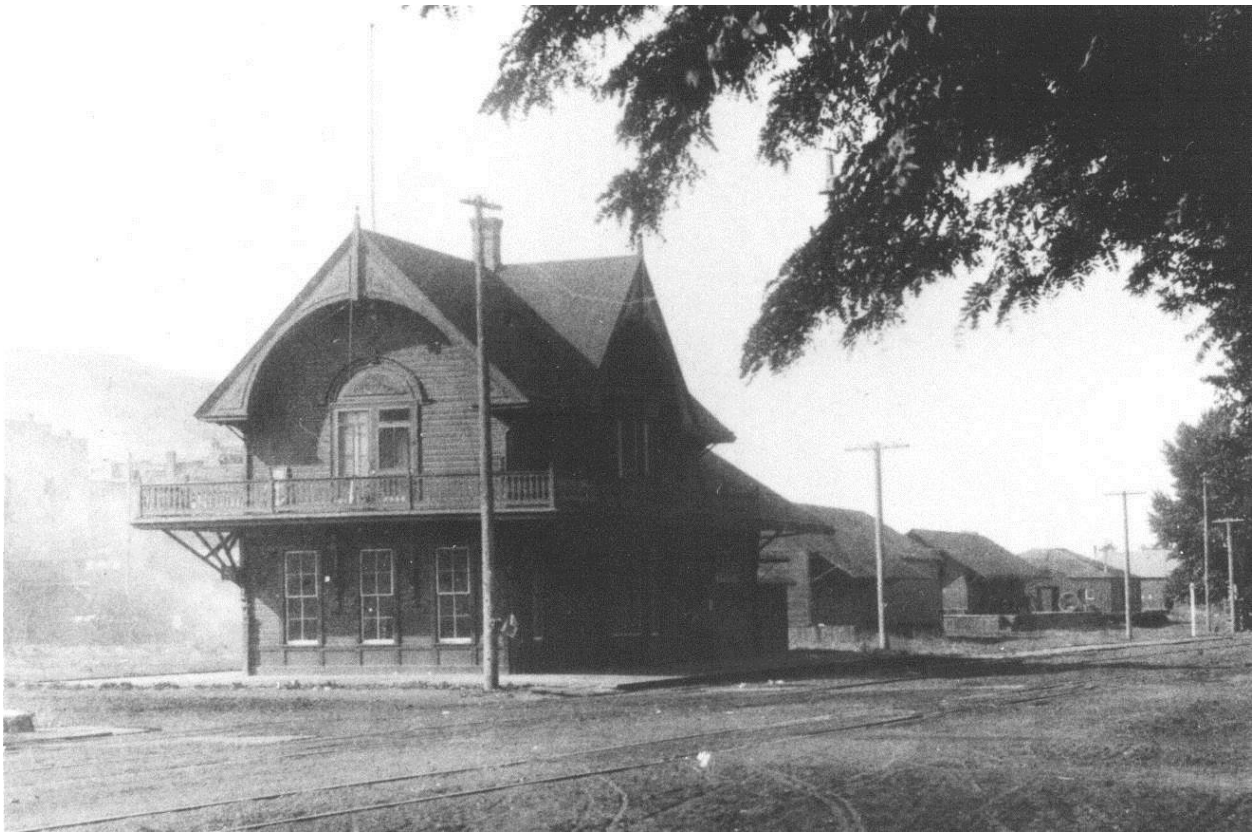

View from hill overlooking OR & N depot and railyard at its original location. Image taken c.1895.



OR & N Depot at original location SW of downtown Dayton location prior to 1899. Image may be showing the first train into Dayton.



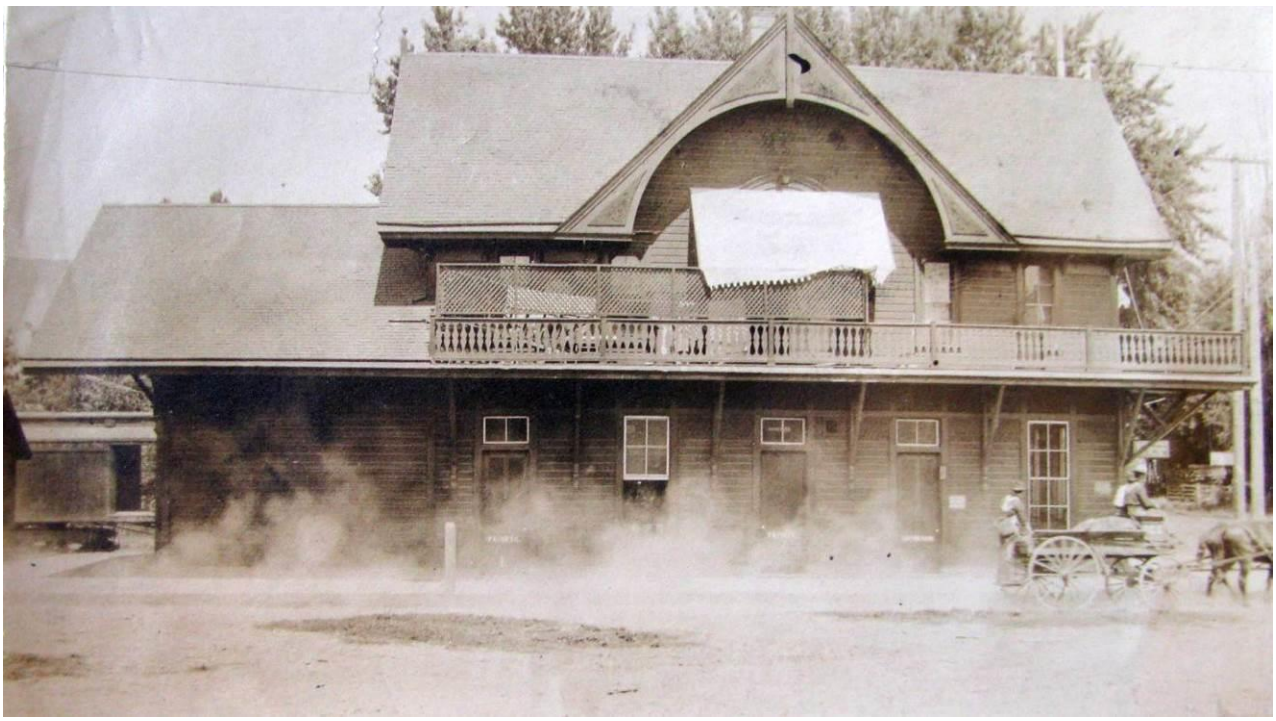
OR & N Depot at original location SW of downtown Dayton with Engine 443.



OR & N Depot immediately after move to downtown area, 1899. View looking west.



Crowd at Depot awaiting return of Co. “F” from the Philippines. c.1918. View looking east.



South façade of OR & N Depot circa 1900. View looking north.



North façade of OR & N Depot, 1941. View looking southeast.

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: O.R. & N. Depot - Dayton
City or Vicinity: Dayton

County: Columbia **State:** WA

Photographer: Tamara Fritze
Date Photographed: August 25, 2016

Description of Photograph(s) and number:



1 of 19. East facade of Depot, 2016.



2 of 19. North façade of Depot, 2016.



3 of 19. West façade of Depot, 2016.



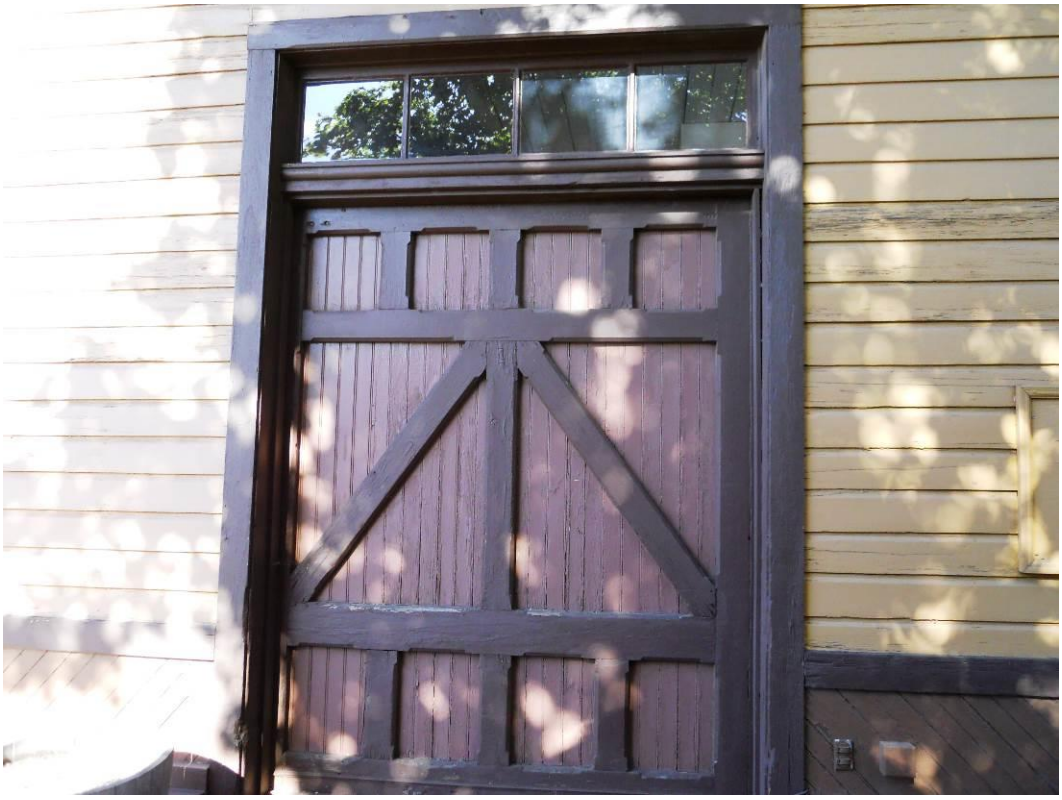
4 of 19. South façade of Depot, 2016.



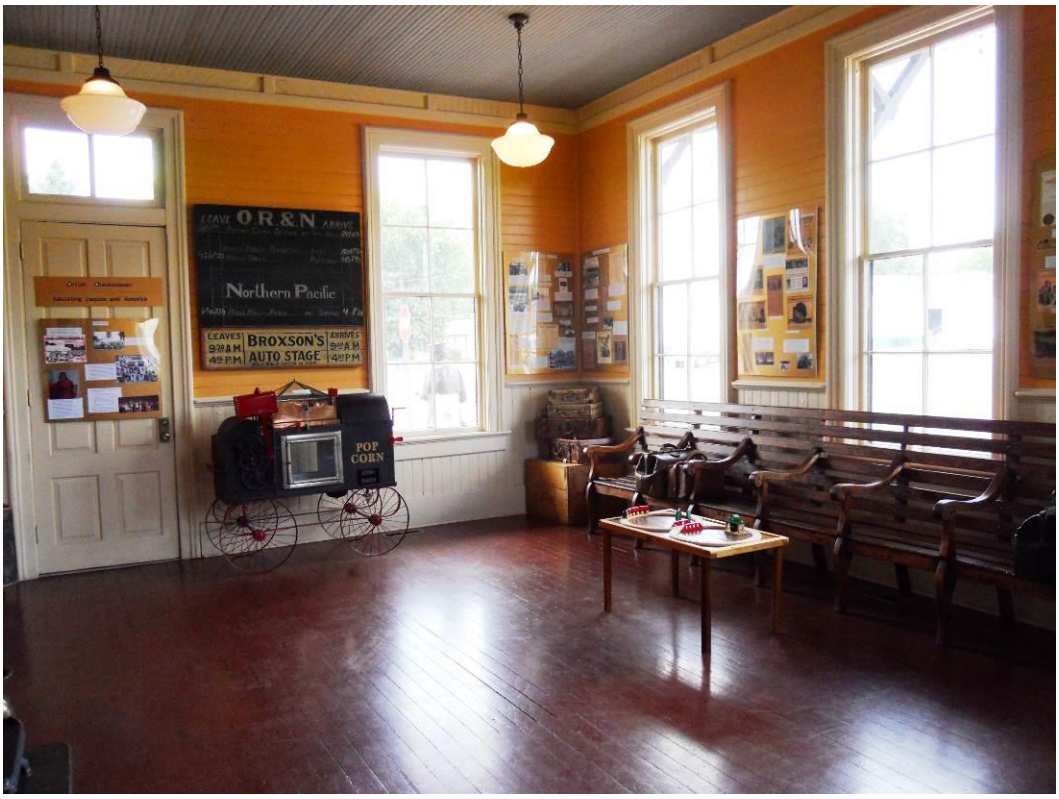
5 of 19. Close-up of east façade of Depot, 2016.



6 of 19. Close-up of bay window of Depot, 2016.



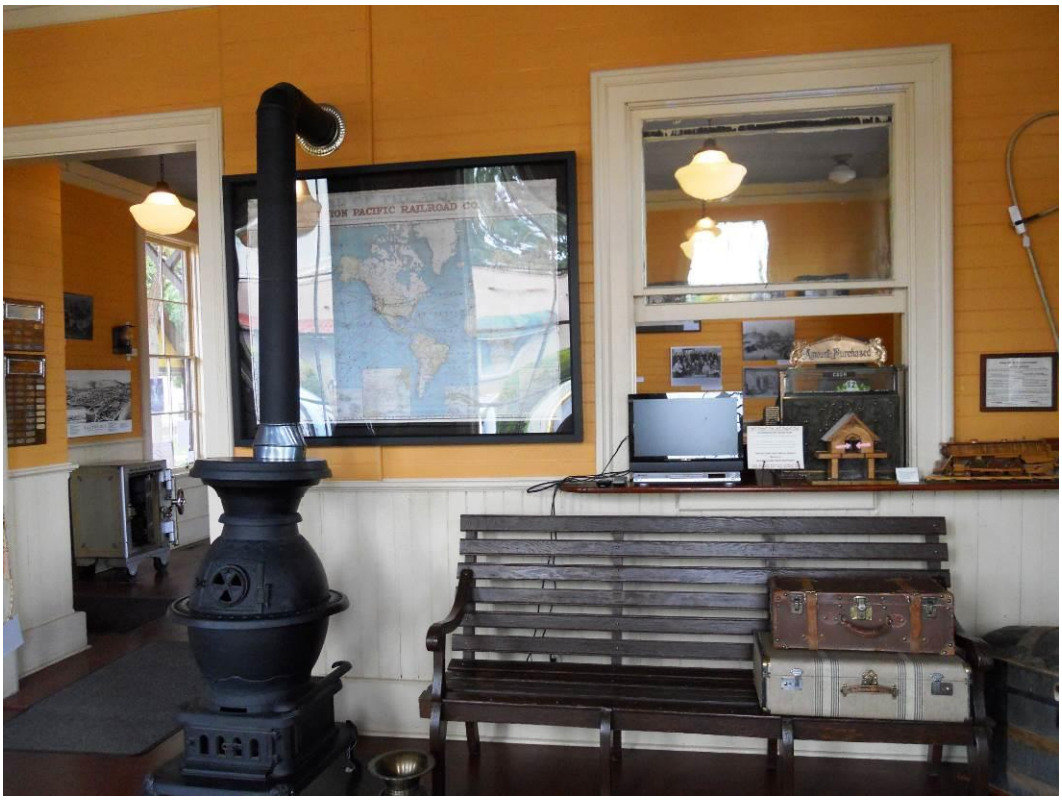
7 of 19. Freight door on west end of Depot, 2016.



8 of 19. Waiting Room facing northeast, 2016.



9 of 19. Waiting Room facing southwest, 2016.



10 of 19. Ticket window from Waiting Room, 2016.



11 of 19. Ticket office facing north, 2016.



12 of 19. Freight room with scale, 2016.



13 of 19. Gallery (former Living Room), 2016.



14 of 19. Gallery (former Bedroom and Dining Room), 2016.



15 of 19. Butler's Pantry, 2016.



16 of 19. Kitchen facing west, 2016.



17 of 19. Kitchen facing east, 2016.



18 of 19 Master Bedroom, 2016.



19 of 19. Archives (former Bathroom), 2016.

OR & N Railway Co. Depot - Dayton
Name of Property

Columbia County, WA
County and State

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

name Dayton Historical Depot Society

street & number 222 E. Commercial telephone 509.382.2026

city or town Dayton state WA zip code 99328

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.