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Front Cover: The Monroe Station photographed around 1920. The photographer is facing north with the passenger waiting room in the foreground. This end of the building was demolished sometime after 1963, and all that remains is the 80-foot-long baggage room. Photo courtesy of Monroe Community Museum.

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INTRODUCTION

This report is a condition assessment for the Monroe Railroad Station located on Front Street in Monroe, Oregon. The report is based on a site visit made by Historic Preservation Northwest (HPNW) represented by David Pinyerd, Bernadette Niederer and Chris Bell on May 17, 2006. The site visit was on the behest of Chris Bentley of Benton County's Community Development Program. Our assigned task was to create a condition assessment report for the station building. No invasive measures were taken to analyze the building. All photos were taken by HPNW unless otherwise noted. "Preservation Briefs" are mentioned several times in this report. They are available online from the National Park Service at www.cr.nps.gov/hps/TPS/briefs/presbhom.htm

HISTORY

The history we have comes from three majors sources: *The Historic Context Statement for Benton County* written in 1985 by Mary Weber and Kathy Schutt, *The Southern Pacific in Oregon* written by Ed Austin and Tom Dill in 1987, and *Stations West, The Story of Oregon Railways,* by Edwin Culp in 1982.

In 1908, Stephen Carver's Corvallis & Alsea River Railroad Company extended railroad tracks thirty miles south from Corvallis to Monroe. Alpine and Glenbrook. Originally he intended the railroad to continue to Alsea and on to the Pacific Coast: however, the Panic of 1909 prevented Carver from securing adequate credit to complete the railroad in this way. In 1911, Alvadore Welch purchased the line from Carver and renamed it the Portland, Eugene & Eastern Railroad Company. Welch also procured the streetcar systems of Salem, Albany, West Linn and Eugene with the bold idea of using these lines as the nucleus for an electric railroad between Portland and San Francisco. This plan, however, never came to fruition, and in 1912, Welch sold the line to the Southern Pacific.



The southern end of the Monroe Station photographed around 1920. Photo from the <u>Tri-County News</u>, May 4, 2006.



The Monroe Station photographed around 1930. Photo from Culp's <u>Stations West</u>.



Map of the Southern Pacific rail lines between Corvallis in the north and Eugene in the south from Austin and Dill's <u>The Southern Pacific In Oregon</u>.

Southern Pacific's acquisition likely led to the construction of the current station around 1912, though *Stations West* notes that the station was used as a "train order station" from 1915 to 1960. The station is a standard Southern Pacific general issue design. Identical stations were constructed along the route. The station originally consisted of a passenger station, restrooms, and a ticket agent's counter in the southern third of the building and a baggage room in the northern two-thirds of the



The Monroe Station photographed around 1963. Photo from Austin and Dill's <u>The Southern Pacific in Oregon</u>.

building. According to *The Southern Pacific in Oregon,* with the absence of the expected Red Electric traffic, on the route from Corvallis to Transfer (near Eugene), the Monroe Station "was never particularly busy." Initially passenger service was offered daily between Corvallis and Eugene (via Transfer and Blair). Furthermore, a "way-freight" took three trips weekly over the line. By 1924, service on the line from Corvallis to Transfer had been reduced to one tri-weekly mixed (passenger and freight) train.

In 1932, following the demise of the Red Electric service to Corvallis, the S&P abandoned all service between Chesire and Transfer (both south of Monroe) and the rails were removed in 1936. Traffic continued to decline, and in 1958, the S&P abandoned the track south from Monroe to Chesire, leaving only the line from Corvallis to Monroe and Alpine Junction to Dawson in service. Shortly after 1963, Southern Pacific tore down the dilapidated passenger third of the station leaving the baggage portion of the building intact. By 1980, the Monroe-Dawson local, running out of Corvallis, made three trips per week



The Monroe Station in 2006. This is the north end of the station, as the south end was torn off.

to the mill in Dawson, while Monroe had seen the last of its regular shippers. Today, the remaining portion of the Monroe Station is used as a warehouse for fertilizer by Wilbur-Ellis, an international marketer and distributor of agricultural and industrial products.

According to a Benton County Context statement written in 1985, the Monroe Station may be significant as the only remaining example of a railroad station in Benton County outside of Corvallis.

SITE

The Monroe Station building is located on the property of the agricultural chemical company Wilbur-Ellis. The facility was once owned by the Willamette Seed & Grain Company. In addition to the station, the site includes a variety of large, modern agricultural buildings and storage tanks. A modern shop building lies 13'8" to the south of the Station, in the location where the passenger station portion of the building once stood. The ground in the gap between buildings consists of scored concrete in 2' x 2' squares, once the interior floor of the demolished portion of the passenger area. There are also two small raised platforms with scored concrete at the northwest corner of the

modern shop. The ground surrounding the station consists primarily of dirt and gravel. The site also includes disused tracks on the east and west sides of the station. Of these, the west tracks are the primary rail traffic routes, while the east tracks constitute a siding.

All of the site features pertaining to the use of the station building as a railroad facility should be carefully noted and recorded, especially if the building is moved from its current context.



Foundation remnant from the observation bay on the west wall of the passenger portion of the station.



Site sketch plan for the Monroe Station by Bernadette Niederer.

ROOF

The current roof structure consists of three-tab, composition asphalt shingles laid over tar paper. It appears there is only one layer of composition shingles, though the starter

row at the eave gives the impression of two layers. Under the composition shingles is a layer of 1/2" plywood laid over 1" x 4" skip sheathing. There is approximately 4100 square feet of roof. The original roof would have consisted of wood shingles laid directly over skip sheathing, consistent with other Southern Pacific stations and general construction of that time. The roof also included an articulated metal ridge cap, and a small finial at the ends of the ridge. The ridge and finial can be seen in historic photos of the passenger end of the station, it was likely carried over to the freight end of the station. Though the historic photos are not



The deteriorated composition roof on the station at the north end.

quite clear enough to provide a measure of shingle reveal, it was probably 6" (8" at the most). Evaluation of the nail holes in the skip sheathing upon exposure of the roof might describe the reveal, as well as, some original shingles that appear to have been recycled at the roof's edge. There also may also be some used shingles under the station or in the attic crawl space over the south end of the building.

SHINGLES

The current asphalt shingles are extremely deteriorated and in poor condition over the entire roof structure. In many places the asphaltic granules have been completely worn away exposing the tar paper backing. However, the roof does not currently leak according to those who work on-site. The temporary sheet-plastic ceiling inside the station catches dead bugs, not water. Moss grows consistently across the roof particularly on the east



The missing cap on the northeastern ridge.

side. The ridge cap along the northeast ridge is missing, and the exposure is permitting weathering to the plywood sheeting. The ideal replacement for the asphalt shingles would be a return to a wood shingle roof as shown in the historic photographs and based on physical evidence revealed during tear off. *Preservation Brief 19: The Repair and Replacement of Historic Wooden Shingle Roofs* gives a more detailed description of the steps in installing a wood shingle roof. Should a wood shingle roof be cost prohibitive, the next best choice would be another simple, three-tab composition roof in black. High-end "architectural" shingles would not be appropriate for the station.

FLASHING

Unfortunately, with the removal of the passenger station, so too went the chimney. Therefore, the only flashing issue is related to the two electrical masts on the roof. All plumbing in the structure was vented out the walls. If and when the building is relocated, only one electrical mast would be required and it should be appropriately flashed. If there is a desire to return the roof to wood shingles, then an appropriate sheet metal flashing with ridge finials should be installed. The historic photos show how it should look. The flashing shown in the two historic photos is simple and standard and should be replicated as such, painted either primer red or left to weather.

SHEATHING

The plywood sheathing is most likely in good condition. It has been receiving protection by the asphalt shingles, and in turn, has protected the station well. If the selected option is to reshingle in asphalt shingles, the plywood sheathing will most likely be reusable, with some selective replacement at the eave.

Also, the sheathing at the northeast corner of the roof has been damaged by successive hits by trucks over the years. The complete structure, including the hip rafter, the hip jacks, the pole plate, the purlins, the fascia board, and the shaped rafter tails are



The roof where several trucks have hit the northeastern corner of the building.

damaged and will need repair and replacement. Further repairs to the sheathing will be limited and self-evident upon removal of the asphalt shingles and plywood sheathing. During tear-off, all sheathing should be inspected. This would be an opportune time to evaluate the original shingle pattern, if not for in-kind replacement, then for future reference.

STRUCTURE

The roof structure is in good condition. Examination of the roof structure in the interior reveals an intact and functioning rafter system with a tacked on "king post." There appears to be no rot or serious deflection in the tie beam. the braces. or the common rafters. There are a select number of rafter tails which will need wood filler, and others will need to be replaced in-kind by taking the shape and dimensions from an existing rafter and recreating them. The fascia boards appear to be deteriorated and not original to the building. The rafter tails are notched to receive a crown moulding to finish



The roof structure showing rafters, ridge board, skip sheathing and braces.

off the roof edge. This crown moulding, visible in the historic photos, should be recreated and installed. It helps protect the rafter tails by supporting the roof shingling out past the ends of the rafter tails.

Once the asphalt shingles have been removed, the substrate should be examined to confirm what looks from the underside to be an intact roof structure. The rafter tails should each be evaluated for rot, especially the tail end where exposure to weathering is the greatest. In most cases, it appears repainting will be the only measure required. In other cases, the Abatron Liquid Wood for consolidation would serve to strengthen the wood and the Epoxy Filler in places of missing wood. In a few cases, complete replacement will be necessary.

The other area of concern is the sawn-off edge of the roof facing south, which was the result of the lopping off of the passenger station. This has led to a cobbled-together exterior wall with a limited protection from the roof eaves.

With the earlier removal of the south end of the station, the "exposed" end of the building presents some design challenges and opportunities. A series of decisions will need to be made relative to the siding and the future use of the building. Since it is the most altered, it could be the best place to provide a new entry and



South end of the station where the passenger section was lopped off and a shallow eave left behind.

attach whatever additional functions to the building will be needed, as opposed to altering the largely intact freight room. With these decisions, will come the choice about how to address the shortened eave. The shallow eave will always be problematic requiring far more maintenance than the other sides of the building. However, the poor response after the demolition of the southern end of the building does greatly aid in interpretation of the abrupt sawing-in-twain of the Monroe Station.

GUTTERS

A small length of gutter has been installed over the entry door on the north end of the station. The installation of gutters on this building would not be appropriate. The deep eave is far enough from the building to prevent most water from splashing up on the siding. A gutter over the entrance is appropriate to protect visitors; however, it should not be a standard, bent aluminum, 5" deep gutter. A smaller K-type gutter would be more in keeping and less obtrusive on the building.

If gutters were desired on the building, a small K-type gutter probably could be installed in the rafter tail notch instead of a crown moulding. However, installing downspouts would be a crime on this building. Water should be allowed to drop out at intervals and land in dry wells.

FOUNDATION

The foundation system for the Monroe Station is post-and-beam and is robust. The beams run east-west and are 10" x 14" x 25', 7'9" on center. Floor joists run north-south and rest on the beams passing each other where they meet. The joists are $1-3/4" \times 11-1/4"$, 18" on center. The $1-1/2" \times 5"$ tongue-and-groove decking runs east-west and sits directly on the joists. There is no subfloor. X-bracing between the joists is $2" \times 3-1/2"$.



The foundation structure under the station. Years of broken PVC pipe has been tossed underneath.

There are five posts per beam. The posts are a variety of telephone pole rounds and beam end cuts. The

posts in turn rest on a variety of 3" x 12" blocks directly on the earth. Five of the blocks have sunk entirely into the earth along the center run at the south end. There is some slight white rot visible on the blocks but none on the posts.

The rim joist matches the joists and is $1-3/4" \times 11-1/4"$. Posts run downward from the rim joist to provide structure for the foundation skirt. At the bottom of the foundation skirt is a $1-3/4" \times 7-1/2"$ member laid flat on the ground. There is some white rot visible on this member at ground contact at the center of the west wall.

There is no moisture barrier in the crawl space. Clearance under the beams averages two feet. The earth has a mix of gravel, especially around the edges, and was slightly damp. Workers on site mentioned that ponding occurs on the outside of the west wall and probably extends into the foundation area. The area around the building is relatively flat; however, there is not positive drainage away from the station.

There were a few spots of chemical staining on the floor joists. Mostly it looked like oil, probably from its railroad days. No evidence of farm chemical spills were noticed in the foundation area, nor inside the building.

MOVING

The Monroe Station lends itself towards moving. It is large, but few buildings of this size could be as easily moved. The building stands four feet in the air on a post-and-beam foundation. The foundation skirting has mostly rotted away and been replaced with

plywood; therefore, the skirting can easily be removed and for the most part discarded. Slip some steel I-beams under the raised foundation and it will be ready to roll to a new home. There are no glass windows to worry about or plaster to crack, so it should be a safe move for the structure.

There are several parties interested in taking the building to a new location. By far the best option for the building and community is to move the station northward about 100 yards to a new public-owned lot. Keeping the setting near the railroad tracks, keeping the structure downtown, and keeping the interior spaces basically as they are now, are key elements in keeping the character of the station intact.

Regardless of location, a decision needs to be made on whether the building will be set down on a post-and-beam foundation, as it is today, or placed on a new concrete foundation. A concrete foundation would make the building easier to protect from moisture and animal issues and would be far easier to seismically stabilize. The foundation skirt could be placed over the concrete foundation as a concealment.

A return to the post-and-beam foundation would be historically more appropriate and cheaper. It also provides adequate ventilation to the crawlspace, something more difficult to do appropriately with a concrete foundation and still have the foundation skirting appear as 1912. A wood skirting with a concrete foundation would likely have

more moisture issues than a wood skirting on a post-and-beam foundation. The current foundation scheme has served the building well for over 90 years.

REUSE

With the move of the station to a new site next to existing railroad tracks, a perfect opportunity is presented to restore the original platform to the station. The current exterior entry platform is not historic and should be left behind as part of the move. The 1928 Sanborn Fire Insurance map shows clearly how the original wooden platform was situated. The return of the platform "incline" could serve as the ADA ramp into the building, though the slope would most likely need to be extended. A minimal railing would undoubtedly have to be installed around the perimeter of the platform, something the original platform would not have had, as the platform would be four feet off the ground.



Sanborn Fire Insurance detail of the Monroe Station in 1928. The freight ramps are clearly visible on the north end of the building.

WALLS

The exterior walls of the Monroe Station are in good to excellent condition on three sides and poor on one side. The three sides protected by the deep eaves (north, east and west) are in good shape and need only cosmetic work. The south wall is the non-original exterior wall created when the passenger portion of the building was torn down 30 to 40 years ago.

Two windows and two doors pierce both the east and west elevations. The north elevation has a freight door, while the south elevation has a person door. The siding is 5" beveled siding with a 3/4" butt and 4-1/2" of exposure. The sheathing underneath the siding is 5" shiplap.

The foundation skirting is mostly replacement plywood on the east side, but on the west side, the original 7" V-notch drop siding still exists. At the south end of the building, the foundation skirting flares outward becoming battered to express the small room on the interior. This battering is visible in the historic photos of the passenger end of the building. The battering should be retained where it was implemented historically.



East elevation of the Monroe Station.



West elevation of the Monroe Station.

The "exterior" south wall is actually an interior tongue-and-groove wall. The gable is filled with non-historic T-111 exterior plywood. The T-111 gable end actually overhangs the tongue-and-groove wall leaving a one foot wide opening to the attic space. The ends of the siding and sheathing where the north third of the building was cut off have been exposed to the elements since the demolition.

The vertical tongue-and-groove is 3/4" x 3" and is in good condition. It has held up to the elements well but should not be exposed to the weather in the manner that it is. The T-111 is in poor condition and is delaminating in several places. The south door to the exterior is an interior door and should be restored and returned to interior use.

This end of the building needs to be addressed and several options exist. If no additional space is needed for the building's new use, then the south end of building could be finished off



South elevation where the passenger portion was removed.

with a hip roof mirroring the north end of the building. If additional space is desired for the new use of the building, such as restrooms, the south end of the building should be modified to accommodate the new use. This end is the best place to house any additional space requirements. Recreating the passenger portion of the building would be an ideal addition to this end of the building and solve the weather exposure problem the south end currently suffers. Springfield, Oregon, sympathetically adaptively reused their station in the early 1990s and should be consulted for guidance on this station.

The 5' rafter tails, purlins, and supporting 2' brackets are *the* character-defining features of the station and need to be retained. They should be repaired, and in at the northeast corner, restored. Any additional construction on the south end of the building will need to recreate these elements to the fullest degree.

Two paneled areas on the exterior, one on the west side and one on the east side, appear to be fire hose panels. The fire hose panels on the exterior have been boarded up, but on the inside, the east fire hose panel is still apparent. What little plumbing and venting there is in the building appears to be associated with these fire hoses only. It would be good to interpret the fire hose stations on the building, but they don't need to retain functionality.

For paint prep, the quickest method would be to pressure wash the dirt and loose paint off of the station. This method is not as thorough or as gentle as scraping the house with heat guns, but it is quicker and more cost effective. However, the pressure washing method comes with several restrictions. First, the water pressure should be as low as possible to remove loose paint and dirt (around 300 psi). The pressure should not be so high as to remove well-attached paint. Second, the pressure washer should never aim the nozzle up underneath the siding. The nozzle should always be aimed down at or perpendicular to the siding. Third, all removed paint should be collected and disposed of properly, as lead was used in paint until 1977 and there most certainly is pre-1977 paint on the building. Workers should be adequately protected against lead contamination.

After the power washing and after the building has been allowed to dry for a day or two, the exterior will be ready for priming. Wood that has a very low moisture content will suck out the vehicle from a primer and not give the binder a chance to cure. To combat this, prime first with a thinned oil-based primer, allowing it to dry for a day, and then apply an unthinned primer over that. This gives the wood a chance to be saturated and the vehicle a chance to transfer the binder and pigment into the wood. The primer should not be allowed to weather and should be top coated soon after it dries. Painting by brush with an oil-based paint would be best. Oil-based paint should be used rather than latex because of its tendency not to shrink as much as latex, its ability to hold onto older wood, and that oil-based will go over old oil-based paint better than latex. However, latex paints have been getting better and more competitive over the years, so the decision is becoming closer to a split decision. *Preservation Brief 10: Exterior Paint Problems on Historic Woodwork* discusses this topic more fully.

As for color selection, a paint analysis should be performed on the station. The station was obviously different colors based on the historic black and white photos. Most likely the analysis will reveal that it was originally painted Southern Pacific yellow (a butterscotch yellow) for the body color with rich brown trim. Springfield's station was restored and painted its original colors. The City of Springfield should be contacted for color guidance after the paint analysis. There is an unusual shade difference in the body color shown in the *Tri-County News* photo from around 1920. Paint analysis would help reveal if there were two different body paint colors used on the station.



West elevation sketch for the Monroe Station by Chris Bell.



East elevation sketch for the Monroe Station by Chris Bell.



North elevation sketch for the Monroe Station by David Pinyerd.



South elevation sketch for the Monroe Station by David Pinyerd.

FENESTRATION

WINDOWS

There are four windows in the station, however, one is boarded up but is assumed to be in similar condition. The three horizontally-orientated, clerestory-style windows offered natural lighting while accommodating the luggage and freight stacked around the edges of the room below them. These windows were evaluated on the interior and exterior. The window jambs, head, sill and backband appear original to the building, as are the sashes. The corrugated fiberglass is a durable replacement of the glass, which was likely broken out, as many window panes are shown broken in the c.1963 photo. The windows are character-defining in form, type and material, and therefore should be retained.

All three window sashes are in good condition. Their limited exposure to weather is largely due to their location well under the wide eaves. The work required by the windows will be minor and should occur after the building is moved. The fourth, boarded-up window was much larger and lit the small room on the south end from the west side. It could not be evaluated and is hopefully still intact under the plywood.

All window frames and sashes should be given a paint analysis to determine the original paint color. According to the historic photos, it appears the windows frames were originally a darker color (most likely dark brown) to contrast with the Southern Pacific yellow of the body, and the sashes were painted white or a lighter color. Once the paint color is determined, the window should be cautiously stripped for repainting. Some minor damage has occurred to the window frames; therefore once stripped, an appropriate wood filler (such as Abatron Epoxy Filler) could be used to repair cosmetic damage. Repair rather than replace is the credo to follow.

After stripping and wood repair, a glass replacement pane should be installed. Attention should be paid to the type of glass (i.e., frosted or clear) and original thickness by studying the width of the vacated setting. Once the glazing is stripped with a putty knife and heat gun, the wood should be double primed and the glass installed, glazed (e.g., DAP glazing compound with linseed oil), and the window frame painted appropriately. The National Park Service's *Preservation Brief 9: The*



One of the broken out windows filled with corrugated fiberglass.

Repair of Historic Wooden Windows gives a good outline on the repair of historic wooden windows.

DOORS

There are four sliding doors of the same type, one of the hinged, panel door type, and one boarded over which could not be evaluated for this study. The four sliding doors were once five, but the fifth door (west side, north end) is missing and is presently boarded up. The sliding doors provided easy passage of freight in and out of the station, while the windows in the doors offered additional natural lighting. Along the exterior jambs, there are cast iron L-shaped plates which protected the jambs during the off-loading of freight. At the sill is a cast-iron, grooved threshold. The doors were built in a



One of the freight doors with its lite filled with corrugated fiberglass.

batten-style with the use of vertical boards held together by diagonal bracing with two lites above. The original lites above have been replaced with the corrugated fiberglass to provide light and durability against vandalism. A single-passage door connected the freight area with the passenger area. It is now an exterior door on the south end of the building. It is a two vertical-panel door with a glass lite above that has been broken out and filled with plywood.

The doors were evaluated on the interior and exterior. The four sliding doors that remain appear original to the building, as is the single passage panel door. The sliding track hardware for the door in the southwest corner has been replaced: otherwise, the hardware is original and character defining, as are the doors, meaning they are part of the few components which epitomize the buildings function and history as a train station. The single passage door maintains much of its original fabric, including the hardware, except its location may be modified considering the lopped off passenger station, and the newer door frame. It is unclear if the door was originally in that location, but based on physical evidence, it appears it was not and was most likely the door into the south room a few feet away.



The single passage door down the stairs and out the south end of the station building.

All four sliding doors are in good condition. Their limited exposure to weather is largely due to their location under the expansive eaves. The single passage door, however, has seen a lot of exposure and is in great need of maintenance. A fifth sliding door could be recreated to match the other freight doors and installed at the missing door position (west side, north end). However, the track for the door has also been removed. The tracks are not too unusual and could be found at most barns in the area. Undoubtedly there are used tracks available for sale in the area. The work required by the doors should occur after the building is moved.

All the doors and door frames should be given a paint analysis to determine the original paint color. According to an early photograph, it appears the exterior passage doors were polychromatic, with the panels painted lighter than the rails and stiles. The same could also be discovered for the interior passage doors and the freight doors, inside and out. Once determined, the doors should be suitably stripped for repainting. In the case of the passage door, this should be done once carefully removed. Overall, only minor damage has occurred to the doors and their door frames. Depending on the condition of wood the passage door on the exterior once stripped, the desiccated wood could be consolidated with an epoxy resin. Two products we recommend are Abatron Liquid Wood for consolidation and Abatron Epoxy Filler for replacement of missing wood.

After paint stripping and wood repair, pane replacement should follow. Attention should be paid to the original glass thickness by studying the width of the vacated setting. One side of the molding which held the glass in place will have to be removed, then correctly-sized and typed glass should be installed, followed by appropriate painting of the door frame and doors.

FIRE HOSES

There appears to be two boarded up openings for fire hoses, one on the east side towards the middle, and one on the west side towards the south end. These fire hose compartments appear to have been once accessible on both the inside and outside of the station. Currently, they are boarded up on the exterior. These openings should be investigated. They could be glazed over and kept for interpretation.



Clerestory window with boarded-up fire hose housing below on the east elevation.

INTERIOR

The interior of the remains of the Monroe Station consists of two discrete spaces. The main space in the north portion of the building spans the 25-foot-wide building and stretches for approximately 70 feet. This is the original baggage room. The floor in this area is located, on average, four feet above ground level, presumably to ease the transfer of luggage and cargo from station to trains. A second room is located in the station's southern ten feet. It is situated at ground level. Stairs located in the southeast corner of the main space lead down to this room.

ARRANGEMENT

The long rectangular main space is symmetrically arranged. One sliding door is centered in the short north elevation. The east and west elevations are identical, with sliding doors near the north and south ends. A high window is set into the wall at the approximate center of the space on the east and west elevations. The southeast corner of the main space includes a stair with five steps. This small stair hall is lit by another high window on the east wall. The landing at the bottom of the stairs features two doorways. One to the west leads into the smaller back room and lacks a door, the other leads to what is now the exterior of the Station, but once was part of the passenger station.

FLOORING

The flooring in the main space consists of well-worn, tongue-andgroove wood. The floor boards have an east-west orientation and are 5" wide and approximately 1-1/2" thick. The material exhibits wear patterns consistent with nearly 100-years of use, but is in excellent condition, with



The baggage room facing the north door.



The in-floor scale in the baggage room.



Floor plan sketch for the Monroe Station by Bernadette Niederer.

no evident holes, gaps, or rotted areas. The only deviation in the regular pattern of the flooring is an inserted floor scale. The scale area is roughly 8' x 5'. It is located 5' from the east wall and is centered relative to the main space's longitudinal axis. Some of the metal parts of the floor scale are still attached under the building. The floor paneling here, which is also tongue-and-groove, runs north to south.

INTERIOR WALLS

The west, north, and east elevations of the main space have exposed stud walls. The bottom 5' of the walls are painted in dark brown. Five evenly spaced boards, also painted dark brown, are attached to the bottom 5' of the stud walls as protective bumpers. The bumper boards project slightly and are attached to a separate frame system in the area of door track, thereby protecting the sliding doors when left open.

Diagonal bracing between the studs and below the top bumper board presents a zig zag pattern. Diagonal bracing can also be found above the



Framing, sheathing, bumpers, bracing and rafters all visible in the baggage room.

windows, running across two cripple studs from the extreme edges of the header to the top plate. Above the door openings the diagonal bracing runs across three studs.

A housing for a fire hose can be found below the window of the east wall. Though the hose is missing, some water pipes are still in place. There is also one on the west wall, though not accessible to examination.

An electrical panel is located along the east wall, near the northern end. It is a modern, four breaker installation. The sliding door, located immediately to the south of the panel, would cover it when open. Therefore, the panel was probably installed once this door became inactive.

The back, south wall of the main space is clad in horizontal tongue-and-groove or shiplap siding. Like the other walls, the lower five feet are painted in dark brown while the upper is white. A square opening has been cut into the gable near the apex to access the attic area above the room to the rear. A sheet metal panel, roughly 5' high and 8' wide is attached to this wall at the center. It is unknown



Carl's Girl graffiti in the baggage room.

what period it dates to. Based on its appearance, it may have been part of a bin liner during the Willamette Seed and Grain era.

The walls of the main space are also notable for their vintage graffiti. The most humorous and notable of these is situated in the white upper portion of the east wall near the center of the space and depicts a female head mid-harangue. It is labeled with the date "1936" and captioned "Carl's Girl," followed by an obliterated signature or perhaps unappreciated remark. Other graffiti includes the legend "Smoking strictly forbidden in this warehouse," on the west wall, a series of near hieroglyphic symbols on the brown bumpers south of Carl's Girl, and at least two signatures, one running vertically on the stair wall at the south of the building, "Doug Albin," along with a set of dates or numbers, and another on the north wall, west of the door, "A. Wilhelm & Son." The graffiti is character-defining and should be retained and possibly interpreted.

The main interior space of the Monroe Station is used for the storage of various agricultural chemicals. These are mostly placed on mobile pallets that line the walls and center of the space. Wooden shelf units are attached to the studs at the north end, west of the door. Two additional sets of shelves are attached to the west wall, one towards the north end, the other between the window and south door. The one at the north end is backed with plywood and covers the door opening behind it. A plywood room has been erected recently in the southwest corner of the main space.

The room at the southern end of the station is located at grade. It is accessed from the main space via five steps and a hall along the east wall. An original door in a non-original opening leading to the exterior lies at the end of the stair hall. It once led to the passenger area of the station, as evidenced by a continuation of the concrete flooring. The floor of the room consists of scored concrete in a 2' x 2' square pattern. The north and south walls of the room are covered in vertical sheathing 3-1/4" wide, possibly tongue-and-groove or shiplap. The finished ceiling, which appears very high in this room because it is at attached to the bottom chord of the roof truss, consists of tongueand-groove with a slight chamfer at the edges, making a V-notch reveal. The boards of the ceiling run north-south. The same sheathing also covers the east and west walls of the room. An 8' high by 5' wide window is in the west wall. Historic photos show this as a large double-hung window. It is not



Narrow room at south end of building.

possible to determine the status of the sashes or the glazing, since it is completely covered up with a variety of wooden boards. However, its trim at least appears to be intact. The doorway leading to the stair vestibule is also trimmed out but is missing its door, quite possibly the door that now leads to the exterior. The room also boasts baseboards and crown molding.

The west wall also includes an odd bump-in at the southern end. This feature is roughly 3' wide, 9' high, and 5-1/4" deep. Like the surrounding wall, it is covered in tongue-and-groove siding. Modern shelving has been attached to the south wall. An older arrangement of shelving is visible as a paint shadow. The room's paint scheme is a brownish pink, the paint shadows are dark brown or raw wood.

COST ESTIMATES

Below are some very rough estimates of what it would cost to do the activities recommended in this report. These numbers are merely to serve as a starting point for a funding-source search for the station's rehabilitation. Only professionals in the appropriate trades who are used to working on historic buildings should be employed on this project.

Subject	Activity	Cost (\$)
Roof	Tear off roof, repairs, replace with wood shingle \$19,500 <i>or</i> tear off roof, repairs, replace with comp. shingle \$13,500 ¹	19,500
Corner repair	Repair broken rafter tails, replace missing rafter tails, repair t&g structure	1,500
Moving	Prep structure, lift, move north to lot, set down ²	45,000
Foundation	Repair/restore skirting, tie down foundation \$5,000 <i>or</i> set building down on a new concrete foundation \$20,000	5,000
Exterior	Replicate north end of building on south end \$25,000 or reconstruct south end of station \$150,000	25,000
Windows and doors	Reglaze windows, replace south exterior door, uncover one door and one window on east side	2,000
Interior	Remove non-historic elements, electrical upgrade, clean	3,000
Paint	Clean, prep and paint entire exterior ³	26,000
TOTAL LABOR	127,000	

³Rough figure provided by Pelican General Contractors, Inc.

¹Rough figures provided by Pelican General Contractors, Inc.

²Rough figure from C.R. Ogilby & Co. Does not include permits or street closures.

SUMMARY

Our physical examination of the Monroe Station found it to be a sound structure. It lost a third of its length through demolition and it has lost its window glazing and one freight door. Even with these losses, it is sound. The south end of the building was triaged when it was lopped off, but after 30-40 years, it needs to be bandaged properly. The roof does not leak but it needs to be replaced as it has reached the end of its useful life. The northeast corner of the roof needs repair where several trucks have hit it. The building needs a new and appropriate paint job.

The building is required to moved off its current site. Keeping the building near the railroad tracks, keeping the structure downtown, and keeping the interior spaces basically as they are now, are key elements in keeping the character of the station intact.

The Monroe Station gives the opportunity for the community to reuse one of their quality historic structures for a higher purpose. Right now it is being used to store agricultural chemicals. In the early 1900s, it was the hub of the community. Acquired by the City and rehabilitated, the Monroe Station could return to being the hub of the community.