

Condition Assessment Perrydale Station Perrydale, Oregon



By: Historic Preservation Northwest
For: The Northwest Rail Museum and the Pacific Northwest Chapter of the National
Railway Historical Society
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Front Cover: The Perrydale Station in its prime photographed around 1930. The photographer is facing north with the passenger waiting room in the foreground. This end of the building still survives while the far end of the building was demolished sometime after 1930. Photo courtesy of Polk County Historical Museum.

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INTRODUCTION

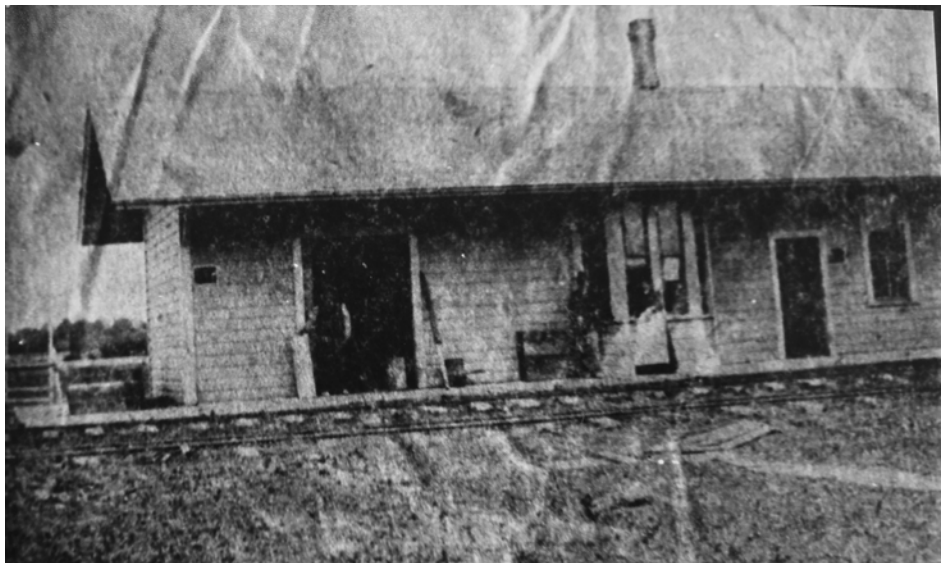
This report is a condition assessment for the Perrydale Railroad Station located off of Perrydale Road on the north edge of the small community of Perrydale, Oregon. The former station is 210 yards north of the intersection of Perrydale Road and Bethel Road, the crossroads at the heart of Perrydale. The station sits 70 yards off Perrydale Road to the west.

This report is based on site visits made by Historic Preservation Northwest (HPNW) represented by David Pinyerd and Bernadette Niederer on June 13 and July 27, 2007. The site visit was on the behest of Ed Immel of the Northwest Rail Museum and Arlen Sheldrake of the Pacific Northwest Chapter of the National Railway Historical Society. 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.

RAILROAD HISTORY

The Perrydale Station appears to have been constructed circa 1879 by the Dayton, Sheridan and Grande Ronde Railroad (DS&GR) making it one of the oldest and possibly the oldest station in Oregon.¹

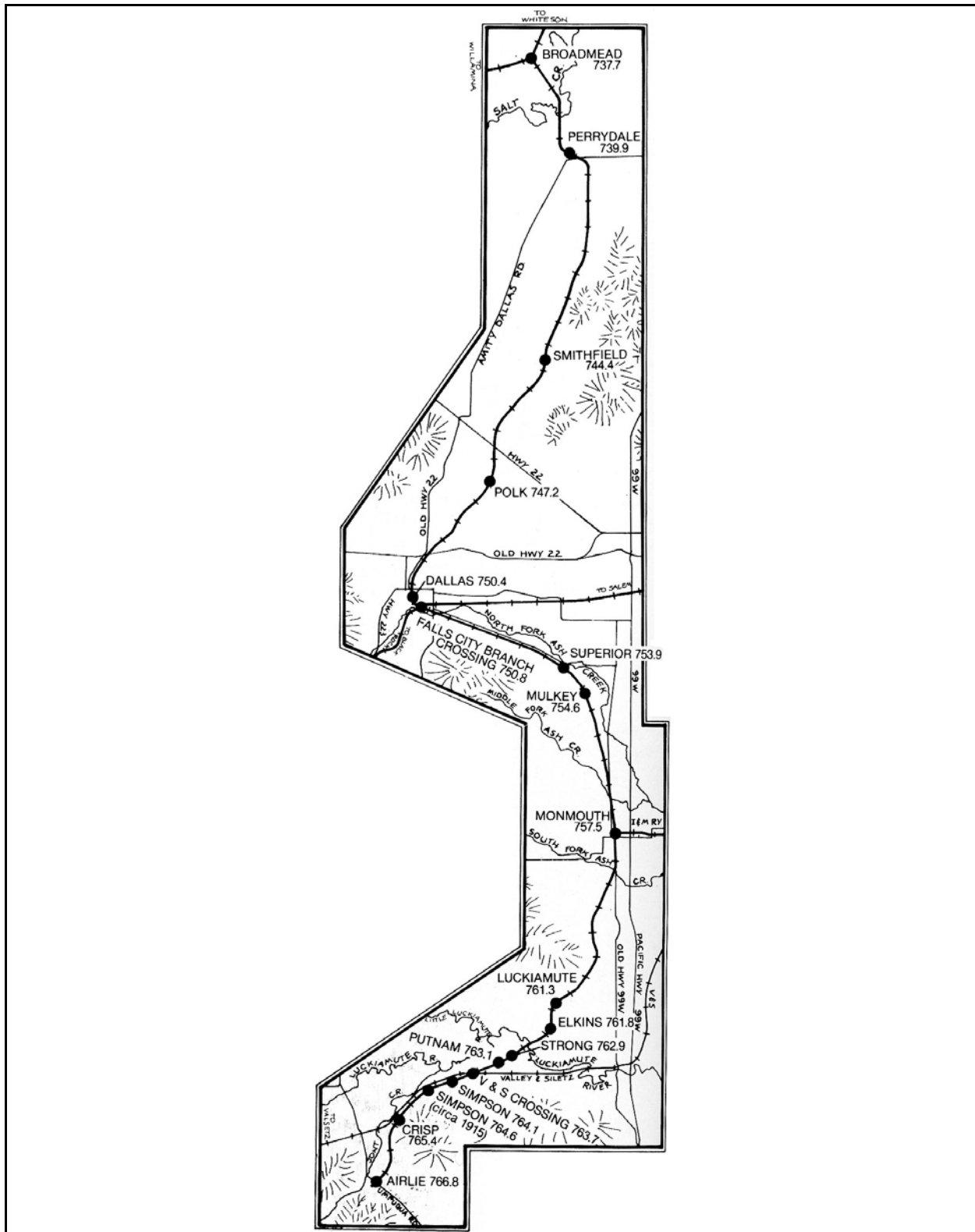
The DS&GR was formed by a group of Polk and Yamhill County farmers who had been bypassed by the major railroad lines and did not have ready access to river transportation to get their goods to market.



The south elevation of the Perrydale Station photographed around 1910. Photo courtesy of the Polk County Historical Museum.

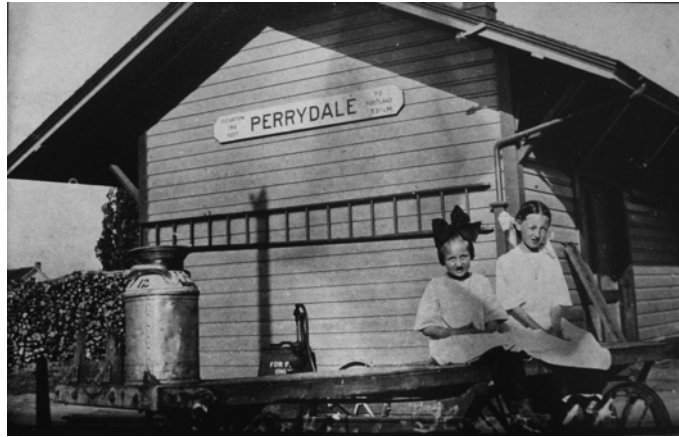
Unlike the major railroad companies, the DS&GR was to be a narrow gauge line and was constructed without the aid of Federal Land Grants. They were able to lay a total of about 20-miles of track from Sheridan to Dayton, plus a spur running south from Sheridan Junction (later

¹Canby is considered by many to be the oldest railroad station in Oregon; however, it could not be determined whether Canby or Perrydale's is older.



Map of the Southern Pacific rail lines between Broadmead and Airlie from Austin and Dill's The Southern Pacific In Oregon.

Broadmead) through Perrydale, as far as Smithfield before their funds ran dry and their creditors took over.² Between June 2, 1879 and December 11, 1880, properties and rights of the DS&GR changed hands three times, winding up as the Oregonian Railway Company Ltd., which was incorporated on May 4, 1880. The majority of the Oregonian stockholders were Scottish, and several of the line's stations reflect this in their naming, notably Dundee and Airlie.³



The west end of the Perrydale Station photographed around 1920. Photo courtesy of Polk County Museum.

The fresh infusion of cash allowed construction to resume and track was completed from Smithfield to Dallas on June 1, 1880. By September 1881, the railway reached Airlie, the most southerly point reached by the narrow gauge system west of the Willamette River. Ultimately, the Oregonian Railway reached as far north as Jefferson Street in SW Portland.⁴ Today's Willamette Shore Trolley between Portland and Lake Oswego was once part of the Oregonian network. East of the Willamette River, the narrow gauge main line ultimately extended from Ray's Landing on the river 89.24 miles to Coburg via Woodburn, Silverton, Aumsville and Brownsville.

The rapid expansion of the narrow gauge network did not go unnoticed by its standard gauge rival, the Oregon & California Railroad (O&C). O&C successfully wooed the narrow gauge owners into leasing their lines to O&C to "operate" starting October 1, 1881. Six years later, in May 1887, the O&C was acquired by Southern Pacific Company (SP). SP's management recognized the usefulness of the narrow gauge routes and planned to integrate them into its lines in Oregon. The SP created the Oregonian Railroad on April 19, 1890, and then one month later on May 19, took over the Oregonian Railway. Under SP control, narrow gauge track leading to the Willamette River landings at Fulquartz and Ray's, and some trackage in the Dayton area, was all abandoned. The remaining narrow gauge lines were changed to the standard of 56 inches by 1893, except between Dundee and Portland where dual gauge operation with three rails continued until 1895.

STATION HISTORY

The Perrydale Station was constructed around 1879, under the auspices of either the DS&GR or the Oregonian Railway. It included a waiting room and ticket area on the east end of the structure along with a freight room on the western end. The freight end eventually had a small wooden loading platform where goods could be transferred from a wagon onto a baggage cart.

²Between November 17, 1877 and June 2, 1879, the Dayton Sheridan & Grande Ronde Railroad built 22.95 miles of main line from Dayton via Whites (Whiteson), Sheridan Junction (Broadmead) and Perrydale to Smithfield.

³ Edwin D. Culp. *Stations West, The Story of the Oregon Railways*. (New York: Bonanza Books, 1978), 65.

⁴ The 28.34 miles from Dundee Junction (near Dundee) via Rex Hill and Sherwood to Jefferson Street were built between January 1886 and July 1888 as the Portland and Willamette Valley Railroad Company.

Based on scant photographic evidence, the Oregonian Railway constructed several stations identical to Perrydale. The station at Monmouth, built around 1890, appears to have been a mirror image of Perrydale. However, the SP demolished and replaced it with a larger building shortly after 1911.⁵ On the eastern narrow gauge route, West Scio and Coburg also appeared to share the same design. Since the existing West Scio Station (relocated and currently used as the town's museum) is clearly different and larger than Perrydale, it would appear that it too was replaced by the SP. The fate of the Coburg Station is unknown.



The Monmouth Station (c.1890), as seen in 1911, appears to be a mirror image of the Perrydale Station. Photo from The Southern Pacific in Oregon, p.179.

Sometime in the early 1930s, Perrydale's freight end was removed, leaving only the passenger accommodations. At the same time, the chimney was relocated from approximately the middle of the structure to the exterior of the westernmost wall (after the freight section was removed). No records exist as to why the freight section was demolished. It does not appear that Perrydale ever had a formal passenger loading platform and crushed rock appeared to serve this purpose.

Freight and passenger service through Perrydale was never extensive. A couple of local passenger and freight trains was a normal day. A newspaper article told about how some of the younger citizens of Perrydale would ride the local passenger train the two miles north to Broadmead for five cents and then walk back along the tracks to return to town.

In addition to the name of the station, Southern Pacific's station signs ordinarily included other information such as the elevation and mileage to distant points of significance. Perrydale was no exception. One photo shows the station as having an elevation of 188 feet. Another photo shows the distance to Portland as 53 miles. Other photos taken over the years reflect changing circumstances as to what station was listed in a southerly direction. One photo shows the distance to San Francisco (739 miles) while others show it to Monmouth (17.6 miles). The latter pictures would have been taken before trackage between Perrydale and Dallas was abandoned around 1929. When the station sign showed 739 miles to San Francisco the mileage probably was calculated via Dallas, Gerlinger, Corvallis, Monroe, Cheshire and Transfer (West Eugene), a routing not possible until construction of the Coos Bay Branch was completed September 4, 1913. From Transfer to Eugene and a connection with the main line to California would have been over this new trackage. The segment between Cheshire (9.1 miles south of Monroe) and Transfer, 11.3 miles, was abandoned in 1932 and the rails removed in 1936. Trackage between Monroe and Cheshire was abandoned in 1958.



The West Scio Station, as seen in 1890, was identical to the Perrydale Station. Photo courtesy of Stations West, p.76.

⁵ Ed Austin & Tom Dill. *The Southern Pacific in Oregon*. (Edmonds, WA: Pacific Fast Mail, 1993), 177.

Since the stations along the narrow gauge system were located in small communities with limited traffic, station agents often fulfilled multiple roles. For example, the Airlie station agent also represented Wells, Fargo & Co.'s express and the Postal Telegraph system.⁶ Perrydale was no exception. The town's post office was established in 1870, prior to the arrival of the railroad. However, it appears that the office was integrated into the station by 1900. One of the station agent/post masters, Siet Van Staaveren served at Perrydale from 1922 until 1952, a full 30-years.⁷ It is believed Perrydale was a manned office for the railroad until about 1945, continuing in postal use until about 1953. At that time, post master Gladys L. Vincent, moved the office out of the station building and into a small structure near her house. The light spot on the wood above the southern waiting room entrance indicates where a sign once was attached reading "Perrydale Post Office."

Southern Pacific continued to provide rail transportation to Perrydale until 1985 when it successfully applied to abandon 2.2 miles of track between Perrydale and Broadmead. Today, one has to look closely to find reminders of the right-of-way between Broadmead and Perrydale; aerial photographs reveal the faint, tell-tale signs.

Eventually, the owner of the land beneath the depot gave the structure to Polk County. In 2004, the county gave the building to a new railroad museum entity with the condition that the structure be removed from the property. Upon closer inspection by the museum group they determined that the structure was too fragile to be moved intact and gave up the ownership rights. The Polk County Historical Museum also inspected the structure and decided to decline ownership because of concerns about the cost to preserve the structure.

Today, Oregon's oldest station is in the final stages of its life. It would be remiss if an attempt were not made to save the oldest structure of its type in the state. The main purpose of this study is to determine its current condition and assess options for treatment and preservation.



The Perrydale Station in 1964. Photo courtesy of the Salem Library's Ben Maxwell Collection.

⁶ Richard Engeman. "Railroad Station at Airlie, 1909," available at http://www.ohs.org/education/oregonhistory/historical_records/dspDocument.cfm?doc_ID=A4E0E87C-9643-CA1E-2F2CE85D1D52D2D0, accessed 7/1/2007.

⁷Richard W. Helbock. *Oregon Post Offices, 1847-1982*. (Lake Oswego, OR: Raven Press, 1985).

SITE

The unincorporated town of Perrydale was named after William Perry, a pioneer landowner.⁸ Located in Polk County, its current population hovers around 60.⁹ The Perrydale Train Station is located to the north of the town's main intersection. It is placed at an angle to the cardinal directions, with its long axis running from northwest to southeast. For ease of reference, the report assumes that the station is perpendicular to the grid. For example, the northwest gable-end wall is referred to as the west elevation.

The Perrydale Station building is located on private property. The station sits in a grassy field that is gradually being converted to a mobile home/manufactured home park. Three mobile home units lie to the northeast, north, and northwest of the station. A small man-made lake with fountain lies to the north. There are also large agro-industrial buildings on the site, most noticeably a large building to the southeast of the station, as well as a long one-story building to the southwest. Another large building to the immediate west as well as large silos to the northwest were demolished sometime after 1961. These structures that towered over the Perrydale Station were once part of a large complex owned by the Elliott Feed & Seed Company.

Though photos from the early 1960s still show evidence of tracks along the south side of the building, none remain today. There is also no visible evidence of any platforms or walkways that once surrounded the station. These appear to have been largely gone by the 1960s. The ground surrounding the station has recently been excavated to improve and expand the mobile home park's facilities. Any remaining archaeological features were most likely demolished at this time.



Aerial by Google of Perrydale. The red arrow points to the Perrydale Station. The intersection of Perrydale Road and Bethel Road is at the bottom of the picture.



Looking northwest at the Perrydale Station in 1955. The Elliot Feed & Seed Company building in the background no longer stands. Photo courtesy of Salem Library.

⁸Lewis McArthur. *Oregon Geographic Names*. (Portland, OR: Oregon Historical Society Press, 1992), 664.

⁹ Wikipedia Online Encyclopedia, "Perrydale;" available at http://en.wikipedia.org/wiki/Perrydale%2C_Oregon, accessed 7/1/2007.

ROOF

The current roof structure consists of a metal roof laid over wood shingles. There is approximately 1,000 square feet of roof at close to a 6/12 pitch. Under the wood shingles is 1" x 6" skip sheathing. The roof includes a simple metal ridge cap. The original roof would have consisted of wood shingles over skip sheathing. The metal roof was added sometime between 1930 and 1960.

On the north and south sides, the 1" x 6" skip sheathing turns to tongue-and-groove decking to provide more solid support for the four foot overhang running the length of the building. The eaves at the east and west gable ends have only skip sheathing supporting the three foot eave. The historic photos are just clear enough to make out 30 courses of shingles, which provides a 6" reveal, fairly standard for a wood shingle roof at the time.

SHINGLES

The current metal roof has been well worn and is likely the sole architectural element that allowed the building to survive until today. Since windows and doors are missing, it is difficult to tell if the roof leaks, but if it does, it does not leak much. The metal roofing comes in two-foot-wide panels consisting of six corrugations and a W at the overlap. Each metal panel runs from the ridge to the eave. All metal panels are still attached and secured. The ideal replacement for the metal roof 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 an appropriate wood shingle roof. The roof is small (i.e., 1,000 square feet) so a wood shingle versus three-tab composition roof should not be cost prohibitive.



Looking under the south eave at the roof structure.

FLASHING

The only flashing appears at the eave, ridge, and chimney. If a wood shingle roof is restored to the building, then the ridge should be covered with a pair of 1" x 4" as shown in the circa 1930 photo of the station. Simple ridge-top finials were common on stations of this type; however, no photograph has yet been found showing them at the gable ends and their introduction would be speculative. At the eave should be a simple crown moulding and fascia with no eave flashing. At the chimney, there should be appropriate lead step flashing let into the bricks. The current chimney flashing could not be inspected but possibly could still be viable.



Skip sheathing at chimney.

SHEATHING

The 1" x 6" skip sheathing appears in good shape except for two locations. Around the chimney and at the southeast corner the skip sheathing is failing due to lack of support. Further repairs to the sheathing will be limited and self-evident upon removal of the metal roof and existing wood shingles. If the chimney is moved or removed, the sheathing will need repair at the current chimney location. 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

From what could be seen, the roof structure is in good condition. Examination of the roof structure on the interior is not possible due to a solid flat ceiling. Most likely the roof structure is a rafter system with possibly a non-integral "king post." Rafter tails are exposed at the eave and are 1-3/4" x 5-1/2" spaced 2' on center. At the three-foot-wide eave, there are two rafters spaced 1'6" apart. Across the entire overhang is a 1-3/4" x 5-1/2" purlin laid flat and let into each rafter. Supporting the purlin are four 4" x 5" chamfered brackets. There appears to be no rot or serious deflection in the rafters, purlin or brackets. The only trouble is on the southeast corner where one of the brackets has been removed and the roof is seriously sagging. On the northeast corner, there is also a bracket missing, however, the decking is still supporting itself in the air fairly well. The two brackets need to be replicated in-kind based on the existing brackets. The fascia board is missing on the north side and broken off on the southwest corner. The fascia boards should be replaced as they protect the rafter tails from water infiltration. A crown moulding used to finish off the edge of the roof. This crown moulding, visible in the historic photos, should be recreated and installed. It helps protect the fascia from water infiltration by supporting the roof shingling out past the fascia.

Once the metal roof and wood shingles have been removed, the roof structure should be inspected. 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.

GUTTERS

Currently, there are no gutters on the station. In the circa 1930 photograph, a gutter can be seen on only the south side of the building. This was installed to protect people entering the building from the drip edge. No gutter appears on the north side of the building in any of the images, though a remnant of a metal down is attached to the northeast corner of the building. With the four-foot-wide overhang, gutters are not necessary for the structure. The deep eave is far enough from the building to prevent 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. If a gutter is desired, a smaller half-round or K-type gutter would be more in keeping and less obtrusive on the building. The circa 1930 photo also shows a downspout on both ends of the gutter run.



Gutter detail from circa 1930 photograph.

The down was boxed in where it attached to the building – a detail that should be recreated if a gutter is installed.

CHIMNEY

The exposed chimney on the west end of the building dates from a period after the early 1930s. Prior to that, the chimney was located within the partition between the waiting room and the agent's area. For an unknown reason, this chimney was removed at some point after the freight room was removed from the west end of the building and a new chimney constructed on the exterior of the new west end. The approximately 4 feet of chimney previously exposed above the roof was now fully exposed for its entire length of 19 feet. The west side is also the weather side of the building and the chimney has taken the brunt of the abuse. The chimney has little mortar holding it together in its upper six feet. A few bricks have fallen off the top. The lower eight feet has been repointed with what looks like cement rather than mortar and is holding together. The bottom three courses disappearing into the soil have lost their pointing. It is unknown what is at the base of the chimney helping to support it.

The top of the chimney steps out with four corbels for its final five courses, having a double course at the very top. The ninth course from the top projects slightly forming a belt course.

The entire chimney leans at a precipitous angle to the south following the sinking south side of the building. When the building is moved or salvaged, this chimney will have to be dismantled. The bricks that come loose easily could be reincorporated into a new chimney at its new location. If the building were to take on a pre-1930 period of significance, then the chimney should be rebuilt in its former location between the passenger waiting area and the agent's area. In the former location, the chimney was a hanging chimney, approximately eight feet long, and supported by the stout partition. The stove pipe entered into the side of the chimney at nine feet above the floor.



The chimney top has lost much of its mortar and is holding together only through habit.



The base of the chimney has lost much of its mortar. It is unknown what is below grade.

FOUNDATION

The foundation system for the Perrydale Station is post-and-beam. The beams run east-west and are 6" x 8" x 28', laid flat, 9' on center. Floor joists run north-south and rest on the beams. The joists are 2" x 6", 18" on center. Several are doubled up. The 2" x 6" tongue-and-groove decking runs east-west and sits directly on the joists. The 3" tongue-and-groove fir floor runs north-south and rests directly on the decking.

There is a ring of concrete blocks supporting the two beams at the north and south sides. The center beam is lightly supported. All the concrete blocks have sunk well into the earth. These were probably installed within the last 40 years to help support the building. At that time, the water table was probably removed. No rot was visible on the floor structure, however, most of the floor structure was invisible due to lack of access and its sinking into the earth. To say the least, the floor structure has greatly decayed in the southeast corner.

When visited in February, the southeast corner of the building was standing in water. If the station were to be moved, the beams would most likely have to be replaced along with the floor structure in the southeast corner. In other words, some of floor structure work would have to be performed on the building before it can be lifted and moved. However, this structural work would have to be done anyway if the building were to be disassembled and re-erected in a new location.



The 2x6 floor joists sitting on 4x6 beam which in turn are supported by a ring of concrete blocks.



Exposed floor structure at the south entrance.

WALLS

The exterior walls of the Perrydale Station are in poor condition on all four sides. Though all sides are nominally protected by wide eaves, extended neglect has resulted in significant deterioration. The west wall is a non-original exterior wall created when the freight portion of the building was torn down around 1930. It is also the only elevation without an opening. The gable ends are located on the east and west elevations.

The south elevation, from west to east, includes a three-sided window bay, a roughly centered human-scale door opening, and a double-hung window. The east elevation includes a human-scale door opening near the northern corner. From east to west the north elevation includes a human-scale door opening, as well as two windows. There are no openings on the west elevation. Its main focus is the centered chimney.

The siding on all elevations is drop siding with a 7" exposure attached with 2" cut nails. There is no sheathing underneath the siding. Walls consist of a 1-1/2" x 3-1/2" stud. Blocking must be present in the walls as the interior cladding runs vertically, but the blocking layout could not be seen. All elevations have 1" x 6" corner boards and frieze boards. Historic photos show a water table board running along the base of the building and below the door openings. None of the water table exists or is visible today. The base of the building has sunk and is obscured by vegetation on the south, west, and east sides. The leaning of the building to the south has, by contrast, exposed more of the base than may have originally been intended (there are no historic photos of the building's north side to confirm this). No water table board is in evidence here, though two courses of drop siding can be seen below the level of the door opening.

South Wall

Of the four elevations, the south wall with its polygonal bay is most typical of traditional railroad station design. It was historically also the most frequently photographed side of the structure.



Looking northwest at the Perrydale Station.



Looking southeast at the Perrydale Station.

Its three-sided bay, with chamfered side walls, is located towards the western end of the wall. However, when the freight room was still attached on the west end, the bay was visually centered on the wall. The door opening to the east of the bay is now roughly centered in the facade. Like all the station's other door openings, it is missing its door. A double hung window, missing its glass like all the station's other windows, is placed to the east of the door opening.



The south elevation of the Perrydale Station.

The building's list is especially noticeable on the south wall, with a pronounced lean forward and drop to the east. Missing elements include exterior siding boards at the base of the center section of the bay, trim at the front corners of the bay, the water table along the base of the building, and a bracket that was attached to the eastern corner board. Three brackets remain. The west-most bracket is unstable because the siding board to which it is attached is coming loose. The fascia board is broken off, just to the east of the window. The south elevation is a weather side and is almost completely stripped of its paint. A very small paint trace remains to the east of the bay at the spot where a box (possibly a mail box) was mounted after 1930 but before 1960. This box no longer exists. A "Perrydale" sign dating to the postal period after the 1930s was once attached to the wall above the door. There are reports that this was donated to the Polk County Historical Museum, but unfortunately it is missing. Some porcelain insulators for electrical wiring can also be seen attached to the frieze board.

East Wall

The east elevation, one of the gable ends, includes a door opening near the north corner. This wall has sunk into the ground more than the other walls and has slid slightly off its rim joist. A defunct electrical meter (with corresponding box on the interior) is attached to the wall at the top and to the north of the opening. The meter was installed after 1930 but before the 1960s. Some yellow paint fragments can be observed toward the south end of the elevation, chiefly near the grooves where the siding boards meet. Missing from this elevation is a boxed in downspout that was attached to the wall next to the south



The east elevation of the Perrydale Station.

corner board. The water table board along the base of the building is missing and the corner board on the south end is splitting. Like the south elevation, the east elevation also once sported a "Perrydale" sign, which was still present in photos from the early 1960s. This sign dated to the railroad period, unlike the sign on the south elevation, which dated to the postal period.

North Wall

No historic photographs of the north elevation were discovered making it difficult to determine what is possibly missing from this elevation. The wall leans away from the observer, thereby exposing more of the base of the wall than any other elevation. The level below the door opening is roughly 14" tall or the exposure of two siding boards. The lean toward the east is less pronounced here. The north wall includes a door in the east 1/3 of the wall and two windows in the remaining 2/3. Before the removal of the freight room on the west end, the windows would have taken a much more central position. Because of the lack of photographs, it is not possible to determine what added openings the freight portion may have had. Stations usually have few windows lighting their freight room, so more than likely there were no windows or doors into the freight room on this elevation. Like the south side, the north side is also missing an eave bracket once attached to the east corner board. The eastern fascia board is also missing. A section of the siding is missing below and to the west of the door opening. This allows for inspection of the floor joist system. The south side is chiefly notable for its relatively high degree of paint retention. The wall is clearly yellow, with dark mustard window trim and dark brown window sashes.



The north elevation of the Perrydale Station.

West Wall

The building's lean is most obvious on the west elevation. A plumb-bob hung 6' above ground level on the southwest corner diverged from plumb by 10". This translates to 8 degrees out of plumb.

This side has no window or door openings. At the center of the elevation there is a 17" x 17" 98-course brick chimney. Trim boards measuring 3/4" x 5-1/2" are mounted on either side of the chimney to close the gap between brick and siding. The chimney is of continuous width from the bottom to slightly above the ridge. Then there is a belt course, three more regular courses, four corbelled courses, and a double course at its top. All courses above the roof line are in poor condition. Though the top of the chimney is suggestive of nineteenth century construction, it was in fact built some time after the freight room was removed, post-1930. Once the freight room was removed, it appears that siding from the debris was recycled to clad the "new" west wall, formerly an interior wall. The siding is attached with wire nails, but the wear and identical siding profile point towards the siding being original material from the building recycled in a new location. On the interior, the door opening into the old freight room still remains, but on the exterior there is no sign of the opening. According to the 1923 photo, a six pane



The west end of the Perrydale Station photographed in 1923. Photo courtesy of Polk County Museum.

window was inserted into the former west wall after initial construction, but disappeared with the demolition of the freight room.

Recommendations

The walls of the Perrydale Station are in rough shape. They have been basically without paint since at least the 1960s. However, repairs are somewhat minimal. Some siding will need to be resecured. A few pieces of siding will need to be replaced under the polygonal bay; however, the siding profile is not unusual and should be easily obtained from an architectural salvager. Most of the siding repair will appear in the area that is now below grade. This area will have to be looked at closely once the building is set up on a proper foundation. A water table will also have to be fabricated. Based on historic photographs, the water table is approximately a 1" x 8" and painted to match the trim color.

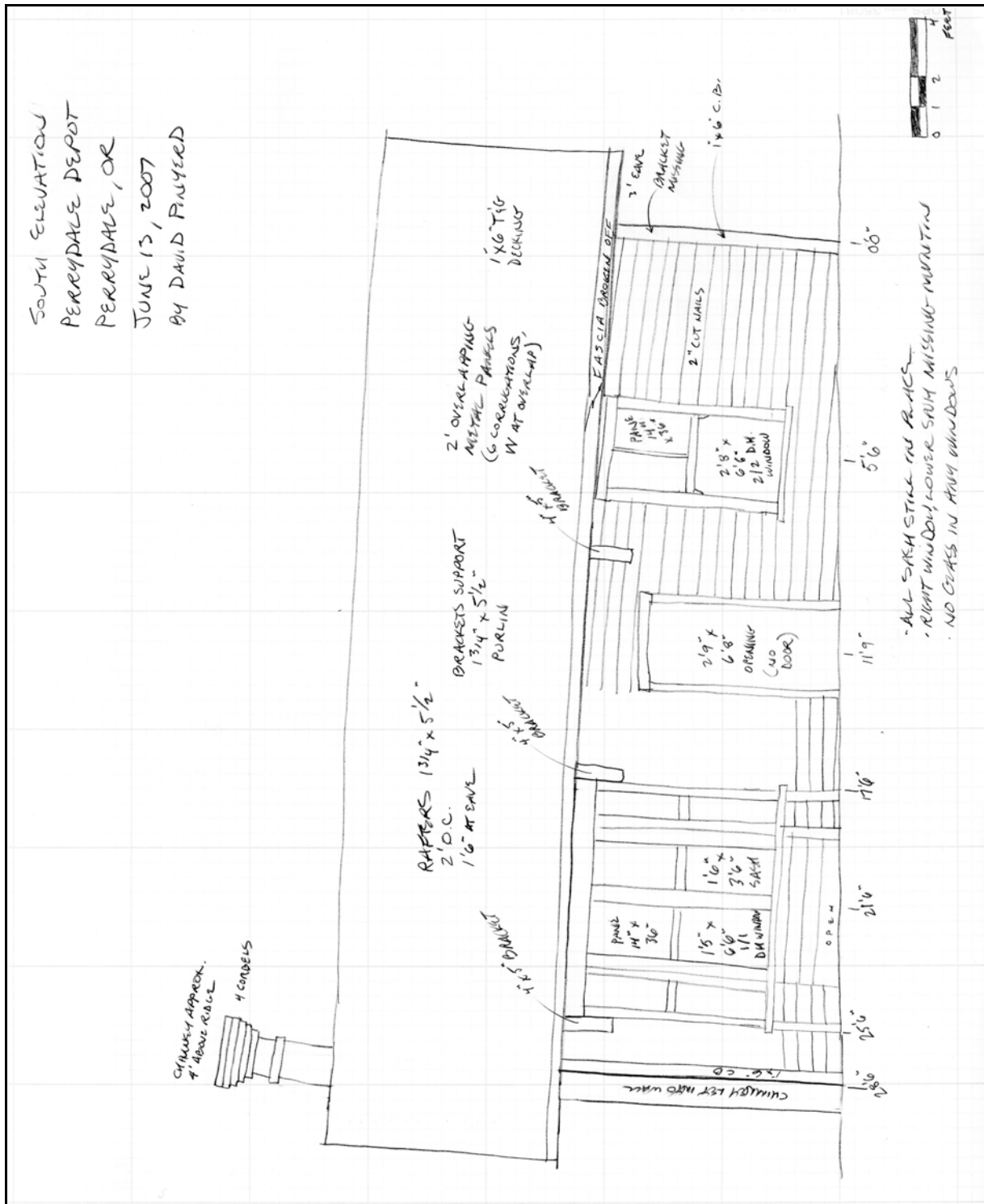


The west elevation of the Perrydale Station.

After repairs to the siding and fenestration, paint is what this station needs most. Though the quickest method would be to pressure wash the dirt and loose paint off of the station for paint prep, this method is not recommended here because of the fragility of the exterior wood. The wood's dryness also means that heat guns are not recommended. The few loose fragments of paint that remain can easily be removed by scraping and dry brushing. 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.

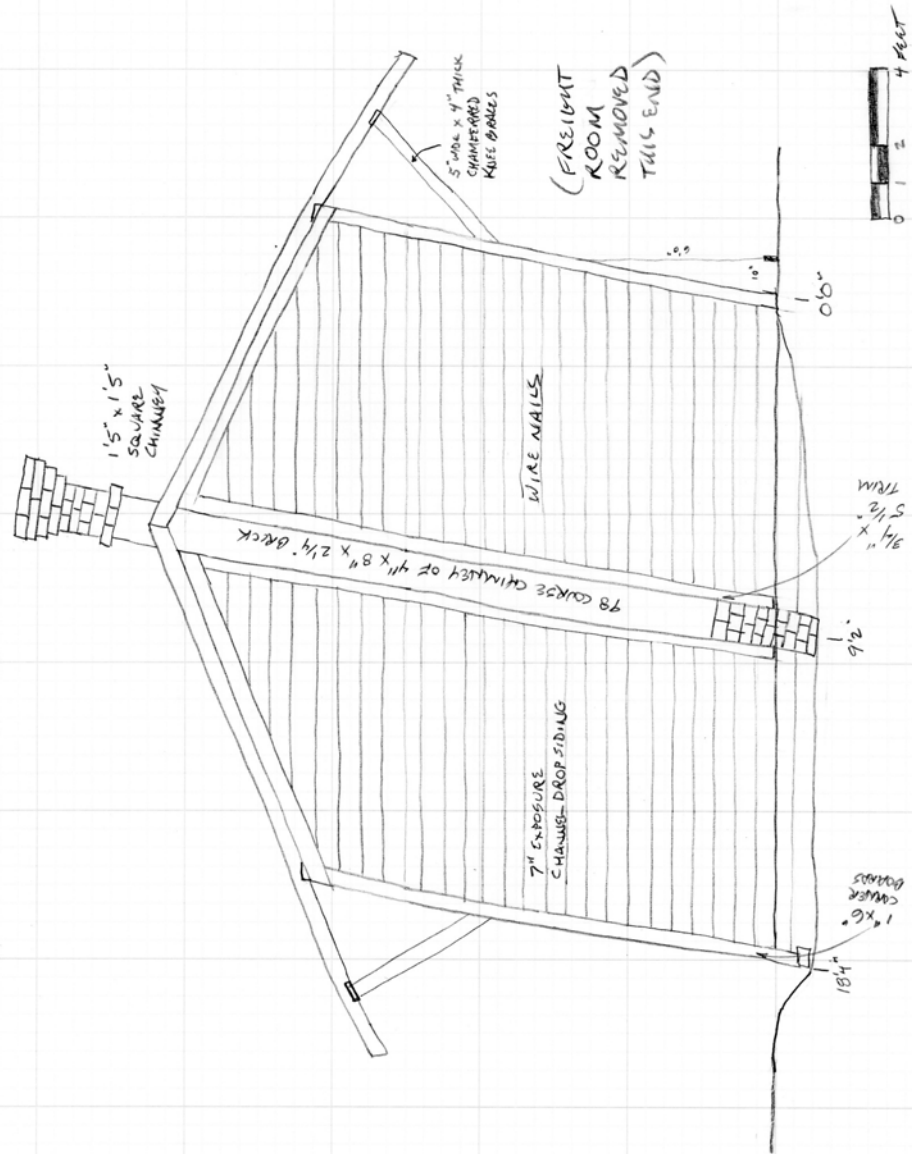
After paint removal and cleaning, the exterior will be ready for priming. Wood that has a very low moisture content will suck out the vehicle from a primer and not give the binder a chance to cure. To combat this, prime first with a thinned oil-based primer, allowing it to dry for a day, and then apply an unthinned primer over that. This gives the wood a chance to become somewhat 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. Most likely the analysis will reveal that it was originally painted Southern Pacific yellow (a butterscotch yellow) for the body color with dark mustard trim and rich brown accents at the window sashes. The Springfield, Oregon, station was restored and painted its original colors. The City of Springfield could be contacted for color guidance after the paint analysis, along with those familiar with the standard Southern Pacific station colors.

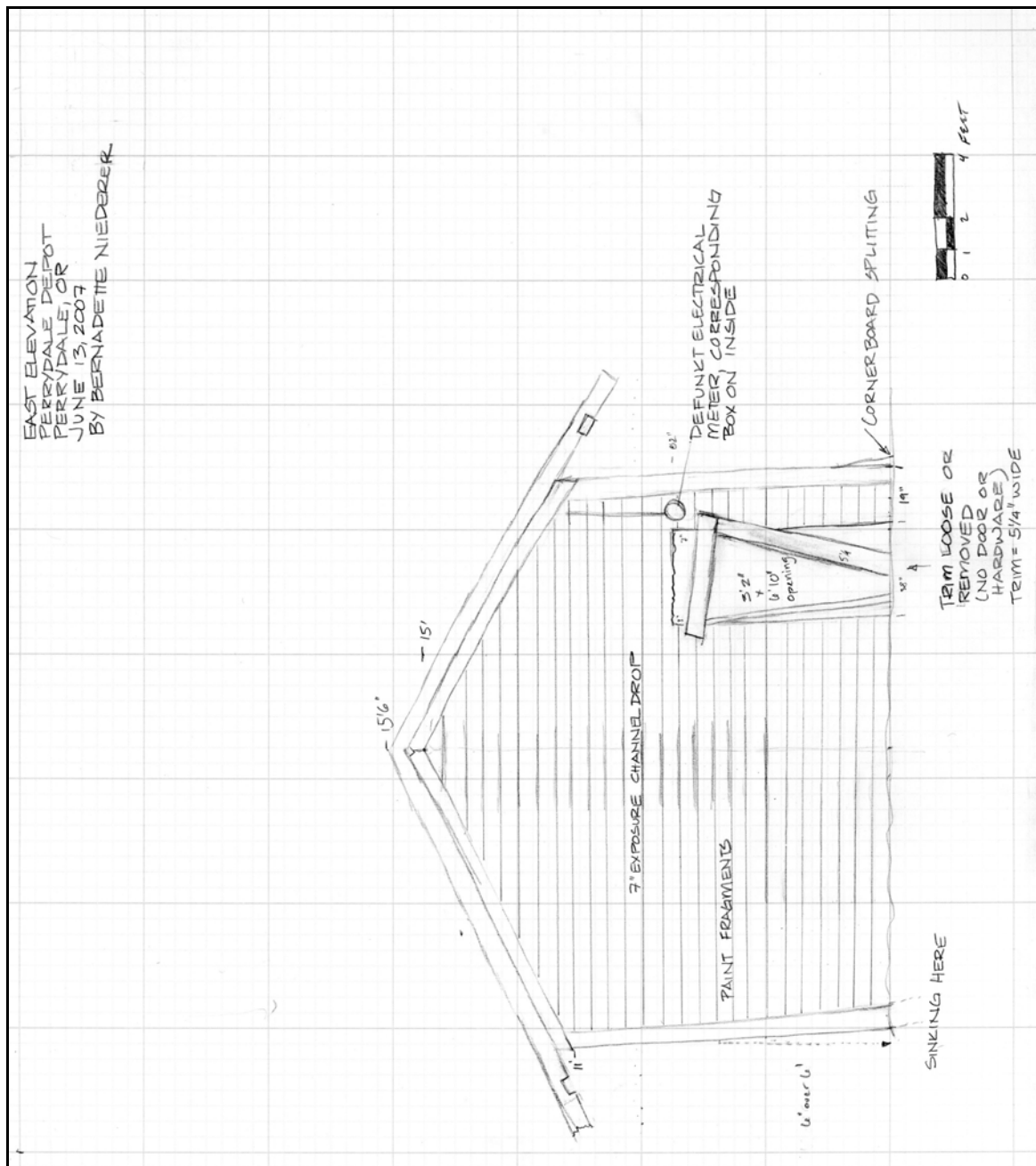


South elevation sketch for the Perrydale Station by David Pinyerd.

WEST ELEVATION
 PERRYDALE DEPOT
 PERRYDALE, OR
 JUNE 13, 2007
 BY DAVID PINYERD



West elevation sketch for the Perrydale Station by David Pinyerd.



East elevation sketch for the Perrydale Station by Bernadette Niederer.

FENESTRATION

WINDOWS

There are three standard-sized windows in the station, plus four narrower versions located in the three-sided bay. The windows are all in the south or north elevations: the bay's windows plus one regular window on the south, two regular windows on the north. An additional fixed window, located high in the wall, with six fixed panes in a horizontal orientation was once located in the west wall of the removed freight room. This window was apparently retrofitted and was installed between in the late 1910s and before 1923, based on historic photo evidence. The windows were evaluated on the interior and exterior. The window jambs, head, sill and backband appear original to the building, as are the sashes, where they remain. No window glass remains in any of the windows. There is also no window hardware. The windows are character-defining in form, type and material, and therefore should be retained, repaired, or reconstructed. All window sashes are in fair to poor condition.



The polygonal bay is the most character-defining feature of the station.

The polygonal bay on the west end of the south elevation includes four narrow windows, two on its front wall and one on each of the slanted side walls. These windows consist of single pane double hung sashes each measuring 1'6" by 3'6".

The south side's standard window is placed toward the east end of the building. The window measures 2'8" by 6'6". The station's standard windows were 2 over 2, with 14" by 36" panes of glass in the upper and lower sashes. The upper sash here is essentially intact, however, the lower sash is missing its muntin.



The standard 2/2 window on the south side missing a muntin.

The two windows of the north elevation are placed in the western two-thirds of the wall. The configuration and measurements of these are the same as that of the standard window on the south. The westernmost window's lower sash is missing. Portions of its upper sash dangle from its sash cord and sway in the breeze. The elevation's other window, roughly located at the center of the wall, retains its sashes. However, the lower sash's muntin has been broken out.

The work required by the windows will be fairly major. Until this can be accomplished, the openings should be covered with plywood and carefully secured to protect the building from the elements.

Before restoration work begins, a paint analysis should be performed on several windows to determine the original paint color. According to historic photos, as well as substantial paint fragments on the north side, it appears the windows frames were originally a darker color (most likely dark mustard) to contrast with the Southern Pacific yellow of the body, and the sashes were painted dark brown. Once the paint color is determined, the windows should be cautiously stripped for repainting.

Once stripped, an appropriate wood filler (such as Abatron Epoxy Filler) could be used to repair some of the minor cosmetic damage to the window frames. Some of the major damage, notably the missing muntins and the entire northwest window will require reconstruction. However, where possible, repair rather than replace is the credo to follow.

After stripping, wood repair, and reconstruction, a glass replacement pane should be installed. Attention should be paid to the type of glass and original thickness by studying the width of the vacated setting. Once any remaining 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 Repair of Historic Wooden Windows* gives a good outline on the repair of historic wooden windows.



The best paint colors for sampling appear on the north side.

DOORS

Once there were door openings in each of the walls of the Perrydale station. The door in the west wall was blocked off after the freight room was removed sometime after 1930, however, its framing remains visible on the interior. None of the door openings have any of their doors or any door hardware. One highly damaged door, that is similar to those seen in historic photos of the station, lies on the floor of the building's interior.

The door openings (when trimmed) measure 2'-9" x 6'-8". The door trim consists of simple 5-1/4" wide boards. Only the door opening on the south side is fully trimmed. The trim of the east side's opening is completely loose and only includes the top and the right side. The north door opening has trim attached to the top and left side.



Remnant door lying inside the station.

All doors and hardware were supposedly removed by someone who was going to take the station from the county several years ago. It is critical that the doors and hardware are returned the station. If the door and hardware has disappeared, the doors and hardware will need to be replaced. The doors are not unusual and could probably be obtained from an architectural salvager. If matching doors cannot be found, then they will need to be reconstructed based on the sample remaining door and historic photographs. Hardware would be much more difficult to

obtain and hopefully can be returned by the museum; otherwise, the replacement hardware would be speculative and based on c.1879 availability. Nonetheless, until replacement can be accomplished, the openings need to be filled with some sort of temporary doors or plywood panels to protect the building from the elements and intruders.

The door lying on the floor inside the building as well as historic images indicate that the station's doors had four rectangular panels, with two shorter panels on the bottom and two longer panels on the top.

The remaining door frame with paint fragments on the north side 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.

INTERIOR

The interior of the Perrydale Station consists of a single room measuring 28' by 18' and divided into two areas by a counter. The passenger waiting area was toward the east end while the rail- and later post-office was toward the west.

ARRANGEMENT

The rectangular space, whose long axis runs roughly from east to west is asymmetrically arranged. The passenger space occupies roughly the eastern 2/3 of the building. This portion of the building could be accessed by three exterior doors. One in the south wall, one in the east wall, and one in the north wall. The east and north doors are rather incongruously clustered around the northeast corner – hardly a necessity or even a convenience in such a small building. Slat rail benches for waiting passengers were attached to the walls along the south and east. This room arrangement needs to be retained.



Looking southwest from the passenger area towards the counter.

FURNISHING AND FIXTURES

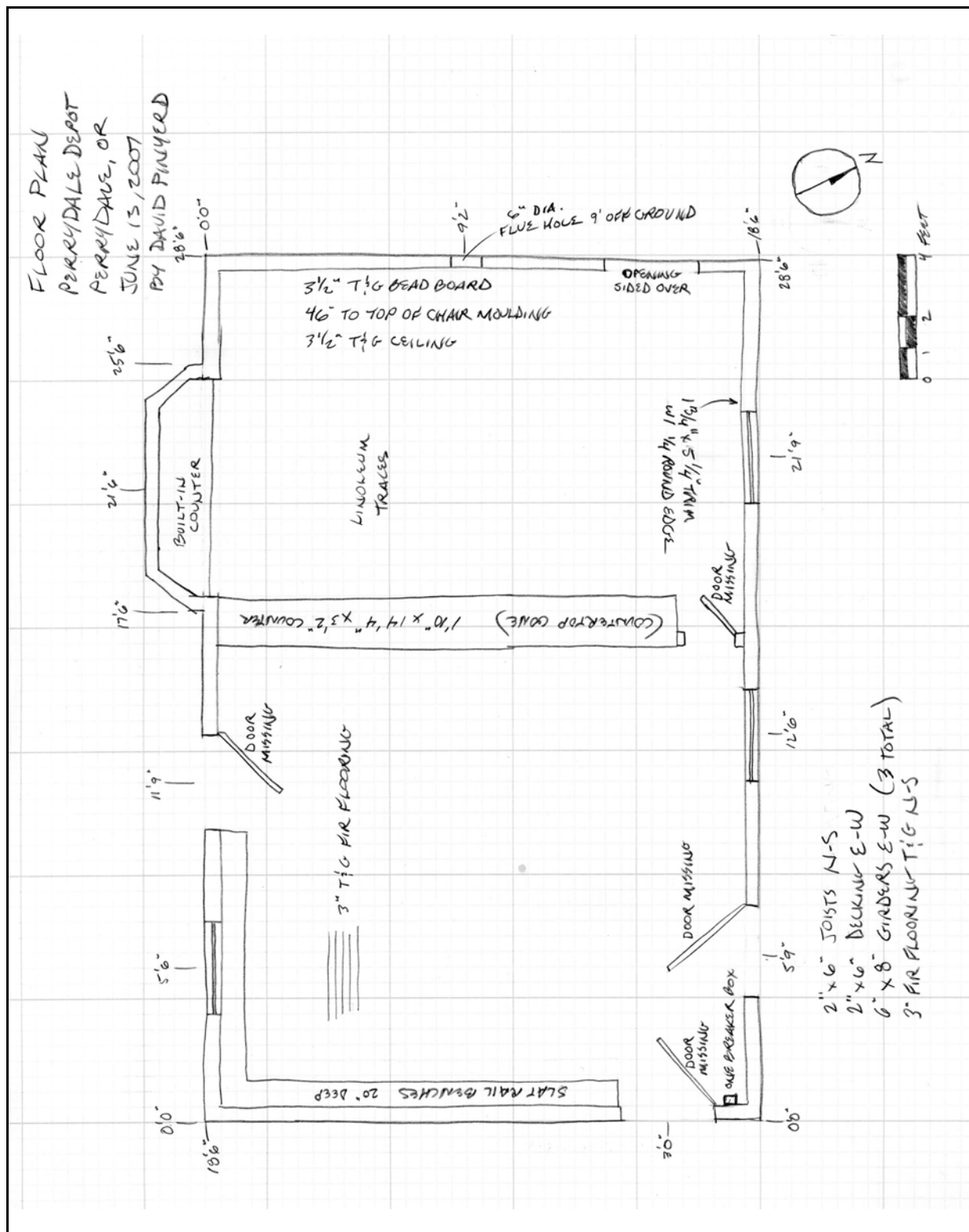
The slat rail benches along the east and south wall were about 20" deep. They have been partially dismantled. The counter that divides the room is 14'4" in length, 1'10" deep, and 3'2" high. The countertop has been removed, as has the door used to separate the area in front of the counter from the area behind the counter. A low counter is slotted into the space formed by the polygonal bay. All hardware was removed from the remaining furnishings. Some porcelain knobs for wiring can still be seen in the office area, especially near the bay. There are also some paint shadows indicating where there were missing light fixtures.

FLOORING

The flooring in the main space consists of well-worn, tongue-and-groove fir. The floor boards have an north-south orientation and are 3" wide. The flooring is in fair condition, with significant loss of material near the south door. It is at present also covered by a variety of bird and even bovine droppings.



The built-in bench on the east wall.



Floor plan sketch for the Perrydale Station by David Pinyerd.

Some fragments of linoleum can be found in the west section of the room behind the counter. The fir floor should be restored and the linoleum removed due to its extremely poor condition and later addition to the building. The floor should not be turned into a high-gloss, showroom floor – it should merely be sanded and lightly tongue oiled.

INTERIOR WALLS

All of the station's interior walls as well as the passenger side of the counter and the soffit above the counter are covered with 3-1/2" tongue and groove bead board. A molded chair rail set at 3'-10" runs around the perimeter of the room. The railing is fairly intact, with a few gaps along the south wall. The railing of the east wall was removed at the 3'-10" level but still appears higher on the wall. This double railing contains an area of darker paint that was perhaps used as a message board. The station's ceiling is covered in 3-1/2" tongue and groove.



Looking northeast from the station master's area to the passenger area.

FUTURE

The Perrydale Station does not lend itself easily to moving but it is far from impossible. It has sunk into the ground and the floor structure has been compromised due to ground contact. The best future for the building would be to raise the sunken southeast corner, reinforce its floor system, pick it up, slip some steel I-beams under the raised floor, and roll it to a new home. There are no glass windows to worry about or plaster to crack, so it would be a safe move for the structure. Walls should come back somewhat into plumb when the southeast corner is lifted.

The biggest concern is a new location. The Polk County Historical Museum would be interested in harboring the building. It is 10.5 miles away and a fairly straightforward move from Perrydale. There are 44 points where utility lines cross the course east on Bethel Road and south on 99W to the museum. Of those, about ten cable and/or phone lines (mostly in Rickreall) are low enough (less than 20 feet) to be of concern during movement. About a third of the cost of moving in this situation would be state requirements for flaggers and utility company personnel on standby to lift lines.

Once the building is moved to its new home, the best course of action is to leave the building up on cribbing and form the new foundation on the ground below the building. Then remove the cribbing and set the building down. This is the best method for cost and accuracy.

If moving is desired, a good person to contact would be Chris Bentley at Benton County. She supervised the moving of the Monroe Depot in March 2007, and could provide good advice and contact information. Two books on the subject are *Moving Historic Buildings* by Curtis and *Housemoving: Old Houses Make Good Neighbors* by Hodgdon and Lipton. The International Association of Structural Movers would be a good group to contact, they are on the web, and they have several members in Oregon.

The second best solution would be to dismantle the building and re-erect it elsewhere when the time is right. This option is less favored to moving as no building goes back together exactly as it came apart. Scio pursued this process with the West Scio Station. Back in 1985, they dismantled the West Scio Station and stored it for several months before re-erecting it on the banks of Thomas Creek and turning it into a museum. The Scio Museum would be a good group to contact for advice if this option is desired.



The Monroe Station making its move in 2007.



1985 article on the reassembly of the West Scio Station in Scio.



The reassembled West Scio Station in Scio.

The third place option would be to recycle a portion of the building intact for a museum. The Perrydale Station's most character-defining feature is the south elevation with its polygonal bay. Should it prove financially impossible to move the entire building, it may be worth considering dismantling this side and recreating it in an interior space. There are also arguments for salvaging the north elevation, particularly since it retains much original/early paint. The Oregon Historical Society would be a good group to contact if this option is selected.

The fourth and least favored option would be to destroy the building and salvage the parts. There are several historic building salvagers in the Willamette Valley that may be willing to take on the task for the historic materials that remain. Mike Byrnes of Aurora Millworks would be the best person in Oregon to contact once all other options are explored.

COST ESTIMATES

Below are some very rough estimates of what it would cost to do the activities recommended in this report. Three options are offered in three columns: move and restore the station, disassemble the station and re-erect it elsewhere, and salvage a portion of the station and use as a museum exhibit. 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	Option 1 Move & restore (\$)	Option 2 Disassemble & re-erect (\$)	Option 3 Salvage & Exhibit (\$)
Disassemble	Take building apart carefully, photo document, label the parts, and store appropriately	NA	10,000	2,000
Moving	Stabilize building, lift, move to museum property (incl. \$8,000 allowance for flagging and utility line raising), and set down ¹⁰	26,000	1,000	500
Foundation	Repair floor structure and erect post-and-beam foundation at new location	6,000	6,000	5,000
Roof	Tear off roof, repair, replace with wood shingle	5,000	5,000	1,000
Exterior	Reconstruct freight end of building and perform minor repairs	20,000	20,000	500
Windows and doors	Restore windows (7) and replace doors (3)	4,000	4,000	2,000
Interior	Restore, clean, and paint	5,000	5,000	NA
Paint	Clean, prep and paint entire exterior	15,000	15,000	5,000
TOTAL LABOR AND MATERIAL ESTIMATE		81,000	66,000	16,000

¹⁰House mover, Chris Shoap, out of Eugene provided this figure. He moved the Monroe Depot in March 2007. He can be reached at 541-344-8833.

SUMMARY

Our physical examination of the Perrydale Station found it to be a structure nearing failure. Polk County has already labeled it “condemned.” The recent undermining of its southeast corner accelerated the building’s deterioration exponentially. The removal of doors and breaking of all window glass has assisted in the deterioration but not to the extent that contact with the ground has hastened its decay. The metal roof has protected its walls ably but the foundation system has failed.

The building is required to be moved off its current site. Keeping the setting rural and near railroad tracks, and performing long overdue maintenance are the keys. The best solution for the building is to pick it up, move it to a new location, and restore it. The second best solution would be to dismantle the building and re-erect it elsewhere when the time is right, similar to what was done in Scio. The third best solution would be to use portions of the building as part of an interior exhibit on railroading. The least favored solution would be to demolish the building and recycle its parts.

The Perrydale Station gives the opportunity for a community to reuse what is believed to be the oldest railroad station in Oregon. Right now it is being used to store some outdoor furniture and stray animals. For nearly 100 years the building was the hub of the community. Rehabilitated, the Perrydale Station could return to being a fixture within a new community.

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