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# 1 Appendix B DOE Form

**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties**

Agency/Project: Oregon Department of Transportation/ Interstate-5 Rose Quarter Improvement Project ODOT Key No. 19071, Fed. Aid No. S001(483)	
Property Name: Historic Railroad Corridor: Oregon & California Railroad and Oregon Railway & Navigation Company segments (1.08 miles)	
Street Address: Linear Resource	City, County: Portland, Multnomah
USGS Quad Name: Portland, Oregon	Township: 1N      Range: 1E      Section: 34
This property is part of a <input checked="" type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions)	
Name of District or Grouping/Ensemble: N/A	
Number and Type of Associated Resources in Grouping/Ensemble: Within the segment, the alignment	
Current Use: Commerce and Transportation; Railroad	Construction Date: 1868 (O&C); 1882 (OR&N)
Architectural Classification/Resource Type: Railroad segment (Linear Resource)	Alterations & Dates: circa 2015 railroad spur connecting the two lines over Sullivan's Gulch. Original rails, fasteners and wood ties replaced (unknown date).
Window Type & Material: N/A	Exterior Surface Materials: Primary: steel rails Secondary: wooden ties Decorative: N/A
Roof Type & Material: N/A	
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
	
<b>O&amp;C segment within API, adjacent to Eastbank Esplanade and the Willamette River, viewing southeast (AECOM 2022)</b>	
<b>Preliminary National Register Findings:</b> <input type="checkbox"/> National Register listed <input checked="" type="checkbox"/> <b>Potentially Eligible:</b> <input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District <input type="checkbox"/> <b>Not Eligible:</b> <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
<b>State Historic Preservation Office Comments:</b> <input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____      Date _____	
<b>Comments:</b>	

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Property Name: Historic Railroad Corridor: Oregon & California Railroad and Oregon Railway & Navigation Company segments	
Street Address: Linear Resource	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): Oregon Navigation & Railroad Company; Oregon & California Railroad Company	Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):	
<p>Note: A segment of the Oregon &amp; California Railroad (O&amp;C) was previously determined eligible for the National Register of Historic Places (NRHP) as a part of the Earthquake Ready Burnside Bridge Project (See State Historic Preservation Office [SHPO] Case #18-1479). This segment extends from the Union Pacific Railroad (UPRR) Office Building to just south of the Burnside Bridge overcrossing and is contained within the entirety of this evaluated historic railroad corridor.</p> <p><b>Description</b></p> <p>Within the area of potential impact (API) is an active historic railroad corridor on the east side of the Willamette River in downtown Portland, Multnomah County, Oregon. It includes a 2,434-foot segment of the historic O&amp;C; a 1,956-foot segment of the historic Oregon Railway &amp; Navigation Company (OR&amp;N) railroad, and a circa-2015 spur that connects the two segments through Sullivan's Gulch. Both historic segments are now owned and operated by UPRR, which manages a large North American freight railroad network. The historic O&amp;C segment extends south to California and north to Tacoma, following the Northern Pacific Railway. The segment has a southeast-northwest orientation, running along the eastern bank of the Willamette River within the API. The historic OR&amp;N segment connects with the O&amp;C segment to the west and extends eastward through Eastern Oregon, running adjacent to Interstate 84 (I-84). The Union Pacific Albina Railyard is approximately 1.14 miles to the north. The two historic segments pass beneath Exit 31 on I-5 South, and the I-5 North off-ramp from I-84.</p> <p>The historic O&amp;C segment, later known as the Southern Pacific railroad (SPRR), is now owned and operated by UPRR. The O&amp;C segment is approximately 2,434 feet long in the API and travels across Steel Bridge in the north and continues south past Burnside Bridge on the eastern bank of the Willamette River. The O&amp;C line is flanked on either side by deciduous trees, shrubs, and other vegetation, and the Willamette River to the west.</p> <p>The historic OR&amp;N segment, now operating under UPRR, is approximately 1,956 feet long and extends south from the Albina Yard in North Portland and continues eastward adjacent to I-84. The line is flanked by vegetation and deciduous trees to the north, and I-84 to the south.</p> <p>The O&amp;C and OR&amp;N segments converge to the north of the UPRR building at 301 NE 2nd Avenue and continue west across the Steel Bridge.</p> <p>A spur connecting the historic O&amp;C and historic OR&amp;N railroads was added circa 2015, passing through the Sullivan's Gulch area. The spur is approximately 800 feet long and runs past the southern portion of the UPRR building. An offramp for I-5 extends over the eastern portion of the spur.</p> <p>The historic railroad lines have modern steel rails that are standard gauge replacements, approximately 4 feet 8½ inches wide. The rails on the historic lines and spur have a standard profile, which resembles a steel I-beam. The railroad ties on the historic O&amp;C and OR&amp;N segments have been replaced with modern, pressure-treated replacements. The ties are wood with standard dimensions, measuring approximately 8 feet 6 inches long, 9 inches wide, and 7 inches thick. The ties on the historic lines were likely replaced within the past 20 to 25 years, based on average life span of wood railroad ties (Borchardt 2010). The railroad infrastructure includes gravel track ballast covering the mostly flat graded rail corridor.</p> <p><b>Alterations</b></p> <p>The historic railroad corridor has undergone several alterations since its original construction. Changes consist of the removal of sidings and switches, and replacement of track components. Once a busy corridor for loading, off-loading, and storing railcars on the many sidings, the corridor now serves as a thorough fare for passenger and freight trains. As part of routine maintenance for an active railway section, the original metal rails on the O&amp;C and OR&amp;N segments were replaced with standard-gauge steel rails on an unknown date. The original wood ties on both segments have been replaced with standard wood ties within the past 20 to 25 years. The rail fasteners are also replacements. Circa 2015, following the demolition of the southern portion of the UPRR building at 301 NE 2nd Ave, a railroad spur was constructed in Sullivan's Gulch to connect the historic OR&amp;N and O&amp;C railroad segments (Historic Aerials 2022).</p>	

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<p><b>Boundary</b></p> <p>The historic boundary consists of the historic alignments of the O&amp;C segment from 1868, and the historic alignment of the OR&amp;N segment from 1882. The circa-2015 spur connecting the two segments is a modern resource.</p> <p><b>ELIGIBILITY DISCUSSION</b></p> <p><b>HISTORIC CONTEXT</b></p> <p><i>Portland, Oregon</i></p> <p>In the pursuit of economic opportunity, early Euro-American emigrants and settlers began arriving in present-day Portland during the 1840s (City of Portland 2009:8). In 1850, Congress passed the Donation Land Act to provide for the survey of public lands and make public land donations to settlers. The U.S. General Land Office (GLO) administered, surveyed, and disposed of public lands.</p> <p>The Columbia and Willamette Rivers shaped the development of Portland as the city's position between the two waterways solidified its importance as a transportation hub for the Columbia Basin. Beginning with steamships in the 1860s and railroads in the 1880s, raw materials were delivered to Portland for processing or transshipment (Abbott 2001:40). The transportation infrastructure turned the Willamette River into an "industrial/working class corridor" initially featuring railyards, wharves, grain elevators, flour mills, and lumber mills; and later shipyards and wood product factories (Abbott 2001:40, 64). By 1873, much of the surrounding area to the east became known as "Albina," and was platted on a grid of streets (Snyder 1979:83). To the south, East Portland was platted in 1861 and formally incorporated the following decade. The town was bounded by southeast Holgate and Northeast Halsey (Abbott 2001:64).</p> <p>Beginning in the early 1880s, the need to transport timber from Oregon's forests brought heavy investments to the area from railroader Henry Villard, who made large-scale investments in projects in Portland, East Portland, and Albina, including the OR&amp;N and O&amp;C (Roos 2008:10). In 1883, the Northern Pacific Railway became the first transcontinental railroad completed through Portland. The route was dependent upon the OR&amp;N link in Wallula, Washington (Solomon 2014:229). When arriving in Portland, the train cars carried a collection of dignitaries, including former president Ulysses S. Grant (Abbott 2001:38). In 1884, Portland became the terminus for a second transcontinental route through UPRR's partnership with OR&amp;N and the Oregon Short Line Railway and construction of a line through the Blue Mountains between Pendleton and Huntington, Oregon. The new line provided Portlanders an alternative route to the east through Boise, Idaho and Omaha, Nebraska (Portland Railroad Preservation Association n.d.). UPRR connected Portland to the east through the Columbia River Gorge, and south through the Willamette Valley and towards California via the historic O&amp;C line. Both the transcontinental and Californian railroads converged in Albina, establishing the east side of the Willamette as a center for railroad switching and repair. During this time, as many as 1,000 rail cars would travel through Portland (Abbott 2001:65).</p> <p>Transportation projects such as the Morrison Bridge and streetcar lines across the Willamette River linked downtown with East Portland and stimulated commercial enterprise on both sides of the river (City of Portland 1991:129; Abbott 2001:64-65). By 1885, Albina's vibrant riverfront included grain warehouses, lumber sheds, and mills, as well as boarding houses and the Albina Hotel. Its downtown, along N. Russell Street and modern-day N. Interstate Avenue, consisted of hotels such as the Villard Hotel, the Union Hall Skating Rink, boarding houses, shops, grocery stores, a United States Post Office, and fraternal organizations, as well as multiple one- and two-story dwellings (Sanborn 1884, 1885).</p> <p>By the end of the 19th century, the City of Portland already had a significant population of ethnic groups. In 1890, 59 percent of Portland's population was either foreign-born or had at least one foreign-born parent. The city's largest foreign-language ethnic group was Germans, including German Jews. Most lived and worked in and around downtown. Thousands of Chinese-born residents resided in Chinatown, many employed by the railroad or engaged in other manual labor (Toll 2003). Prior to 1891, the jurisdiction of Portland was entirely west of the Willamette River. Consolidating with East Portland and Albina in 1891, Portland grew from 7 to 26 square miles, with a population of about 63,000 people (Snyder 1979:18; Abbott 2001:65).</p> <p>At this time, there was a surge across the nation of migration into towns and cities from farms and small towns, and Portland was no exception. Mechanization of agriculture pushed—and increased urban employment opportunities pulled—people to the expanding urban areas (City of Portland 2009:15). In 1900, 9 years after consolidation, about two-thirds of Portland residents still lived on the west side, between the Willamette River and the West Hills (Abbott 1985:14). However, two waves of city growth (1905 to 1912 and 1917 to mid-1920s) combined with the redevelopment of downtown, the construction of several new bridges across the Willamette began to shift "the balance of population" to Portland's east side (Abbott 1985:12, 14).</p>	

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East Portland and Albina quickly grew due to the expansive network of street cars and trolleys, which allowed for the dramatic growth in housing and businesses. This expansion was supported by the City & Suburban Railway Company trolley line, which ran through the Lloyd District, Eliot, and Boise, in addition to the Portland Railway Company and Oregon Water Power & Railway trolley that in 1904 ran north on what is today NE Martin Luther King Jr. Boulevard (Thompson 2014). However, by the late 1920s, the popularity and affordability of automobiles had triggered the once-thriving Portland streetcar system—a network of 40 lines with over 300 miles of track—into a steep decline (Thompson 2014).

During World War II, Portland's wartime industries fostered significant population growth and economic productivity. At the peak of wartime production (1943-1944), the federal government identified 140,000 defense workers in the city, and 100,000 in the metropolitan area. This substantial growth placed a strain on public facilities such as transportation, housing, schooling, and recreation (City of Portland Bureau of Planning and Sustainability 2009:47-48). Between 1940 and 1960, as Albina's African American community continued to grow, more than 21,000 Caucasians left the area for the suburbs or other Portland neighborhoods (Gibson 2007:7-8). This drastic change in demographics, in addition to the short-lived post-war economy and the decline in the shipbuilding industry, contributed to Albina's high unemployment rates after the war, reframing its image in the public eye.

Through the 1950s, 1960s, and 1970s, Portland undertook several urban renewal projects that meaningfully altered its urban landscape, particularly in Albina, the heart of the city's African American community. A significant number of Black businesses and residences were demolished, and over 400 families displaced as a result (Galbraith et al. 2020). Major infrastructure projects conducted during this time include the construction of Memorial Coliseum (1960), Lloyd Center (1960), I-5 (1966), and Fremont Bridge (1973), and the expansion of Emanuel Hospital (1970s).

These business owners and residents relocated further north in the Albina area when possible; and in effect, shifted the center of the Black community. After the construction of I-5 in 1966, the Lloyd District neighborhood continued to change. These changes include the completion of the Metropolitan Area Express (MAX) light rail on NE Holladay Street in 1986, the Oregon Convention Center in 1990, the Rose Quarter in 1995, and the Portland Streetcar on NE Broadway in 2012.

**THE O&C RAILROAD**

Ben Holladay, a prominent Portland businessman and "transportation tycoon," led the initial construction of the O&C line in 1868 (Cain 2003). Located along the eastern banks of the Willamette River and initially named the East Side Company, the O&C became incorporated in 1868 (Pacific Railroad Preservation Association, 2010). Holladay expanded the railroad from Portland to Oregon City in 1869, and again in 1870 to Salem and Roseburg (Cain 2003).

In 1870, Holladay connected the O&C to an earlier north-south railroad running from the Willamette Valley to California, hoping to eventually establish a link between Portland and the SPRR in California (ODOT 2010). The line expanded through central and southern Oregon in 1877, becoming the first direct rail link between California and the Pacific Northwest (ODOT 2010). To fund this project, state and federal governments granted the O&C 3.7 million acres of land, stretching from Portland to the California border. Investors directed the O&C to sell excess land to settlers to promote development along the new railroad line (Cain 2003). However, the railroad broke the grant agreement in 1903 by refusing to sell most of the excess land. In 1916, the US Congress reclaimed 2.4 million of the original 3.7 million acres.

An 1879 panoramic drawing of Portland (Figure 11) depicts the "Oregon & California R.R." running along the eastern bank of Willamette River (Glover 1879). First visible on Portland Sanborn Fire Insurance Company maps in 1889, the railroad originally ran along a minimally developed First Avenue, near the banks of the Willamette River (Sanborn 1889). Photos from 1922, 1935, 1938, and 1964 show that the original railroad line has followed the same alignment since its original construction (City of Portland Archives 1922-1964).

By 1908, the O&C regrouped as the Southern Pacific East-Side Division Railroad (Sanborn 1908) and SPRR officially purchased the O&C Line in 1927 (Pacific Railroad Preservation Association, 2010). The UPRR acquired the SPRR, in 1996, and now operates collectively as the UPRR.

**THE OR&N RAILROAD**

In 1878, financier Henry Villard began negotiations with Captain John C. Ainsworth, owner of the Oregon Steam & Navigation Company (OS&N), to acquire the company and its related portage railroad operations. OS&N had entrenched itself in Oregon's transportation industry, dominating steamship operations along the Columbia, Willamette, and Snake Rivers. On June 13, 1879, Villard incorporated the OR&N; and by March 1880, had taken control of the OS&N under the auspices of the OR&N (Kamholz 2019; Lambaugh & McCoy n.d.). The Northern Pacific Railway (NPR) now manages the OR&N (Solomon 2014:229).

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The OR&N mainline extended from Portland to Huntington and from Pendleton to Winona. Grading began on February 9, 1880, and laying rails began on August 9, 1880 (Robertson 1986:117). From 1880 to 1883, the OR&N built its new railway, with major construction activity along the Columbia River between Wallula, Washington, and Portland, Oregon. As recounted by author William Denison Lyman in 1917: "Rock bluffs were split off by enormous charges of dynamite or were tunneled [sic] through. The road was indeed built so hastily, and the curves were in some cases so extreme that much work had to be done over at later times" (Lyman 1917:261). Villard's plan accounted for an intense pace to divert the NPR system to the Columbia River to make Portland, not Puget Sound, the western terminus (Lyman 1917:261). Workers completed the 40.67-mile segment between Albina (Portland) and Bonneville on November 20, 1882 (Strack 2016). (When Villard later lost the majority interest in the system, the NPR was extended to Puget Sound (Lyman 1917:262)). The completed railroad consisted of 629.36 miles of standard-gauge track and 13.4 miles of 36-inch track, and operated as a common carrier, agriculture, and mining railroad (Robertson 1986:117).

In 1882, the OR&N's mainline service began between Portland, Oregon, and Walla Walla, Washington (Burkhardt 2004:8). On August 22, 1883, a golden spike ceremony in Independence Gulch, Montana, celebrated the completion of the transcontinental railroad, which depended upon the OR&N link at Wallula, Washington (Solomon 2014:229). This marked the first transcontinental connection to the Pacific Northwest, which secured Portland as a major trading center, linking it to markets in the Gorge, Eastern Oregon, and the Eastern states (Donovan 1994). The first regularly scheduled Northern Pacific transcontinental passenger train arrived in Portland on September 15, 1883, via the OR&N track from Wallula, Washington (Kamholz 2019). In 1884, Portland became the terminus for a second transcontinental route through OR&N's partnership with the Oregon Short Line Railway (OSL) and construction of a line through the Blue Mountains between Pendleton and Huntington, Oregon. The new line provided Portlanders an alternative route to the east through Boise, Idaho and Omaha, Nebraska (Portland Railroad Preservation Association n.d.).

During the OR&N's early years, it collaborated with UPRR and the Oregon Short Line Railroad, which connected with the OR&N in Huntington, on an advertising campaign to attract farmers, miners, homesteaders, and investors to the Pacific Northwest region (Burkhardt 2004:31,34). With Villard's management, OR&N initiated a decade of expansion and acquisition to control rail access into Oregon and its major city, Portland (Lambaugh & McCoy n.d.). Within 15 years, OR&N controlled the transcontinental railway to Portland and rail lines throughout the state (Kamholz 2019).

To better regulate rail entry into Portland and establish connections with other railroads, the OR&N constructed multiple rail lines in Oregon and Washington, including Whitman, Washington, to Blue Mountain Station in Oregon (1880); Wallula to Celilo, Oregon (1880), Bonneville to The Dalles, Oregon (May 1882), Albina (Portland) to Bonneville, Oregon (November 1882), Umatilla to Huntington, Oregon (1884), Pendleton, Oregon, to Walla Walla, Washington (1887), and Willow's Junction to Hepner, Oregon (circa 1888) (Lambaugh & McCoy n.d.).

While expanding the railroad network, OR&N operated transportation services on some of the region's major waterways, including Puget Sound and the Columbia, Willamette, and Snake Rivers. The company also managed the Pacific Coast Steamship Company, which provided service between Portland and San Francisco. During this period, Villard also made a reciprocal agreement with Northern Pacific to limit OR&N's expansion into Washington, and Northern Pacific's expansion into Oregon (Kamholz 2019). OR&N's development strengthened Villard's grasp on the region's transportation network (Lambaugh & McCoy n.d.).

The Panic of 1893 caused a severe nationwide economic depression that greatly impacted railroad operations throughout the region, and ultimately led to Villard's resignation, UPRR's bankruptcy in 1893, and OR&N's bankruptcy in 1894 (Lambaugh & McCoy n.d.; Kamholz 2019). Bankruptcy caused UPRR to lose control of the Oregon Short Line and its 50 percent interest in the OR&N, which it acquired in 1889. A court-ordered General Reorganization Committee formed to parse out the competing interests in the OR&N and a new railroad company, the Oregon Railroad & Navigation Company (ORR&N), incorporated on June 16, 1896 (Kamholz 2019). The ORR&N divided equally between the Great Northern, Union Pacific, and Northern Pacific so that none of the companies could control access to Portland from the east (Strack 2016). Union Pacific and Oregon Short Line eventually established full control of the ORR&N, reorganizing the company as the Oregon-Washington Railroad & Navigation Company (OWRR&N) in November 1910 (Kamholz 2019).

The Great Depression of the late 1920 and 1930s disrupted OWRR&N's operations and led to significant layoffs through the abandoning of unprofitable lines and eliminating agency services at several stations in Idaho, Washington, and Oregon, including extensions from the OWRR&N main line to Homestead and Bend, Oregon (Asay 2014:248, 253; Lambaugh & McCoy n.d.). However, the main line did undergo several upgrades to important facilities during this time period. These types of capital expenditures began decreasing in 1931 with the decline of revenue, but critical facilities continued to receive upgrades. To reduce costs and streamline management of the OWRR&N and other subsidiary railroads, UPRR transitioned OWRR&N, Oregon Short Line, Los Angeles & Salt Lake Railroad, and the Grand Island to permanently leased railroads. The four railroads would no longer operate as independent companies under the management of UPRR, and instead would be

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permanently leased by UPRR. Once this system lease structure was approved by the Interstate Commerce Commission on January 1, 1936, public imagery of the OWRR&N such as color schemes and emblems on trains gradually disappeared (Asay 2014:248-249).

Construction of the Bonneville Dam (1934-37) brought low-cost hydroelectric power to the region and attracted several large industries such as the Reynolds Aluminum Plant near Troutdale, Oregon. The Reynolds Aluminum Plant as well as other new industries along the Columbia would rely on the OWRR&N mainline to transport materials in the following years, particularly during World War II. Although the OWRR&N benefitted from these new industries, the dam's construction also improved conditions for barge navigation on the Columbia River, leading to a decline in OWRR&N's transportation of wheat, petroleum, timber, and other materials in the region (Asay 2014:256-257).

World War II brought a dramatic increase in the demand for freight trains on the OWRR&N main line as coastal ports such as Portland, Tacoma, and Seattle became critical logistical centers for troop and supply movements. The number of trains on the OWRR&N system steadily increased each month after the country's entrance into the war in December 1941 (Asay 2014:267). The end of the war brought new issues and financial difficulties for OWRR&N as passenger trains became more expensive, barge lines increased their control of freight transportation on the Columbia River, and the trucking business began to grow (Asay 2014:301). As freight transportation declined, UPRR made mainline passenger trains a priority in the 1950s and 1960s. Service via the OWRR&N remained relatively stable during this period (Asay 2014:319-321).

Federally funded dams and hydro-electric projects along the Columbia and Snake Rivers continued through the 1960s, attracting new industries and increasing demand for freight services. Based on historic aerial photography, it appears that the surveyed segment has retained the same alignment since 1951 (NETRonline 2021).

Despite the growth of industries along the Columbia and Snake Rivers, UPRR eliminated branch services and secondary main line trains in the 1960s to make up for the substantial deficits from passenger train services. By 1971, UPRR's passenger train service in the region discontinued (Asay 2014:323-326, 338). On December 30, 1987 OWRR&N merged with the Oregon Short Line, and then incorporated into UPRR (Asay 2014:249; Kamholz 2019).

**SIGNIFICANCE**

The historic railroad corridor, consisting of the historic O&C and OR&N segments within the API, retain overall integrity and are significant at the state level under NRHP Criterion A as part of the larger O&C and OR&N railroads.

The historic O&C section was previously evaluated in 2013 and in 2020. In 2013, the Siskiyou Line of the O&C was recommended as eligible and received concurrence from the Oregon State Historic Preservation Office in 2013 (Bell 2013). In 2020, the line was determined eligible under Criterion A and B. However, this evaluation has determined the O&C segment is only eligible under Criterion A.

Criterion A

The historic railroad corridor has statewide significance under Criterion A in the areas of Transportation and Commerce. The 1,228-foot O&C segment and the 1,657-foot OR&N segment within the API, constructed in 1868 and 1882, respectively, contribute to the overall historical significance of their larger lines. The O&C and OR&N are significantly associated with the development of transportation routes in Oregon and were influential in the development of Oregon cities and in the transportation of commercial goods. The OR&N linked with the NPR at Wallula, Washington, bringing the nation's first transcontinental railroad to the Pacific Northwest and helping Portland become a major trading center. During the late-nineteenth and early-twentieth centuries, the OR&N also promoted the region's industrial and commercial growth, especially in communities along the Willamette Valley and Columbia River Gorge. The O&C line provided the first railroad link between Portland, California, and the greater Pacific Northwest. The O&C line created mass-scale transportation for both commerce and passengers on the West Coast of the United States.

Criterion B

Although the O&C segment has strong associations with Benjamin Holladay, an early railroad investor, Holladay had additional achievements outside of his involvement with the O&C Railroad, including involvement with the Overland Mail Express and additional stage and freight traffic in the Western United States. Although the OR&N was founded by financier Henry Villard, he is associated with a number of historic enterprises and resources, including the Northern Pacific Railway. The segments do not appear to best represent either Villard's or Holladay's historic contributions. The significance of Holliday and Villard under Criterion B are more appropriately linked to their places of business rather than the physical railroads they helped develop. Therefore, the historic railroad corridor is not eligible under Criterion B.

Criterion C

The historic railroad corridor is not significant under Criterion C, because it does not embody the distinctive characteristics of a

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type, period, or method of construction, such as innovative railroad engineering techniques, and does not possess high artistic values. The segments of the O&C and OR&N railroads were built using standard construction methods of the time, have been gradually modified since they were originally constructed, and do not appear to represent the work of a master.

Criterion D

Because the resource's historic-period characteristics are visible and readily apparent, and after a review of existing historic-period documentary sources, the property's significance would not lie in its information potential, and is therefore not eligible for the NRHP under Criterion D.

**INTEGRITY**

The historic railroad corridor retains sufficient integrity to support a determination of eligibility under Criterion A. The historic railroad corridor retains integrity of location, setting, feeling, and association.

**LOCATION**

*Location is the place where the historic property was constructed or the place where the historic event occurred.* The segments of the OR&N and O&C railroads within the API retain integrity of location, because they remain in the locations where they were originally constructed; and based on photographs from 1922 through 1964, retain their historic alignment.

**DESIGN**

*Design is the combination of elements that create the form, plan, space, structure, and style of a property.* Although the two segments appear to maintain their original alignment and gauge, replacement of key elements such as rails, ties, and fasteners have diminished integrity of design. Construction of the circa 2015 railroad spur to connect the O&C and OR&N railroads has also diminished the overall design of the historic railroad corridor and has altered how the two lines operate.

**SETTING**

*Setting is the physical environment of a historic property.* The historic railroad corridor retains integrity of setting characterized by its close proximity to the Willamette River and views of downtown and the inner east side. Although modern development has occurred near the right-of-way, the setting's key features are retained.

**MATERIALS**

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.* Necessary maintenance activities over the past 154 years have diminished the O&C and OR&N segments' integrity of materials through replacement of the original rails, ties, and fasteners.

**WORKMANSHIP**

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* Replacement of the O&C and OR&N segments' original rails, ties, and fasteners has obscured some of the original workmanship, thereby diminishing that aspect of historic integrity.

**FEELING**

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* The historic railroad corridor's retention of its original location, alignment, and gauge, as well as the presence of key historic setting elements, contribute to the feeling of a late-nineteenth/early-twentieth century railway.

**ASSOCIATION**

*Association is the direct link between an important historic event or person and a historic property.* The property retains integrity of association because it is sufficiently intact to convey its role as an early Portland railway and its relationship to the development of regional and state commerce.

The historic railroad corridor is of statewide significance under Criterion A in the areas of Commerce and Transportation, and retains sufficient integrity to be eligible for the NRHP. The period of significance is 1868 to circa 1910, reflecting the initial construction and completion of the railroads, and continuing to circa 1910, when both the O&C and OR&N railroads were absorbed by other companies (SPRR and UPRR, respectively). The historic railroad corridor is eligible for the NRHP for contributing to the larger O&C and OR&N linear resources.

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<b>BIBLIOGRAPHY</b>	
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**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties**

Property Name: Historic Railroad Corridor: Oregon & California Railroad and Oregon Railway & Navigation Company segments	
Street Address: Linear Resource	City, County: Portland, Multnomah
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**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties  
Supplemental Photos**

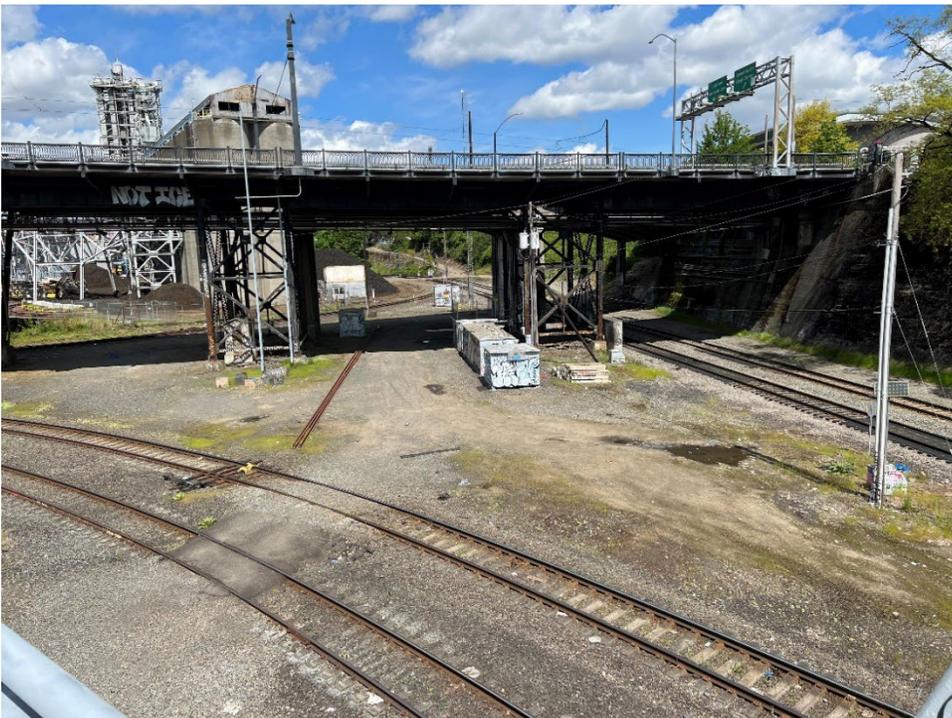
Property Name: Historic Railroad Corridor: Oregon Railway & Navigation Company and Oregon & California Railroad segments

Street Address: Linear Resource

City, County: Portland, Multnomah



**Figure 1.** O&C and OR&N segments with Steel Bridge in background; view northwest from Eastbank Esplanade (AECOM 2022).



**Figure 2.** O&C segment (left) and OR&N segment (left and right); view north from Eastbank Esplanade (AECOM 2022).

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**Figure 3.** O&C and OR&N segments; view south from Eastbank Esplanade. The Willamette River is visible on the right (AECOM 2022).



**Figure 4.** O&C and OR&N segments; view south from Eastbank Esplanade. I-5 exit 301 extends over the lines (AECOM 2022).

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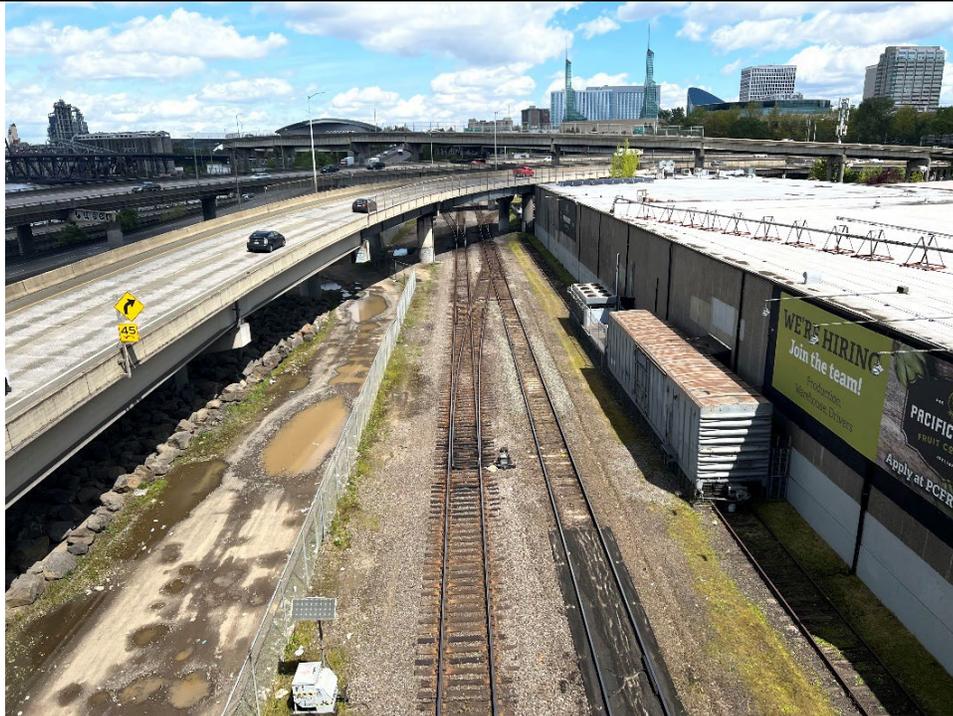
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**Figure 5.** O&C segment (right foreground) and OR&N segment (left background) connecting underneath I-5; view southeast (AECOM 2022).



**Figure 6.** O&C segment; view north from Burnside Bridge (AECOM 2022).

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**Figure 7.** Detail of railroad lines and replacement materials (AECOM 2022).



**Figure 8.** O&C segment; view south from Burnside Bridge. I-5 is visible to right (AECOM 2022).

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**Figure 9.** Map of Oregon & Washington Territory showing OR&N rail lines (G.W. & C.B. Colton & Co. and Oregon Railway and Navigation Company 1880).

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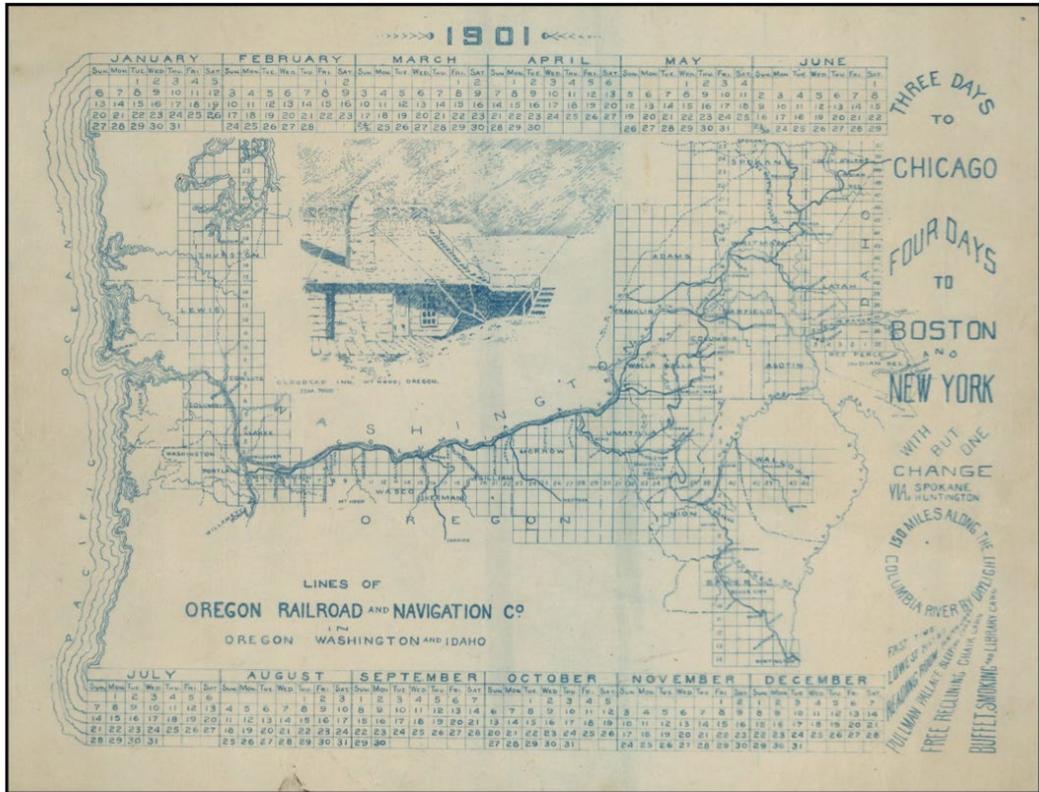


Figure 10. 1901 map entitled "Lines of Oregon Railroad and Navigation Co. in Oregon, Washington and Idaho (OR&N 1901).

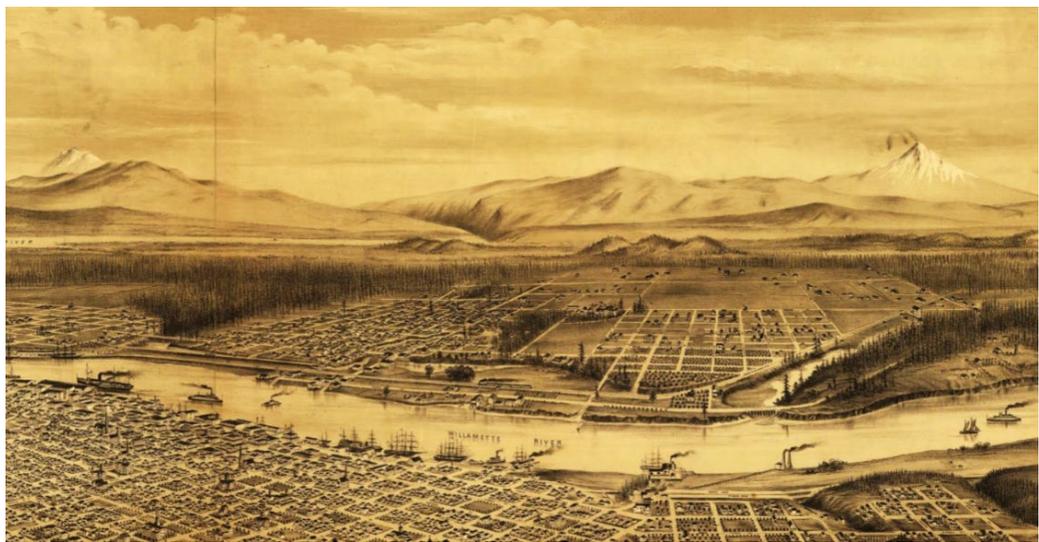


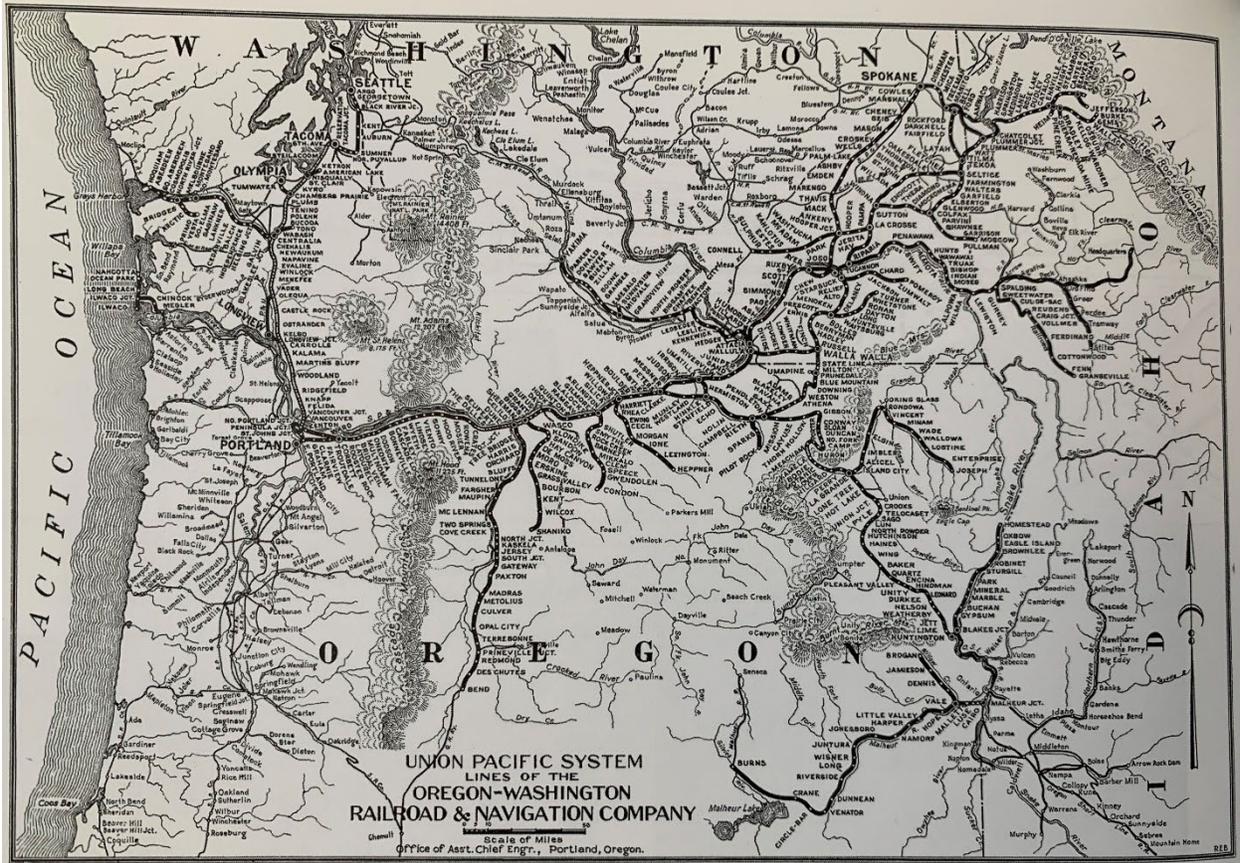
Figure 11. 1879 panoramic drawing of Portland, Oregon. The O&C Railroad is labelled and visible in the bottom center of the image (Glover 1879).

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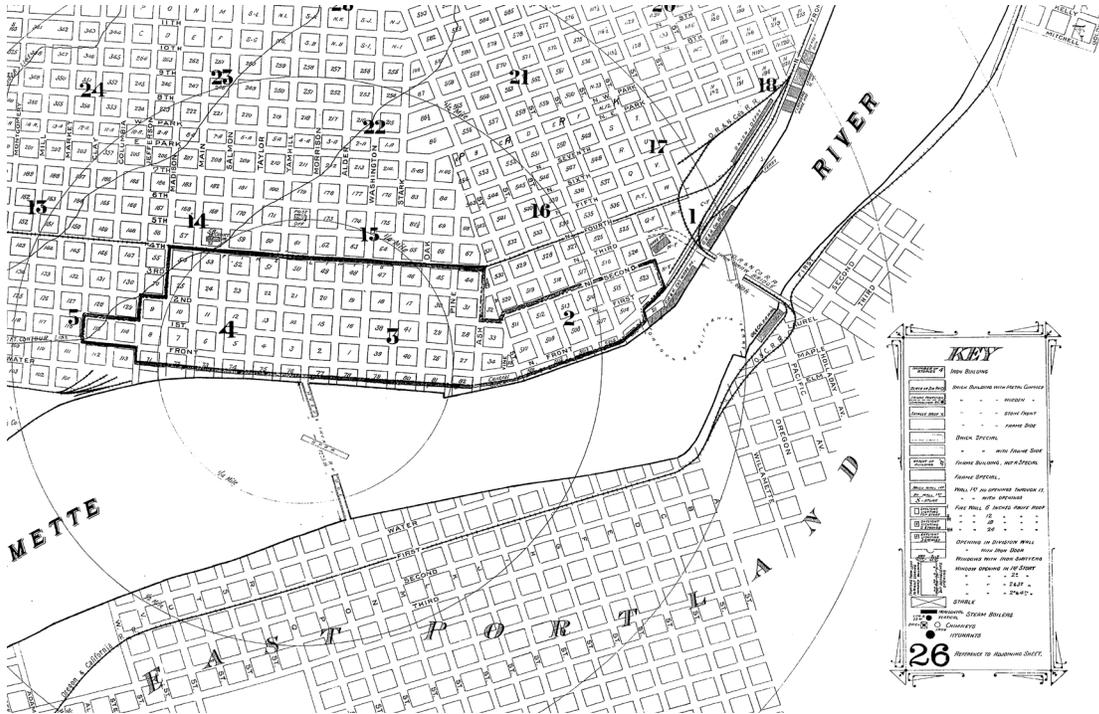
**Figure 12.** 1929 map of the Oregon-Washington Railroad & Navigation Company's lines throughout Oregon Washington and Portland's prominent position between major stops (Asay 2014: 200).

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**Figure 13.** 1889 Sanborn Fire Insurance Map of Portland depicting O&C along east side of Willamette River and First Avenue (Sanborn 1889).



**Figure 14.** Aerial photograph of Portland in 1922. The historic railroad corridor is located above the third bridge, on the right side of the image bordering the waterfront (City of Portland Archives 1922).

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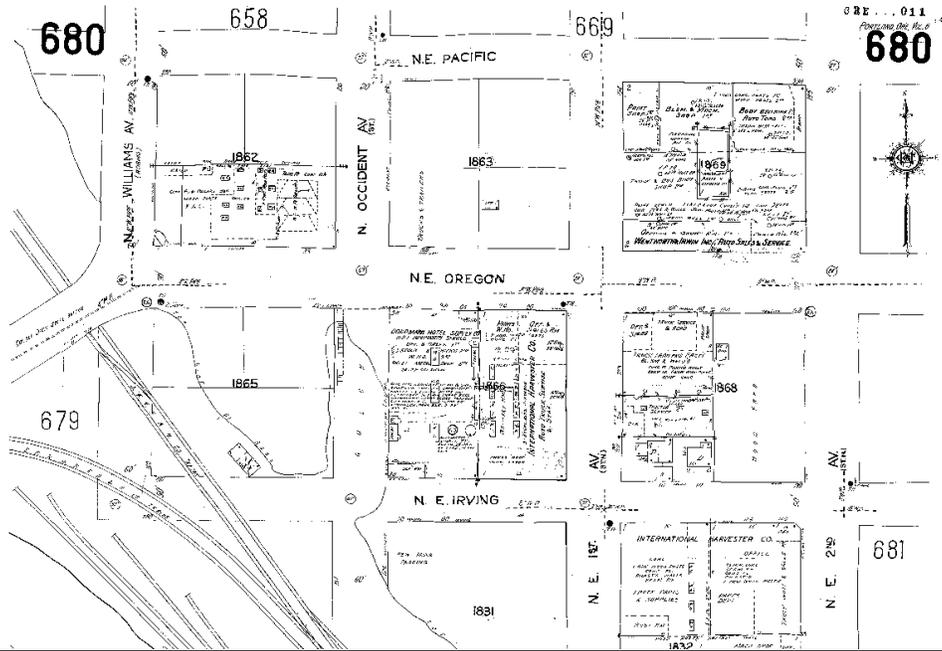
**Figure 15.** Aerial photograph of Portland waterfront in 1936 showing ships arriving for Rose Festival. Historic Railroad Corridor lines are visible on the top right (City of Portland Archives 1936).



**Figure 16.** Aerial photograph of the Steel Bridge and the area near N. Holladay Street and N. Oregon Street, circa 1938. Historic O&C and OR&N segments are visible in bottom center of image (City of Portland Archives c.1938).

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**Figure 17.** 1950 Sanborn Fire Insurance Map of Portland showing historic O&C and OR&N lines extending west to the Steel Bridge and the OR&N line north to Albina Yard (Sanborn 1950).



**Figure 18.** Interstate-5, Burnside Bridge, Steel Bridge, and Broadway Bridge; view north from Morrison bridge in May 1964. The historic railroad corridor is located underneath Interstate-5 on the right side of the Willamette River (City of Portland Archives 1964).

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**Figure 19.** Historic segment of the O&C railroad passing through the “Thunderbird curves” with the Broadway Bridge in the background, camera facing northwest (Cornell University Library n.d.).

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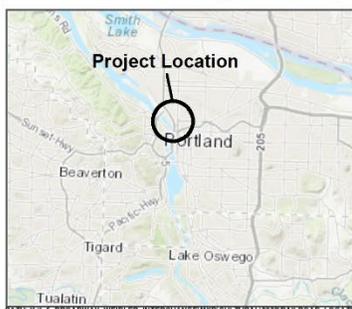
Property Name: Historic Railroad Corridor: Oregon Railway & Navigation Company and Oregon & California Railroad segments	Street Address: Linear Resource	City, County: Portland, Multnomah
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**Figure 20.** Historic O&C segment with numerous switches near Project API; camera facing south (Cornell University Library n.d.).

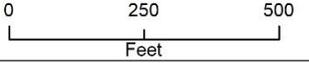
**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties  
Supplemental Maps**

Property Name: Historic Railroad Corridor: Oregon Railway & Navigation Company and Oregon & California Railroad segments	Street Address: N/A	City, County: Portland, Multnomah
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**Railroad Lines**  
 — Oregon & California Railroad  
 — Oregon Railway & Navigation Company  
 [Red dashed line] Area of Potential Impact (API)

**I-5 ROSE QUARTER  
IMPROVEMENT PROJECT**



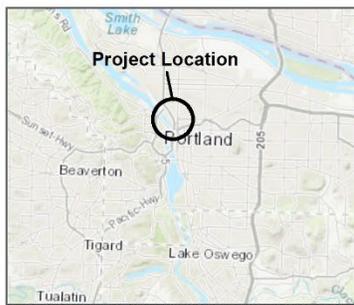
**Figure 21.** Aerial location map showing historic OR&N and O&C Railroad corridor segments within Project API

**OREGON INVENTORY OF HISTORIC PROPERTIES  
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Individual Properties  
Supplemental Maps**

Property Name: Historic Railroad Corridor: Oregon Railway & Navigation Company and Oregon & California Railroad segments	Street Address: N/A	City, County: Portland, Multnomah
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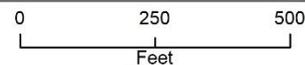


DATA SOURCES: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community; Multnomah County NAIP, 2020.



- Railroad Lines**
- Oregon & California Railroad
  - Oregon Railway & Navigation Company
  - - - Area of Potential Impact (API)

**I-5 ROSE QUARTER  
IMPROVEMENT PROJECT**



**Figure 22.** Topographic location map showing historic OR&N and O&C railroad corridor segments within Project API