Salem Baggage Depot:
Understanding Change over Time

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ca. 1893

- Second depot building, constructed 1889; replaces 1871 building, which burned in 1889.
- Baggage section not yet constructed.

Image courtesy of Oregon Historic Photographs Collection, Photo ID HRE185.

ca. 1895

Baggage section constructed ca. 1895.

- **West face**: features two pedestrian narrow double doors topped with six-light transom windows. Doors are framed by brackets.
- **South face**: features two 12-light windows, framed by brackets, and baggage hatch.

Image courtesy of Oregon Historic Photographs Collection, Photo ID EC7.

1895

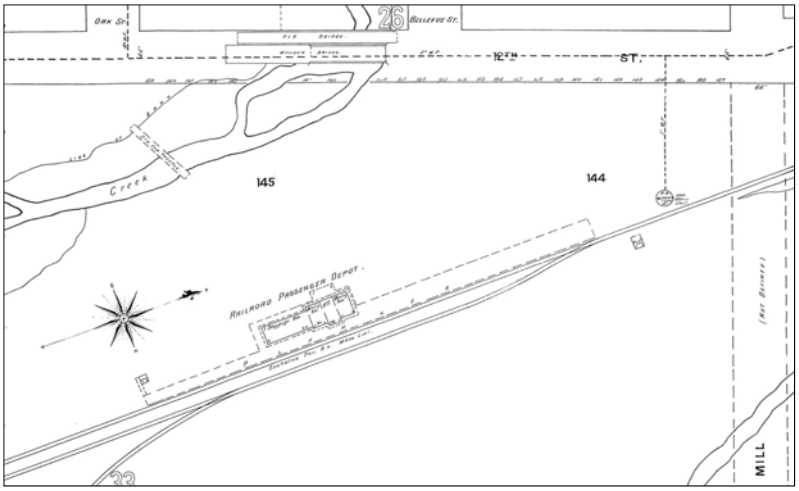


Image courtesy of Sanborn Map Company, Salem, Oregon, 1895. Page 34.

ca. 1910

- East (track-side) face features two pedestrian doors framed by brackets.
- No window appears to be present on the north end of the east face, though this is difficult to determine due to presence of large sign in approximately the same location.

Image courtesy of Oregon Historic Photographs Collection, Photo ID EC11.

1913

- Pedestrian door added to south face by at least 1913, adjacent to and west of baggage hatch.

Image courtesy of Oregon Historic Photographs Collection, Photo ID EC30.

ca. 1915

- East (track-side) face features two pedestrian doors, framed by roof brackets, and a window at the northern end.
- Note location of chimney on north side of baggage building near main depot.

Image courtesy of Oregon Historic Photographs Collection, Photo ID HRE185.

ca. 1915

- Window on north end of east face installed by at least 1915.

Image courtesy of Oregon Historic Photographs Collection, Photo ID MTRO0004.

1917: Fire destroys Depot, with exception of Baggage Room.

1918: New Depot constructed; Baggage room building moved south on property.

1922

Image courtesy of Oregon Historic Photographs Collection.

1926

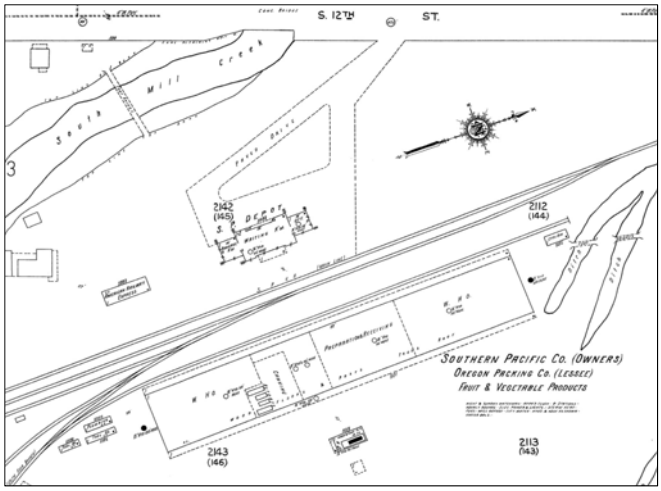


Image courtesy of Sanborn Map Company, Salem, Oregon, 1926-1927. Page 224.

1950

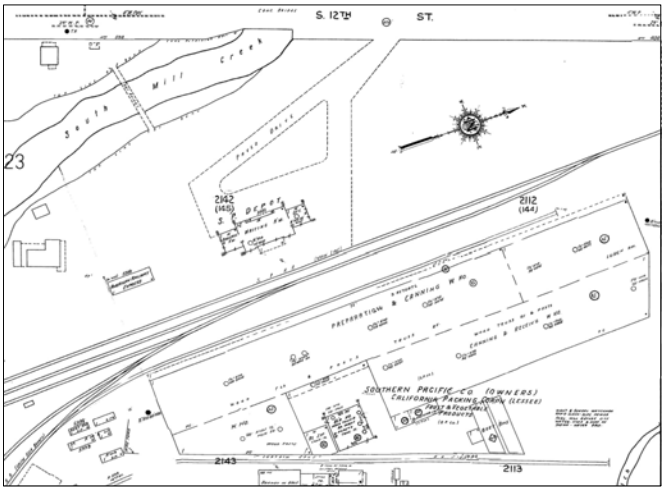


Image courtesy of Sanborn Map Company, Salem, Oregon, 1926-1950. Page 224.

Was the building rotated 180 degrees after the fire/during the move?

Only reference to the building being rotated is in the National Register nomination, and it is not cited.

Rotating a building is complicated; why would it have been rotated?

1929 – conflicting evidence

- **East face**: doors appear to be in original east face configuration with no transoms; window at north end appears to be in same location. However, "blocking" over doors may indicate former location of transoms as on historic-era west face.
- **South face**: Siding appears to be "flat" not clapboard (but photo may just be over-exposed). Windows may be either 10- or 12-light.
- **Chimney** appears to have been rotated to south ridge (as opposed to north).

Image courtesy of Oregon Historic Photographs Collection, Photo ID MTRO0004.

ca. 1960

- **West face:** non-historic opening (window) on north end.
- **North face**: two multi-light windows.

Image courtesy of Ed Austin.

2000 HABS Recordation

Viewing northeast at southwest oblique.

2000 HABS Recordation

Viewing southwest and northeast oblique.

Rotated: Yes or No?

No, it was just moved:

- North face has no evidence of baggage hatch or pedestrian door that would have been located on historic south face (should be evident if building was rotated).
- North face has a 10-light window, not a 12-light as was on the historic-era south face.
- Current south face has evidence of pedestrian door beneath former window opening at west side (note "cut" in siding indicated by arrow).
- Chimney location is irrelevant because it is unlikely the chimney would have been moved in place when the building was moved.

Viewing northeast at southwest oblique.

Rotated: Yes or No?

Yes, it was rotated

- 1929 photo of east face shows historic-era chimney cap on south ridge as opposed to north, and blocking indicative of transoms over doors (historically on west face).
- 1929 photo may show non-clapboard siding on south face; siding difference may indicate this was the side attached to the main depot building before the fire.
- Historically, the northern-most pedestrian door on the west (non-trackside) face was closer to the north end (main depot) of the building; there is evidence of a "cut" in the siding (indicated by arrow) in approximately the correct location on what is now the east face near the south end.

Viewing west at partial east face.

Rotated? Difficult to determine. Regardless:

Viewing southeast at northwest oblique.

- Both east and west faces were (historically) roughly symmetrical. Historic-era south face was also symmetrical.
- **All** original openings (doors, windows) have been altered throughout building over time.
- Only evidence of original openings is locations of brackets; some brackets appear to have been moved/removed over time.

Interiors

- Large interior volume
- Exposed roof trusses and rafters
- Exposed horizontal board siding

Limited integrity of interior spaces: windows, doors, and room divisions have been altered over time.

Character-defining features

What remains?

- Triangular, scroll-sawn brackets
- Gable roof with deep overhanging eaves
- 1” x 6” Lapped Siding (Clapboard)
- Board & Batten-style Frieze
- 1” x 4” Tongue-and-Groove Roof Sheathing (exposed beneath eaves)

All of the character-defining features noted here are the same as those elucidated in the National Register nomination.

What was once true?

- Symmetry on all faces of the building
- Window and door openings were framed by brackets
- Windows were either 12-light hopper/awning style or 6-light transoms located over doors

Note that alterations of window and door openings dates to the historic period, with at least one door (on the south face) and one window (on the east face) added prior to the fire/move.

Rehabilitation Standards

- A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
- The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
- Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
- Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
- Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
- Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
- Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
- Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
- New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
- New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

What is best for the building?

1. Restore Symmetry

- Utilize either new or historic placement of window and door openings to restore symmetry on each exterior face.
- Where possible, use restored brackets to indicate window/door openings

2. Restore/Repair Siding & Brackets

- Once new program has determined where window and door openings should best be located, replicate and restore clapboard siding
- Retain/Repair board-and-batten frieze
- Retain/repair exposed tongue-and-groove roof sheathing
- Retain/repair brackets and use to frame window/door openings

3. Reintroduce multi-light wood sash windows

What about other changes over time?

Sliding/tracked doors (three extant), added sometime between 1929 and 1960.

Establishing a time period for rehabilitation?

- **Not** a “restoration” or “preservation”
- **Is** a “rehabilitation”
  - No specific date required
- Lack of overall integrity presents a challenge: many character-defining features are completely missing, others have been moved or altered
- Do not want to create a false sense of history
- Do want to honor building’s changes over time

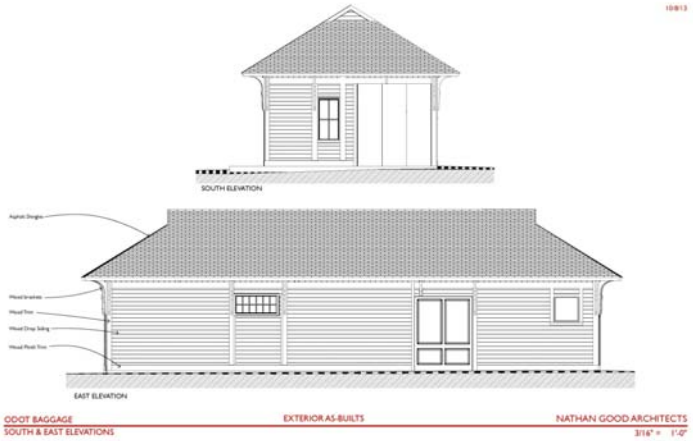
Reusing Historic-era Objects?

- Interior lighting (original to the baggage depot?)
- Marble panels with historic graffiti from the 1918 depot
- Weigh Station Receipt Book
- Long-term decision, but *is* being considered

Current Conditions

Current Conditions

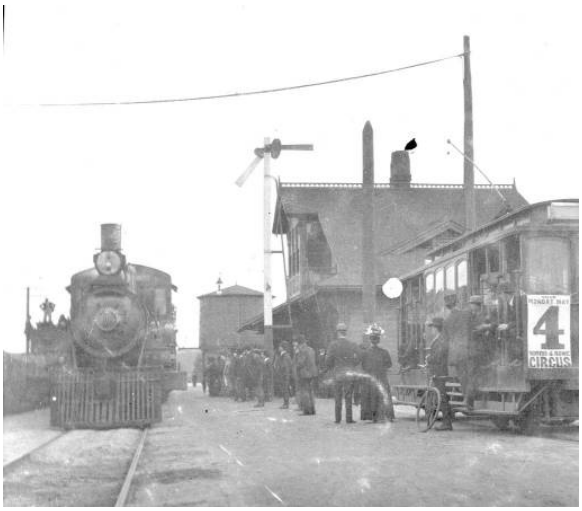
Current Conditions



Concept Drawings

Bringing back the Multi-modal Hub

Programmatic vs. Rehabilitation Needs

- Site Layout
- Baggage Depot Rehabilitation
  - Re-establishing Symmetry
  - Restoring/Repairing Character-defining Features
  - Incorporating additional changes over time via use of interior “objects” (track doors, marble, lighting, etc.)

Questions?