

Mapleton Ranger Station

Description and Significance



Mitigation Documentation
prepared for the
USDA Forest Service, Siuslaw National Forest

by
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Mapleton Ranger Station

Siuslaw National Forest
Mapleton, Lane County, Oregon

Site and Architectural Description

Prepared by Liz Carter

Site Description

The Mapleton Ranger Station is located 10961 Highway 36 in the town of Mapleton, in the northeast $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of the northwest $\frac{1}{4}$ of Section 2, Township 18 South, Range 10 West, in the western Lane County, Oregon. The property is situated on the west side of State Highway 36, approximately one half mile north of the intersection of State Highways 126 and 36. The location is approximately 16 miles northeast of Florence and 45 miles west of Eugene. (Figs. 1-2)

The Siuslaw River is one-quarter mile east of the compound across State Highway 36 to the east, and flows through the community of Mapleton. The old Coos Bay Line of the Central Oregon and Pacific Railroad runs adjacent to the grouping, along the west side Highway 36 within about 50 feet of the Ranger Station complex.

The grouping is situated on what appears to be a man-made terrace with steep forested slopes to the west; slopes in the immediate vicinity vary from 5-40 percent.¹ Overgrown, variable-height, rubble stone retaining walls built by the Civilian Conservation Corps are extant along the eastern alignment of the property, between the railroad line and the eastern side of the tract of buildings. (Figs.1-4) Although surrounded by forest, the compound itself originally had a landscape plan, of which a number of features remain visible. In addition to the stone retaining walls, a stone bench in front of the Ranger's Residence, introduced plantings (maples, conifers and shrubbery) and much of the circulation system (roads and sidewalks) are extant.

The buildings are organized in a linear pattern on either side of a paved central drive that runs parallel to Highway 36 in a southeasterly to northwesterly direction for about 200 feet. (Figs. 4-7) A secondary gravel drive loops down slope from the main drive to provide access to the rear (east) of the Recreation & Trails (R&T) Warehouse building (#2221), and extends north to the Ranger's Residence.

Other than the R&T Warehouse, which was built in 1907 prior to the Forest Service's tenure on the site, most of the buildings and features date to 1934 and 1935. By 1940 the grouping consisted of nine buildings, including two residences, an office, a crew house, two garages, a warehouse, a gas/oil shed, a hose shelter, and landscape features including concrete stairs and walks, stone retaining walls, fences and a stone bench and designed pond near the Ranger's Residence; the compound was well-developed and landscaped by 1950. (Fig. 5) In 1959 the original office building was moved off-site, and a new office building was constructed at the southern end of the drive near the entrance. Of these mid-20th century features, several have been removed: the Crew House was replaced in 1978 with the existing metal maintenance building, the Office Building was removed circa 1959 and replaced with the current office

¹ Gary Bowyer and Lou Ann Speulda, "Evaluation of the R & T Warehouse (The Hollenbeck Blacksmith Building) on the Mapleton Ranger District," Prepared for the USDA Forest Service, Siuslaw National Forest (1996), p 1.

building, the Gas/Oil Shed and the Hose Shelter were removed in 1991, the garage associated with the Ranger's Residence was removed after 1996 due to deteriorated condition, and the log fencing seen in early photographs has been taken out.

On the east side of the main drive, arranged from south to north, are the 1959 Office Building (#2021), the 1935 Assistant Ranger's Residence (#1022), the 1934 Fire Cache Warehouse (#2222) and the c. 1907 Recreation & Trails (R&T) Warehouse (#2221). Along the west side of the drive are the 1978 Warehouse (#2322) and the 1934 Equipment Storage Building/4-Car Garage (#2321). The 1934 Ranger's Residence (#1021) is sited at the northern end of the complex beyond the end of the main drive, and is accessed on foot from that point by a concrete walk and stairs.

Existing Building/Structure	Building #	Construction Date	NRHP Eligibility	Significance*
Ranger Residence and Garage	1021	1934	Yes	Secondary
Assistant Ranger Residence	1022	1935	Yes	Secondary
Fire Cache Warehouse	2222	1934	Yes	Tertiary
R & S Warehouse	2221	1907	Yes	Tertiary
4-Car Garage	2321	1934/1960	No	None
Current Office	2021	1959	Not Evaluated	NA
* According to Region 6 PA for Management of Depression Era Administrative Structures				

Demolished Building/Structure	Building #	Construction Date	Demolition Date	Significance*
Ranger Residence Garage	1021/1522	1934	c 2005	N/A
Crew House	1321	1934	c 1978	N/A
Hose Shelter		1934	1991	N/A
Office Building	2021	1934	c 1959	N/A
Gas/Oil Shed	2521	1934	1991	N/A

Ranger's Residence (#1021)

The 1934 Ranger's Residence is located at the northernmost end of the Mapleton Ranger Station complex, and is accessed on foot by a concrete walk and stairs, and by auto from a secondary gravel drive aligned below and to the east of the R&T Warehouse building. (Figs. 10-17) The building fronts south toward the rest of the complex, but due to topography is sited lower than the other buildings providing it with a certain privacy in its setting and yard.

This one-and-a-half story, gable-front house is rectangular in plan, resting on an elevated continuous poured concrete foundation. Since the site is sloped, the basement is fully day-lit on the east (down slope) side, and displays wood sash basement windows on the west (upslope) side. The wood stud wall construction is clad in clapboard siding from foundation to eaves. The primary window type is six-over-six double hung wood sash of various sizes, arranged in singles and pairs in an irregular fenestration pattern. Two large picture windows consisting of a large multi-paned central window flanked by six-

over-six double hung sash are located on the south (front) and east (side) elevations. The jerkinhead roof has broad overhanging open eaves with knee-brackets typical of the bungalow/ Craftsman tradition, as well as a simple vergeboard with cornice moulding.

The front door, placed on the western side of the south elevation, is elevated above grade approximately three feet, and is marked by a 15-light wood front door, a stoop porch and a wide stairway approach. The porch roof displays the same jerkinhead roof and bracket details as the main volume of the house. On the east side elevation an oriel window (in the dining room) projects approximately 18" from the main wall, and also has an intersecting jerkinhead roof, broad eaves and decorative brackets as found on the main volume of the building. The only other projection from the main rectangular volume is a small back stoop, which provides access to the basement and the kitchen from the north (rear) elevation of the residence.

The main level plan contains the living room, dining room, kitchen, and two bedrooms separated by a bathroom. A centrally-located stair provides access to the finished attic, comprised of a stair and hallway, with a bedroom at either end (north and south). The basement is large, roughly divided longitudinally (with a main north-south wall) and includes a large crew shower room and two large, open undefined spaces. (Figs.18-20)

Near the house to the southwest is the raised poured concrete foundation that is all that remains of the wood framed garage. Adjacent to the concrete path leading to the house from the compound is a stone bench built by the Civilian Conservation Corps crew. (Fig. 11) The surrounding yard today consists of some terracing planted with grass and shrubs; historically the yard to the east of the house included a designed garden with a pond and fountain that was fed by a ditch that apparently channeled water from the steep wooded hillside to the west. (Figs. 3, 10)

Alterations to this building are limited to the installation of aluminum storm windows, interior carpeting, some alteration to accommodate a wood stove in the living room, and modern kitchen upgrades. Overall the Ranger's House retains a high degree of historical integrity and is in good condition.

Assistant Ranger's Residence (#1022)

The 1935 Assistant Ranger's Residence is located south of the Fire Warehouse Building on the east side of the central drive, fronting south. (Figs. 21-25) The two-bedroom, cottage-style residence has an L-shaped plan with a continuous poured concrete foundation and full basement. Constructed with a wood stud wall system, the house has raked cedar shingle siding from foundation to eaves. The hip and gable roof has shallow closed eaves and one hipped dormer (on the west roof slope), all covered in asphalt composition shingles. A red brick chimney rises from the juncture of the hip and gable rooflines, near the center of the building. Fenestration is irregular and window types vary, including three-, six- and eight-over-one double hung wood sash and multi-paned casement wood sash with moulded board trim.

The building has subtly applied architectural detailing, evident in the articulation around the two entrance doors on the south elevation, a simple oriel window and a shallow bay window on the east elevation. The main front door is slightly recessed into the crook of the L-shaped plan, facing south. A secondary "back" door, which is actually more prominently placed on the south elevation than the main entrance, provides access to the basement and the kitchen. This doorway is marked by a small

projecting gable stoop with curved support brackets. On the east elevation, a shallow projecting square bay indicates the kitchen. A slightly larger bay window in the living room is accented with red brick applied in herringbone and patchwork patterns, and has a large fixed, multi-paned wood picture window topped with a metal roof trimmed with scalloped wood boards.

The main floor interior encompasses a kitchen, dining area, living room with brick fireplace, two bedrooms and a bathroom. The attic is accessible via a staircase, but is unfinished. The full basement has a concrete slab floor, and houses the furnace. (Figs. 26, 27)

Alterations to the building are minimal, and appear to be limited to the installation of aluminum storm windows and replacement wooden porch railings. The Assistant Ranger's Residence has a high degree of integrity and is in good condition.

Equipment Storage Shed (#2321)

The Equipment Storage Shed, built in 1934, is located on the west side of the central drive. (Figs. 28-29) The building has a concrete foundation, wood stud wall construction clad in horizontal lap siding, and a side gable roof with asphalt composition roofing. Four vehicle bays with newer overhead doors dominate the east (front) elevation. In each gable end (north and south elevations) is a single six-pane wood sash window, with a single door that provides access into the building from the south end. The west (rear) elevation has four regularly-spaced six-pane windows, all original to the building.

Warehouse (#2322)

The metal-clad Warehouse building (#2322) located at the southern end of the compound was constructed in 1978 on the former site of the 1930s Crew House (Bunkhouse). (Figs. 30-31) Rectangular in plan, this wood frame structure is clad in corrugated metal, and has a low-pitched gable roof also clad in corrugated metal. The east elevation is dominated by four large garage bays with overhead doors. The north and south gable end elevations each display large garage bays with overhead doors, in addition to smaller access doors and a single small vinyl sash window.

Fire Cache Warehouse Building (#2222)

The 1934 Fire Cache Warehouse Building (#2222) is located on the east side of the central drive. (Figs. 32-33) This building has a continuous poured concrete foundation, wood stud wall structure clad in narrow horizontal lap siding, and a side gable roof with asphalt composition shingles. Windows are six-over-six double hung wood sash with simple casings; there are single six-pane sash located on the east elevation and in the gable ends. The building retains its original wood sliding doors on the west and north elevation. The open interior space appears to be largely intact, with some slight alterations to accommodate changing equipment storage needs. Overall the Fire Cache Warehouse retains a high degree of historical integrity and is in good condition.

Recreation & Trails (R&T) Warehouse (#2221)²

The circa 1907 R&T Warehouse building is built into a slope, located on the west side of the central drive, north of the Fire Warehouse Building. This substantial 1½ story wood framed building is rectangular in plan, and has a continuous poured concrete foundation. (Figs. 34-35) This foundation replaces or reinforces the original open braced post-and-pier system. The Warehouse measures thirty feet by fifty; the height is estimated at more than thirty feet, and the basement and first floor are each about nine feet in height. The support system is a braced frame construction utilizing heavy sawn timbers for the posts and girts, with 2"x6" stud walls and 2"x10" floor joists. All structural members are sawn.

The exterior is clad in what appears to be original wood shiplap with cornerboards. The front (west) elevation displays an irregular arrangement of large and small doors and four-pane windows. The first floor exhibits a large metal overhead door on the north half, and a small doorway and four-paned window opening (now boarded up) on the south half. The upper floor presents a central wooden "hay door" flanked by four-pane windows.³

On the north and south side elevations, a number of four- and six-pane wood windows (appearing to be fixed sash) are placed at regular intervals, along with large doors at the basement/ground level of each elevation. The double wood sliding doors on the south side appear to be original. The pair of north side hinged leaf doors have been replaced or re-surfaced with plywood. Fenestration on the rear (east) elevation is irregular, consisting of four-pane wood sash.

The moderately-pitched front-gable roof has overhanging eaves and a simple frieze board, and is covered in asphalt composition shingles.

The immediate surroundings of the building include a set of concrete steps along the south elevation, leading from the front of the building to the rear. There is vehicular access to all sides of the building via paved (west) or gravel (east) drives. Mature maple, Douglas fir and cedar trees surround the building.

Alterations are limited to the replacement of the large front (west) door with a metal overhead door, replacement or reinforcement of the foundation with poured concrete, and the boarding of several windows (with no change to the openings). The R&T Warehouse appears to retain a high degree of historical integrity from the 1934 Forest Service period, but is in poor condition due to deterioration.

Office Building (#2021)

The Office Building, constructed in 1959, replaced the earlier 1930s Office Building on the site that was relocated off-site just prior to construction of the new building. This modern Ranch-style-like building fronts west, and is built into the slope on a continuous poured concrete foundation. (Figs. 36-39) It is irregular in plan, with wood stud wall construction clad in wide-patterned vertical T-111 siding typical of the post-war period. Fenestration is regular, with vinyl sliding sash windows that probably replaced

² Due to severe deterioration, this building has been condemned, and no interior access was possible at the time of this study. Descriptive information is primarily derived from the 1996 analysis completed by Louann Speulda and Gary Bowyer for the Siuslaw National Forest, which includes a more detailed description of the interior, exterior and structural details of the building.

³ Bowyer and Speulda (1996), 9.

aluminum sliding sash of similar configuration. The low-pitched side-gable roof has broad overhanging eaves, and is intersected by a small projecting gabled porch roof at the central entrance.

The interior space is comprised of a combination of open spaces divided by office cubicles, and individual offices on both the main and daylight basement levels.

The building is in good condition. Integrity has been slightly compromised by the replacement of the original windows, and possibly by some of the T-111 siding which nonetheless is compatible with the type and materials being used in the mid-twentieth century.

Landscape

Although carved from a natural forested setting, many of the landscape features on the site are intentional, designed and not necessarily reflective of the immediate surroundings. The terrace on which most of the buildings sit appears to be man-made, and is bordered along the eastern slope by rustic stone retaining walls likely constructed by the CCC. The circulation pattern is more or less linear, with paved and gravel features - driveways and sidewalks - arranged in a southeasterly-to-northwesterly alignment. The original concrete sidewalks appear to be largely intact; the road system is still in use, though the driveway to the Ranger's Residence is beginning to fade slightly into the landscape. An elliptical stone bench, also built by the CCC, remains in very good condition in the south yard of the Ranger's Residence. A number of plantings, specifically those that surround the two residences, appear to remain from the initial period of design in the 1930s.

The original pond and fountain located to the east of the Ranger's Residence (Fig. 10), a grand landscape feature that appeared somewhat out of place in a Pacific Northwest forest setting, has been removed and filled in, leaving little to remind observers of its existence.

Overall the Mapleton Ranger Station compound maintains good historical integrity despite the loss of several of its original features and structures. It retains integrity of location, design, setting, feeling, and association. In the areas of materials and workmanship, the remaining historical buildings retain high integrity; the 1930s historical integrity of the complex as a whole was diminished slightly by the removal of some support buildings and the construction of new replacements.

A History of the Mapleton Ranger District of the Siuslaw National Forest

Prepared by Lauren Rieke

The Siuslaw National Forest is one of seventeen Forests in the USDA Forest Service Pacific Northwest Region Six, encompassing the states of Oregon and Washington. This 600,000 acre forest was established in 1908 along Coast Range Mountains of Lane County Oregon. Approximately 135 miles in length, its northern and southern boundaries are Tillamook and Coos Bays, respectively, and it extends about twenty-seven miles from the Pacific Ocean inland to the Willamette Valley, to the west.⁴ The Mapleton Ranger District is located in the southern portion of the Forest near the town of Mapleton, Lane County, Oregon approximately fifty-five miles west of Eugene. The site was selected because of its central location on the Forest, and its proximity to service trails and access roads, which at the turn of the twentieth century were in poor condition.⁵ The property is located in the NW ¼, NW ¼ of Section 2, Township 18 South, Range 10 West, Taxlot 01100 of the town of Mapleton.⁶

The town of Mapleton, originally called Seaton, was established in the mid-1880s. Its first permanent residents were Native American homesteaders that had relinquished their tribal affiliations, and several white settlers, including Zolmon and Onslo Young and Frank and Elizabeth Knowles. In 1889 the town was renamed Mapleton to honor the maple trees growing at the banks of the nearby Siuslaw River.⁷ Farming, fishing and logging endeavors dominated the local economy in the early years, and the arrival of the Southern Pacific Railroad in 1915 brought much anticipated business. The town was thus connected to a larger region, which allowed for the expansion of local industries, including timber harvesting and lumber milling. This growth and the town's location within the region of the Siuslaw National Forest made it an appropriate and convenient site for the Mapleton Ranger Station.⁸

The land on which the ranger station is located was originally claimed as part of a larger homestead by John Lester in 1883. He and his wife and children had resided on this parcel of land consisting of 149.3 acres since 1878. He was a former member of the Siuslaw tribe who had "...abandoned his relations with that tribe and adapted the habits and pursuits of a civilized life."⁹ He constructed a cabin on the property and practiced subsistence farming of corn, potatoes, oats and vegetables.¹⁰ Upon his death in 1901, the property was sold to Fred. C. Bean for \$1,500.00. Bean was born in 1870 and married in June of 1900 to Laura C. Coleman. In 1904, just three years after purchasing the land, he, in turn, sold it to Alva Hollenbeck. After selling the land, Bean's life went through several changes. His wife, Laura Coleman died in 1907 and he then married Anna May Hammitt in 1909. The couple moved to Eugene where he "worked on a variety of business enterprises" until his death in 1924.¹¹

Alva Hollenbeck was born circa 1864, one of the eight children born to Martha and Levi Hollenbeck, who worked as a blacksmith in Mapleton. Alva married Fannie B. Mounts in 1895 and the couple resided in

⁴ Siuslaw National Forest, Annual Report, United States Department of Agriculture, Forest Service, 2010. http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5329779.pdf, (accessed March 8, 2012).

⁵ Rhoda Pennington, "A History of Mapleton Ranger District as Compiled in 1981," 5. On file with the Siuslaw National Forest, Corvallis, Oregon.

⁶ The current address for the Siuslaw Watershed Council, whose main office is located on the Ranger Station compound is 10961 Highway 36, Mapleton, OR, 97453.

⁷ Bowyer and Speulda, (1996), 4.

⁸ Ibid, 3.

⁹ Ibid, 4.

¹⁰ Ibid, 4.

¹¹ Ibid, 5.

Mapleton and on the subject site ran his blacksmith shop, which he had established around 1907. The original blacksmith building remains standing as part of the Mapleton Ranger Station property (now known as the Recreation & Trails (“R&T”) Warehouse), though it has been condemned due to its dilapidated condition. Hollenbeck remained in the blacksmithing business until he sold one-and-one half acres of the subject parcel to the Forest Service in 1926 for a sum of \$130.00.¹² The following year in 1927, the Forest Service continued their development of the site by purchasing Hollenbeck’s former blacksmith shop as part of a separate bill of sale for a sum of \$1,455.00.¹³ By 1933, when most construction at the Ranger Station occurred, Mapleton was a still small town of only two hundred inhabitants. Local businesses included two general stores, a hotel and restaurant, among others, as well as an elementary and high school.¹⁴ The railroad also passed through the town, providing more shipping opportunities for local farmers to ship their products throughout the region.¹⁵

Among the remaining buildings located at the Mapleton Ranger Station from this period are the Ranger’s Residence and Garage (1934), the Assistant Ranger’s Residence (1935), the Fire Cache Warehouse, the Recreation and Trails (R&T) Warehouse (1907) and the Equipment Storage Shed (1934). With the exception of the R & T Warehouse, these buildings were constructed by the Civilian Conservation Corps (CCC) as part of President Roosevelt’s New Deal Program.¹⁶ Construction of the Mapleton Ranger Station represents the larger themes of the Forest Service building program during this time.

In 1891 President Benjamin Harrison established the first forest reserve at Yellowstone Forest Reserve in Wyoming to provide protection from fires and deforestation. The 1905 Forest Transfer Act placed the reserves under the direction of the U.S. Department of Agriculture and renamed the managing agency the United States Forest Service. Its objectives were expanded further to protect the country’s forests, water and wildlife for future public use. These goals were achieved through numerous activities, including timber and range management, fire prevention and water conservation.¹⁷ At individual stations rangers were responsible for both managerial aspects of their district, as well as more physical labor of firefighting and trail building, making the job both challenging and rewarding.¹⁸ (See Table 1 for a list of Rangers stationed at Mapleton) When the Forest Service was first established, few funds were available for the construction of new buildings and employees were required to furnish their own offices, sheds and sometimes horses. As a result, early Forest Service buildings varied widely in style, materials and quality.¹⁹ Recommendations and improvements were slowly implemented, but a continued lack of available communication, administration and funding limited the effectiveness of these regulations.²⁰ In 1908 the Forest Service issued *Bills for Material Accompanying Standard Plans for*

¹² Lane County Deed Records, Volume 151, Page 317, August 2, 1926. Lane County Assessor’s Office, Eugene, OR.

¹³ Lane County Deed Records, Volume 155, Page 93, August 5, 1927. Lane County Assessor’s Office, Eugene, OR.

¹⁴ *Korstad’s Eugene and Lane County Oregon Directory*, (Eugene, OR: Korstad’s Service, 1933), 237.

¹⁵ Ione Reed, *Pioneering in Oregon’s Coast Range: Surviving the Depression Years*, (Brownsville, Or: Calapooia Publications, 1982), 39.

¹⁶ Mapleton Compound Summary provided by Siuslaw National Forest staff (2011), 1. On file at the Siuslaw National Forest Office, Corvallis, Oregon.

¹⁷ U.S. Department of Agriculture, Forest Service, *The Use of the National Forests*, (Washington D.C.: Government Printing Office, 1907), 17-21.

¹⁸ *Ibid*, 32-33.

¹⁹ John R. Grovesnor, *A History of the Architecture of the USDA Forest Service*. (United States Department of Agriculture, Forest Service Engineering Staff, 1999), Available online at:

<<http://www.foresthistory.org/ASPNET/Publications/architecture/index.htm>> Chapter 1 accessed February 21, 2012.

²⁰ Grovesnor, Ch. 1.

Buildings on Ranger Stations, a manual for the design of cabins, bunkhouses, storehouses and barns.²¹ Slowly, the emphasis began to shift from individual building construction to large-scale site planning that focused on overall cohesion of entire groupings.

The advent of and increased access to and use of the automobile across the nation resulted in an increased public interest in accessing wilderness areas by car. This created a need for more roads and added new uses to forest lands such as heightened recreational interests and expanded timber harvesting. The public's desire for improved access to more wilderness vacation areas meant that protecting the forests from disease and fire was even more important, as was providing specific recreational facilities. Trail systems, shelters, restrooms and campsites, some designed specifically for automobile camping, were constructed at various locations on National Forests to accommodate the growing public need and encourage this newfound function of the forests.²² More roads meant easier access to facilities, which led to the consolidation of many ranger districts, but it also impacted individual stations, as well. New auto-related building types at ranger stations such as garages and maintenance facilities for vehicles, and storage buildings for recreational materials.²³ The construction of the Oil and Gas House (c. 1930s) and the re-purposing of the Hollenbeck blacksmith shop into the R & T Warehouse at the Mapleton Ranger Station are examples of these evolving needs and subsequent new building types. In addition, automobiles decreased the isolation of many ranger stations, allowing for a more family-oriented life for the rangers and resulting in a greater need for on-site housing.²⁴ This increase in the number of buildings needed at each site added to the need for more comprehensive planning with consideration for future expansion.

In 1928 the *Forest Service National Manual of Regulations and Instructions* was released, which emphasized specific design principles and plans focused on administrative improvements.²⁵ These plans were put in place to avoid "building congestion, promiscuous location or the erection of occasional structures at interrupted intervals"²⁶ Also of concern in the development and implementation of these site plans was an element of surveillance and control, allowing a director to have constant awareness of site operations. Application of these principles, along with designed landscaping and the arrangement of buildings around a central core, ensured that each ranger station functioned as efficiently as possible.²⁷

As in most places throughout the country, the effects of the Great Depression were felt on the Siuslaw National Forest. Revenue from timber sales on Forest lands dropped from 12.3 million board feet in 1926 to under one million in 1928.²⁸ This forced many small town lumber mills to close, destroying the dominant local economies. Aid to the region and the nation came in 1933 when, under the direction of President Franklin Roosevelt, Congress passed "The Relief of Unemployment Through the Performance

²¹ Kay Atwood, et al., "Utility and Service Combined with Beauty: A Contextual and Architectural History of USDA Forest Service Region 6: 1905-1960" (Bend, OR: Ward Tonsfeldt Consulting, 2005), 42.

²² Robert Fechner, *Recreational Developments by the CCC in national and state forests*, (US Government Printing Office, 1936), 4-10.

²³ Atwood, et al., 47.

²⁴ Ibid, 47.

²⁵ Grovesnor, Ch. 1

²⁶ Elizabeth Gail Throop, *Utterly Visionary and Chimerical: Federal Response to the Depression : an Examination of Civilian Conservation Corps Construction on National Forest System Lands in the Pacific Northwest*, thesis (M.A.)--Portland State University, 1979, 34.

²⁷ Ibid, 33-35.

²⁸ Ward Tonsfeldt, *Celebrating the Siuslaw: A Century of Growth, Siuslaw National Forest*, (Washington, D.C.: U.S. Forest Service, Siuslaw National Forest, 2010), 119.

of Useful Public Work and for Other Purposes.”²⁹ This law was one of many known commonly as the New Deal, a program developed to improve the country’s infrastructure and provide jobs to the unemployed, among other things.³⁰ The Civilian Conservation Corps (CCC) was one program established to both provide jobs to American workers and aid in the conservation of federally owned lands.³¹ The Corps worked with many Federal land management agencies such as the National Park Service to assist with building construction, the Bureau of Agricultural Engineering to provide drainage improvements and the Soil Conservation Service to aid in erosion control, among many other accomplishments. Within the Forest Service specifically, the CCC assisted in wildlife management efforts through invasive species control and the development of refuge areas, as well as land improvements including trail construction and reforestation. Their most important contribution came through firefighting and fire prevention projects such as constructing lookout towers.³² More impactful, perhaps, was their work on recreational trails, shelters and campgrounds such as the Silver Falls Campground at Wenatchee National Forest.³³ This and many other sites located throughout the nation stand as a continued reminder of the CCC on Forest Service lands.

In Oregon twenty-three CCC camps operated on Forest Service lands between 1933 and 1942, four of which were on the Siuslaw National Forest, with one in Mapleton.³⁴ In addition, the benefits of the CCC spread beyond the immediate boundaries of the Forest Service lands because they spurred the revival of local timber industries in the region. “The lumber industry...received very substantial assistance from the hundreds of millions of board feet of lumber” that was needed to implement CCC construction.³⁵ The immense number of large-scale building projects executed by the CCC served to boost the local economy and provide jobs for unemployed tradesmen. Thus, it was through the utilization of the CCC labor that a more complete Ranger Station was established at Mapleton.³⁶

Before the Great Depression and subsequent CCC involvement, few large-scale construction projects took place on Forest Service lands. Because of the utilitarian nature of the Service, the buildings constructed were functional and built only when needed. Recommendations came in 1932 from the *Lands Handbook*, a manual issued by the Forest Service to guide the development of any new improvement project.³⁷ It encouraged the construction of more complete administrative facilities and provided comprehensive plans with provisions for expansion. This created a great need for building improvements and made the use of CCC labor a necessity for the Forest Service.³⁸ “There were no ‘made jobs’ just to give the boy work. And many a ranger, to his delighted surprise, found jobs being done this year that he had not hoped to get for many years, if ever.”³⁹ The CCC’s efforts were instrumental in doubling the number of permanent administrative sites in the Region.⁴⁰ Beginning in

²⁹ Throop, 1979, 10.

³⁰ Tonsfeldt, 120.

³¹ Ibid, 123.

³² U.S. Department of Agriculture, Forest Service, *Annual Report of the Director of Emergency Conservation Work*, (Washington D.C.: United States Government Printing Office, 1936), 29-34, 38.

³³ Atwood, et al., 85.

³⁴ Ibid., 22. Camps were located at Hebo, Mapleton, Nestucca and Cape Creek, as well as other temporary camps.

³⁵ Throop, 1979, 25-26.

³⁶ Ibid, 26-29.

³⁷ Atwood, et al., 49.

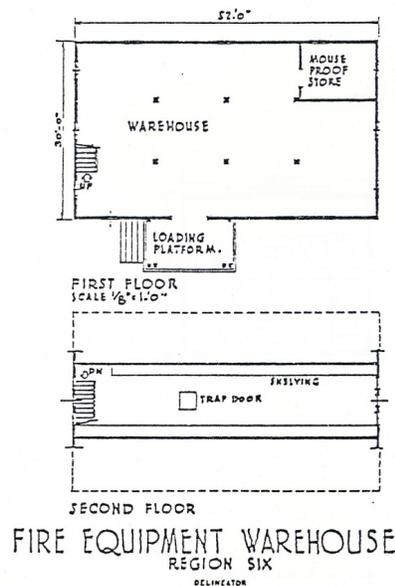
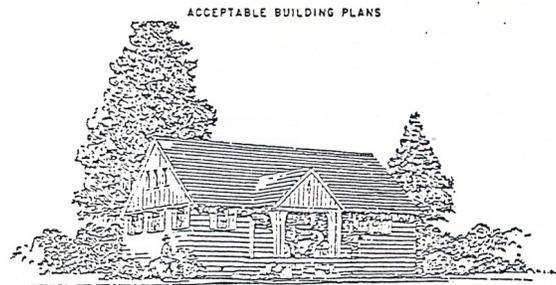
³⁸ Throop, 1979, 27.

³⁹ Originally from *The Ranger*, Pacific Northwest newsletter for USFS retirees and the public, Portland, OR, 1933. Quoted in Gerald Williams, *The U.S. Forest Service in the Pacific Northwest: A History*, (Corvallis, OR: Oregon State University Press, 2009), 118.

⁴⁰ Atwood, et al., 28.

1934 at the Mapleton Ranger Station, the CCC undertook the construction of the two residences, office, crew house, two garages, a gas/ oil house, storage shed and hose shelter. In addition, they were responsible for the renovation of the Hollenbeck Blacksmith Shop into a warehouse.⁴¹

Beyond overall site planning, the Forest Service also had specifications for design of individual buildings. In 1938 they issued a manual entitled *Acceptable Plans Forest Service Administrative Buildings* that gave guidelines for construction of all building types, including residences, offices and gas and oil houses. These standard plans were based on functionality, circulation, ventilation and lighting, and most had a rectangular, "T," "L," "U," or "H," plan. Consistency and cohesion were achieved through uniform roof shapes, repetition of materials, subtle decoration and integrated covered entrances.⁴² These features characterized many buildings throughout Region 6 such as Zigzag Ranger Station on the Mt. Hood National Forest. While the Mapleton Ranger Station was constructed prior to the publication of this document, it was no doubt influenced by these same principles.⁴³ The Fire-Cache Warehouse is a close representation of the Fire Equipment Warehouse illustration from this manual.



PLAN NO 623.

Plan Number 623 for a Fire Equipment Warehouse from United States Forest Service
Acceptable Plans Forest Service Administrative Buildings, 1938.

⁴¹ Mapleton Compound Summary, 1.

⁴² Throop, 1979, 34-36.

⁴³ Atwood, et al., 57.

Beyond these general guidelines more definite styles were present throughout the architecture of the Forest Service and Region 6, specifically. The most common of these was the Rustic style, which was also extensively used by the National Park Service.⁴⁴ Meant to “enhance the expression of the Forest Service’s identity and goals,” it emphasized the use of local natural materials, relationship to the site and scenic views.⁴⁵ Furthermore, the amount of labor needed for its implementation and its use of local materials provided an ideal opportunity to employ the CCC.⁴⁶ The Rustic style is characterized by the use of natural local materials such as wood shingles and shakes, exposed rafters tails, fieldstone or brick chimneys and foundations and multi-light windows with simple trim. One unique feature of this design was the characteristic “pine tree” symbol applied extensively to trim, shutters and posts on structures built by the CCC.⁴⁷ Although not present at the Mapleton Ranger Station, the Rustic Style came to represent architecture, and particularly that of the CCC, throughout the Forest Service.

Region 6 had its own unique style in which buildings were “...not highly stylized log and stone buildings reminiscent of pioneer technologies, but are still distinctly rustic. More refined, they are at the same time decorative and functional.”⁴⁸ It was characterized by gable roofs, primarily wood cladding with stone accents, timber brackets and vestibule porches. Little ornamentation was present, but multiple light wood casement, single or double-hung windows, often multi-paned, became the most characteristic and decorative element. The color of the buildings was also specified, with white used in more open areas and brown reserved for more forested sites.⁴⁹

Both Rustic Style and Region 6 style architecture are evident on Forest Service sites throughout the northwest, one example being the Lake of the Woods Ranger Station on the Fremont-Winema National Forest. The Mapleton Ranger Station, however, exemplifies few of their defining characteristics. It does not exhibit the heavy use of stone or shingles characteristic of the Rustic Style, nor does it feature elements of Region 6 style such as prominent chimneys and large timber brackets. None of the buildings displays the characteristic tree motif on shutters or elsewhere.

The Mapleton Ranger Station more readily conforms to the vernacular and popular building traditions of the era. The Bungalow style was common throughout the Northwest in the 1910s-1930s. Similar to the architecture of Region 6, though not as “rustic,” key distinguishing features of this style include a rectangular plan, one to one-and-one-half stories, widely overhanging eaves with decorative brackets and multi-light double hung windows.⁵⁰ The Ranger’s Residence at the Mapleton Ranger Station most pointedly represents this style in its rectangular plan, one-and one-half stories, six-over-one windows and simple trim details. Other representations include the Fire Cache Warehouse and the Equipment Storage Shed, though their simplicity of form and materials also reflects a more vernacular style. The Assistant Ranger’s House has some of these features such as the multiple light windows with simple trim and, though its hip roof, wood shingle siding and complex plan give variability and interest to the site as a whole.

⁴⁴ Ibid, 46.

⁴⁵ Ibid, 52.

⁴⁶ Throop, 82.

⁴⁷ Atwood, et al., 53.

⁴⁸ Throop, 27.

⁴⁹ Ibid, 44-47.

⁵⁰ Atwood, et al., 46.

From a report conducted in 1996 for the Siuslaw National Forest, the most extensive individual history exists for the R & T Warehouse (the former Hollenbeck Blacksmith Shop). It was constructed in 1907 by Alva Hollenbeck and used as his blacksmith shop from this date until he sold the property in 1926. During the mid-1930s, the basement was enclosed by the CCC and given contemporary features such as the characteristic multiple-paned windows and wood shiplap siding.⁵¹

Several other changes have occurred on the property since the initial construction period in the 1930s. The original Office and Hose Shelter were removed sometime before 1978 and it was at this time that the Crew House was demolished and replaced with the metal warehouse that remains on that site.⁵² A new office building still on the site today was constructed in 1959 to accommodate increasing numbers of employees. The old office building was put up for sale, but when no offers were received, the Forest Service donated it to the local Lions Club who moved it to another site in Mapleton.⁵³ The Ranger's Residence was formerly extensively landscaped as evidenced in a photograph from 1936. (*Fig. 10*) On the east side of the building was a garden with a pergola, pond and fountain framed by retaining wall on the south side that remains to this day.

In 1973 the Mapleton District offices moved from the subject site to a larger facility located at 10692 Highway 126 in Mapleton. Many employees were dismayed by this move because the new offices were metal buildings, not traditional and iconic wood structures.⁵⁴ The old Mapleton Ranger Station is currently used for several different purposes. The Fire Cache Warehouse is used as storage and office space for Forest Service fire crews, the Office Building is occupied by the Siuslaw Watershed Council, and the two residences are now used as temporary housing for Forest Service fire crews and seasonal employees. Because of its poor condition, the R & T Warehouse has been condemned for several years and is not in use.

The history of the Mapleton Ranger Station parallels larger trends in the Forest Service nationally and in Region 6 specifically. It reflects increased automobile and recreational activities on Forest lands that resulted in new building types and efforts to provide a more domestic setting for rangers while retaining a decidedly utilitarian mission of forest management. It features the recommended Equipment Storage Shed, Fire Cache Warehouse and Oil and Gas House (now demolished) arranged according to prescribed plans, which allowed the ranger station to more efficiently and effectively provide forest protection and management. The architecture and layout embody Forest Service principles of the 1920s and 1930s that emphasize an overall cohesive design to assure functional and efficient ranger stations.⁵⁵ The Mapleton Ranger Station expresses these characteristics through the proper arrangement and orientation of buildings, uniformity of stylistic elements and relation to the natural site. Additionally, the influence of the Civilian Conservation Corps and its impact on the local economy further emphasizes the importance of the Mapleton Ranger Station within the history of the Siuslaw National Forest and Region 6.

⁵¹ Bowyer and Speulda, 6, 11.

⁵² Mapleton Compound Summary, 1.

⁵³ Rhoda Pennington, "A History of Mapleton Ranger District as Compiled in 1981," 10.

⁵⁴ *Ibid*, 13.

⁵⁵ Throop, 34-35.

Table 1.

The following table represents a history of the Rangers who supervised the Mapleton Ranger District from its formation in 1907 until 1973 when it moved to a leased office in a separate area of Mapleton to provide facilities for a growing number of personnel.⁵⁶

Ranger	Station Dates	Important Achievements
Carl H. Young*	1907-1913	Oversaw construction of Saddle Mountain Trail; Completed the first boundary report; Experimentation planting trees, brush and grasses
J.L. McKechnie*	1913-1914	Transferred to Alaska after only one year
George T. McCaskie*	1916-1918	Initiated efforts for preservation, protection and development on Forest Service lands
Edward S. Kerby	1919-1937	Improvements in fire lookouts; Supervised the completion of the first buildings at the site; Oversaw construction of Indian Creek Road on Thompson Creek and the road at Rainrock; Mt. Kerby named in his honor
Harvey Welty	1937-1949	Defense officer during WWII; Managed rangers on duty in lookouts; Fought fire on Cape Mountain and others; Ran a guard school to teach skills to young rangers; Conducted extensive trail and road work
Herman Dill	1949-1952	Directed the harvesting of second-growth timber at 87 logging operators within the district
William J. (Fritz) Moasio	1953-1954	Initiated summer burning program; Held a long and influential career with the Forest Service
Versus W. Dahlin	1954-1967	Oversaw recovery from Douglas Fir beetle infestation and the Columbus Day Storm of 1962; Enacted reforestation efforts; Had a lifelong goal to become Mapleton District Ranger and was very well respected within the organization
Robert A. Perske	1967- 1973	Supervised the convergence of the Smith River and Mapleton Ranger Districts; Managed arising community issues with smoke management and air quality; Moved the office from the Forest Service- owned station to leased offices in Mapleton

* The first three rangers were based out of Florence, but oversaw the Mapleton District.

⁵⁶ Pennington.

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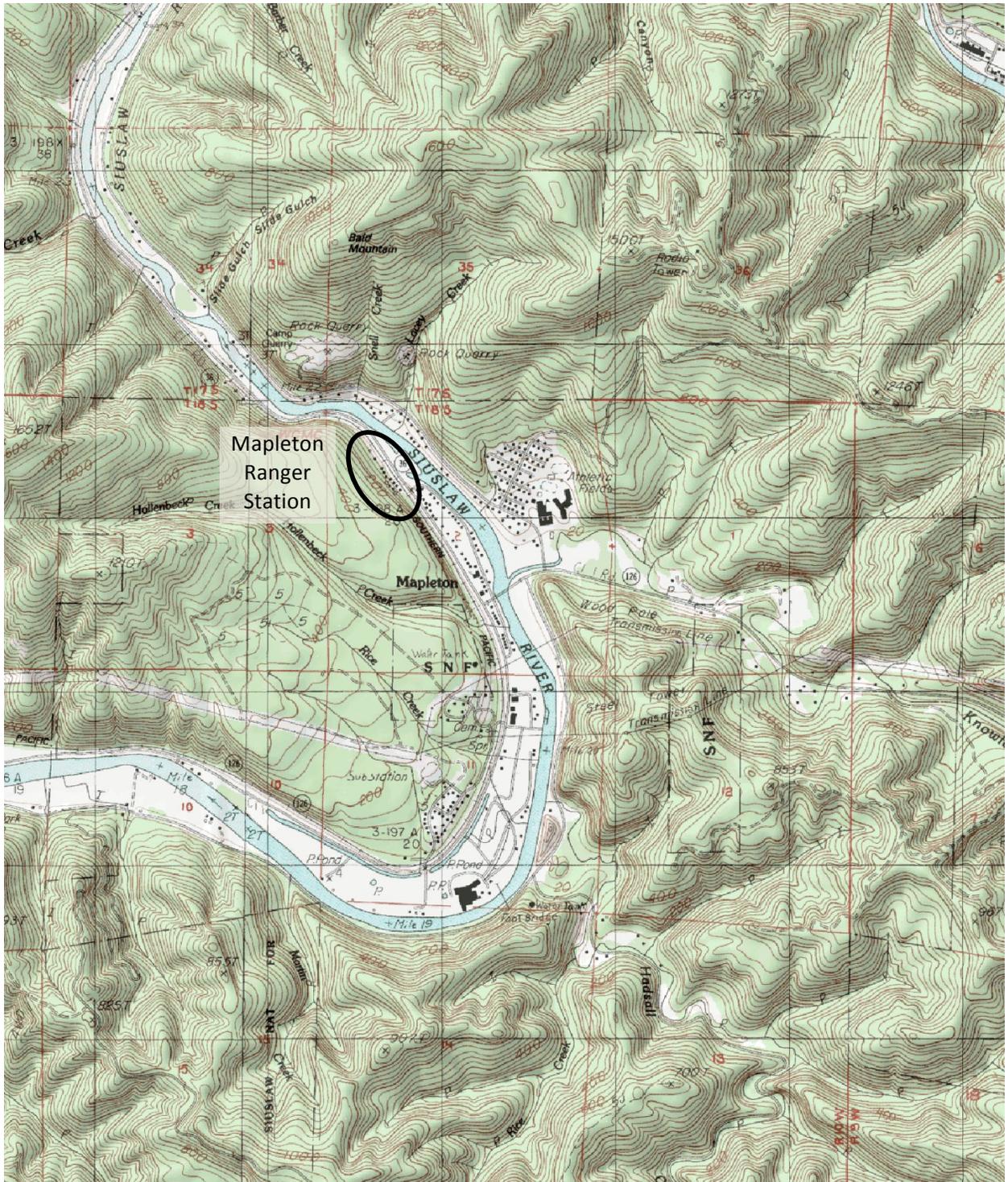


Figure 1. USGS Topographic map with Mapleton Ranger Station indicated.

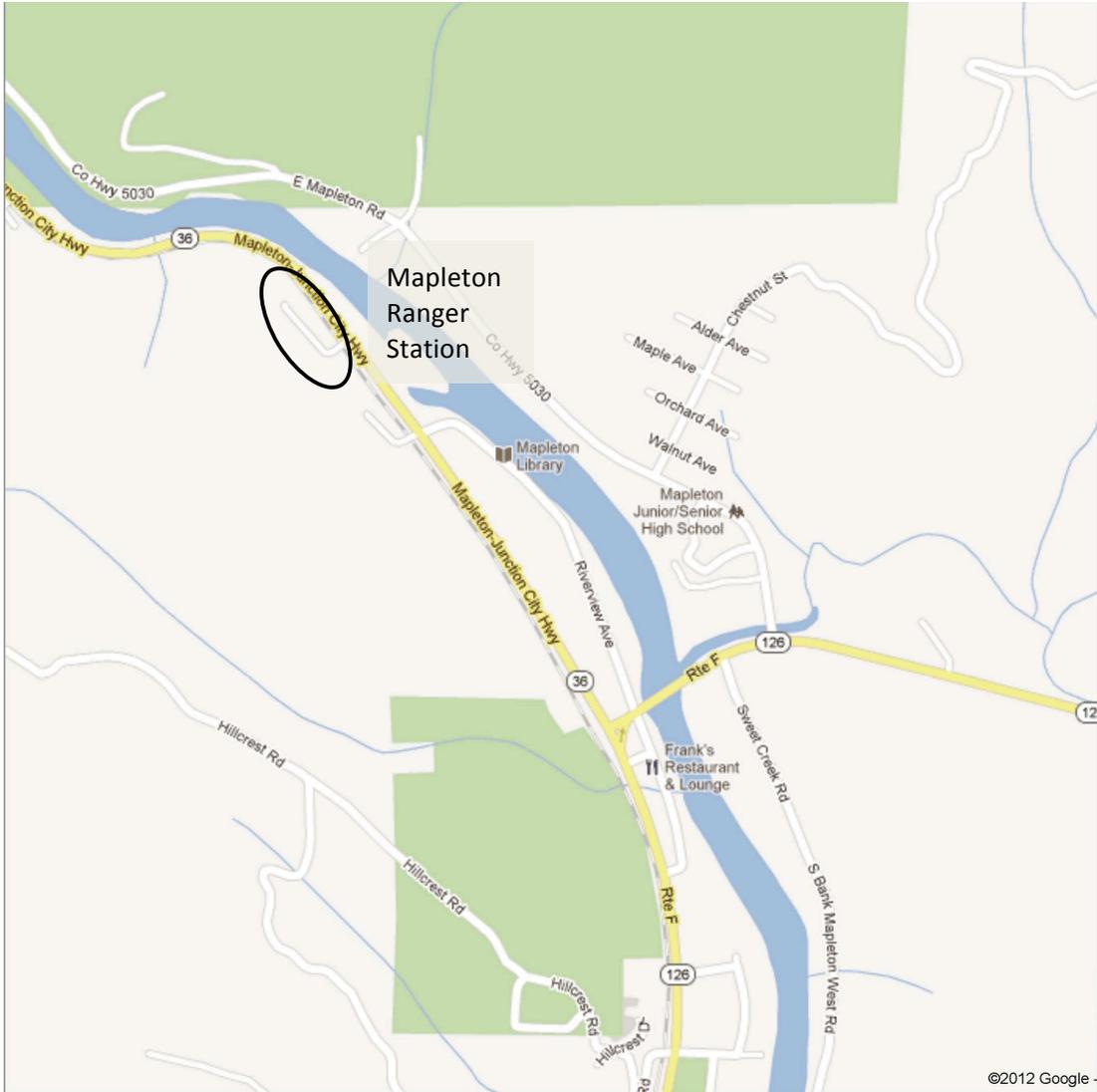


Figure 2. Google street map showing location of Mapleton Ranger Station.

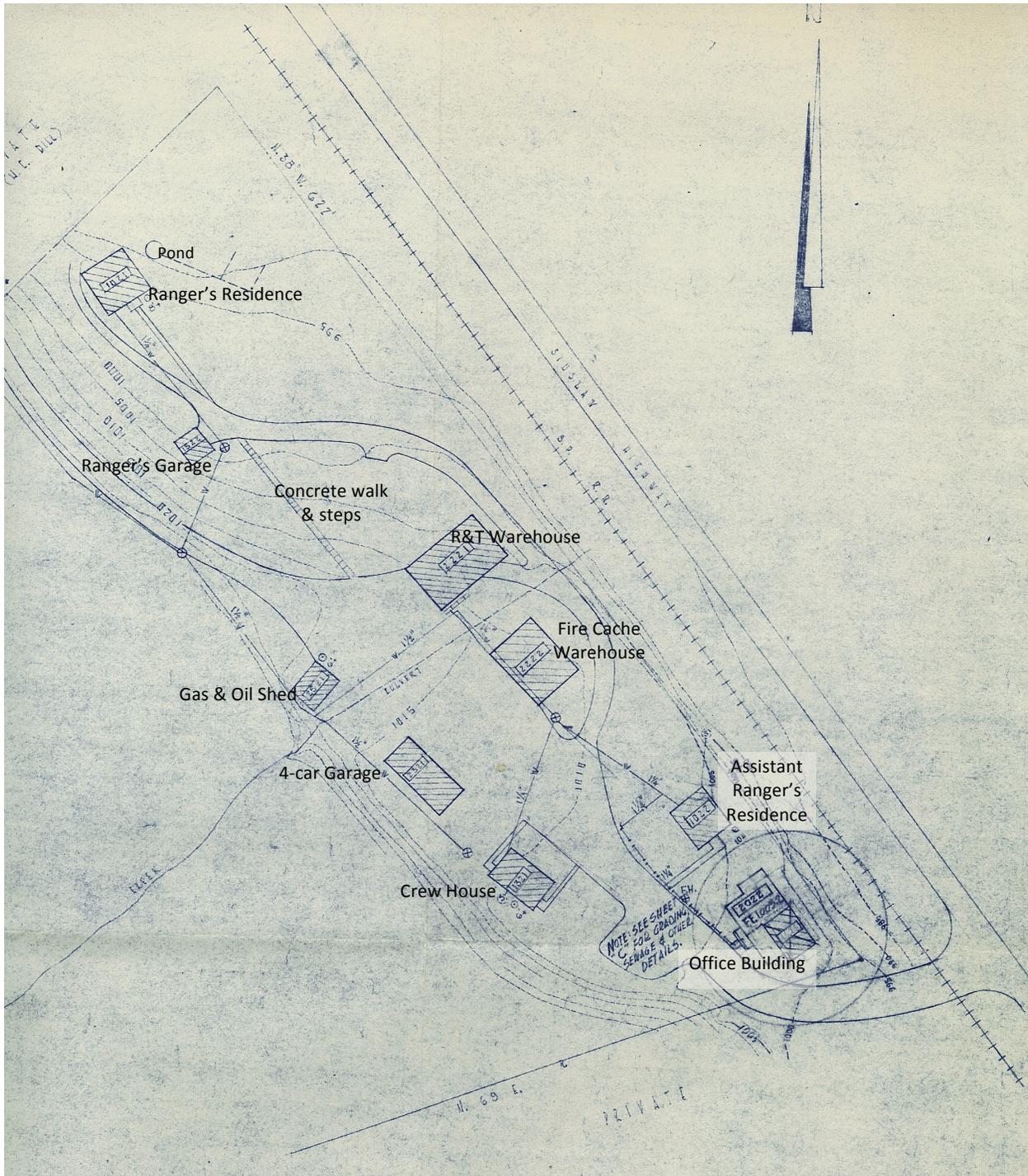


Figure 3. Site plan of Mapleton Ranger Station, 1958.

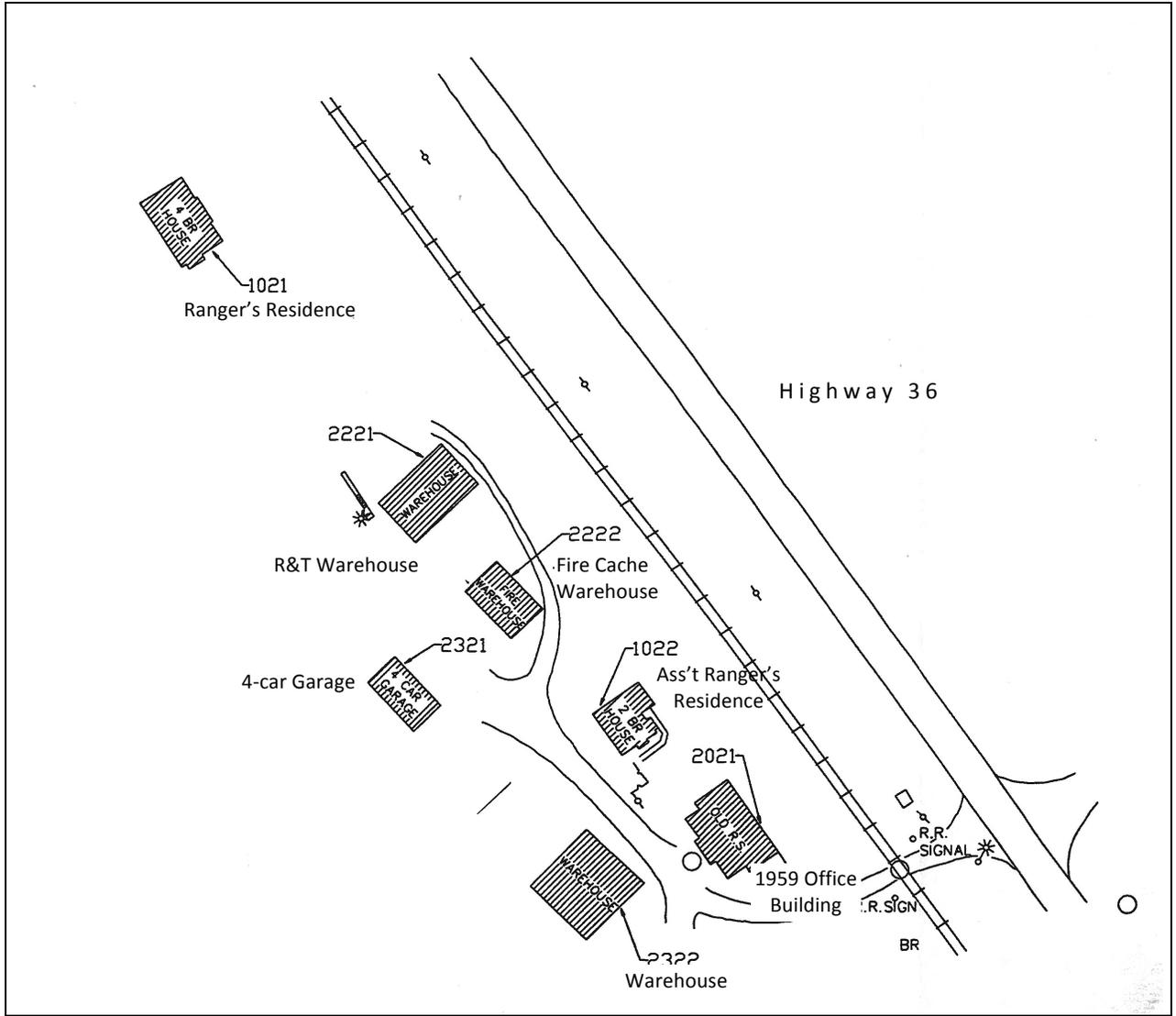


Figure 4. Site plan of Mapleton Ranger Station, 1989 updated 2012.



Figure 5. Historic view of Ranger Station Complex looking north, no date.
Buildings to left of drive, front to back: Bunkhouse, Garage, Gas/Oil House.
Buildings to right of drive, front to back: Assistant Ranger's Residence, Fire Cache Warehouse, R&T Warehouse.
Far background: Ranger's Residence.



Figure 6. View looking north/northwest from entrance drive and Office Building (on right).



Figure 7. View looking south from R & T Warehouse.



Figure 8. View looking north/northwest from driveway entrance at railroad right-of-way.



Figure 9. View looking north/northwest at overgrown stone retaining wall system.



Figure 10. View looking north/northwest at designed landscape and yard of Ranger's Residence, 1936.



Figure 11. View looking north/northwest at Ranger's Residence yard and stone bench, 2012.



Figure 12. View looking southward at concrete steps and walk from Ranger's Residence to rest of compound



Figure 13. Ranger's Residence, circa 1936.



Figure 14. Ranger's Residence, front (south) elevation, 2012.



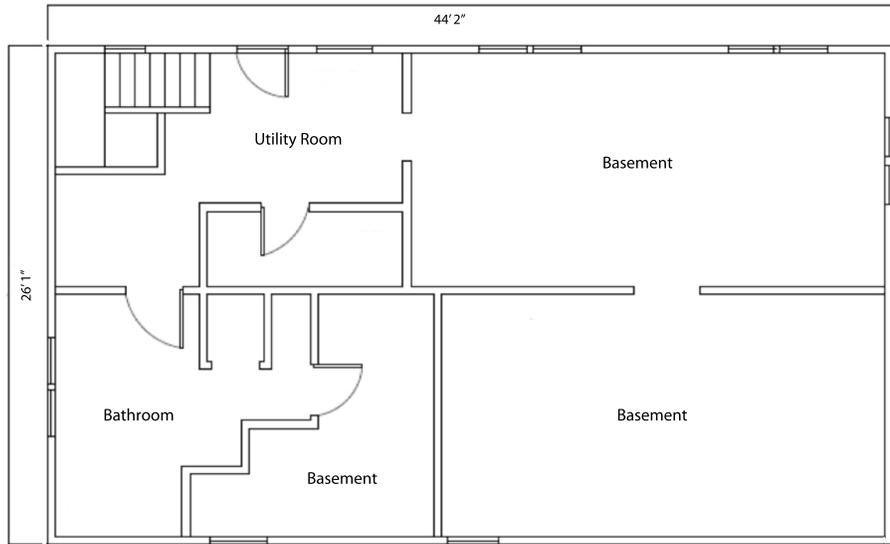
Figure 15. Ranger's Residence, east (side) and north (rear) elevations, 2012.



Figure 16. Ranger's Residence, living room, looking east.



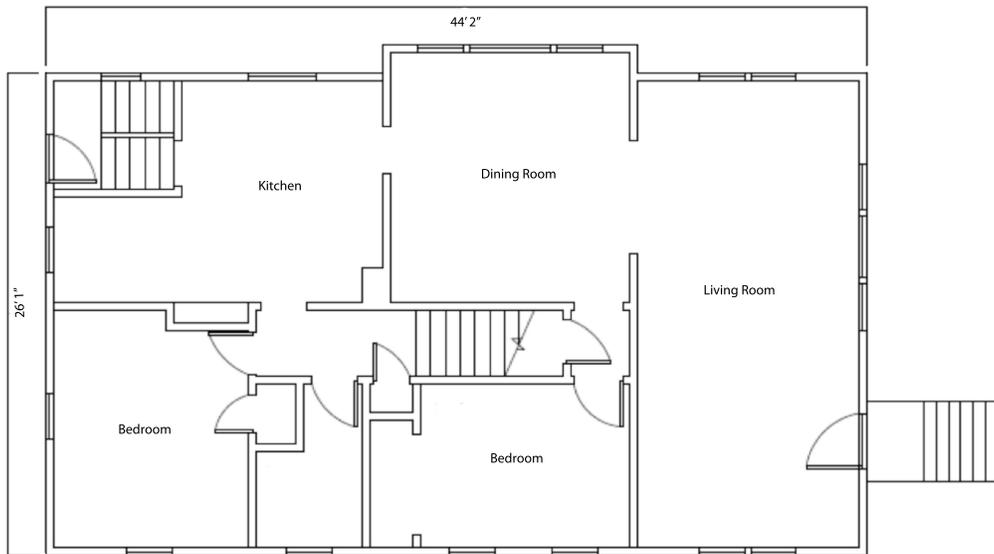
Figure 17. Ranger's Residence, dining room, looking north.



Mapleton Ranger Station, Siuslaw National Forest
 Mapleton, Lane County, Oregon
 Ranger's House
 Basement Floor

drawn by Lauren Rieke
 February 2012

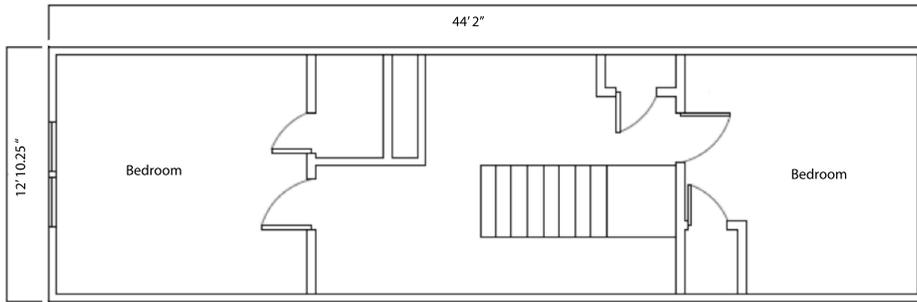
Figure 18. Ranger's Residence, basement plan.



Mapleton Ranger Station, Siuslaw National Forest
 Mapleton, Lane County, Oregon
 Ranger's House
 Main Floor

drawn by Lauren Rieke
 February 2012

Figure 19. Ranger's Residence, main floor plan.



Mapleton Ranger Station, Siuslaw National Forest
Mapleton, Lane County, Oregon
Ranger's House
Second Floor

drawn by Lauren Rieke
February 2012

Figure 20. Ranger's Residence, attic plan.



Figure 21. Assistant Ranger's Residence, 1936.



Figure 22. Assistant Ranger's Residence, 2012.



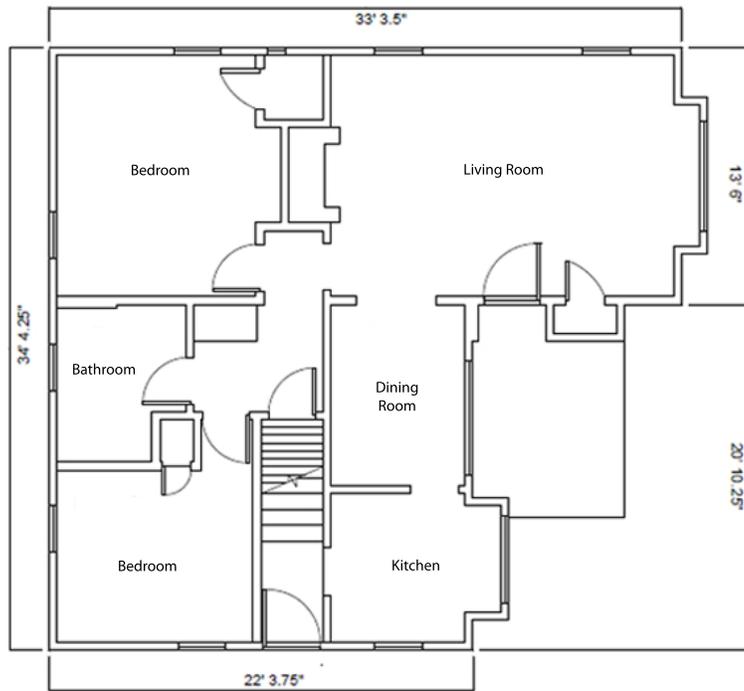
Figure 23. Assistant Ranger's Residence, south and east elevations, 2012.



Figure 24. Ass't Ranger's Residence, living room, looking west.



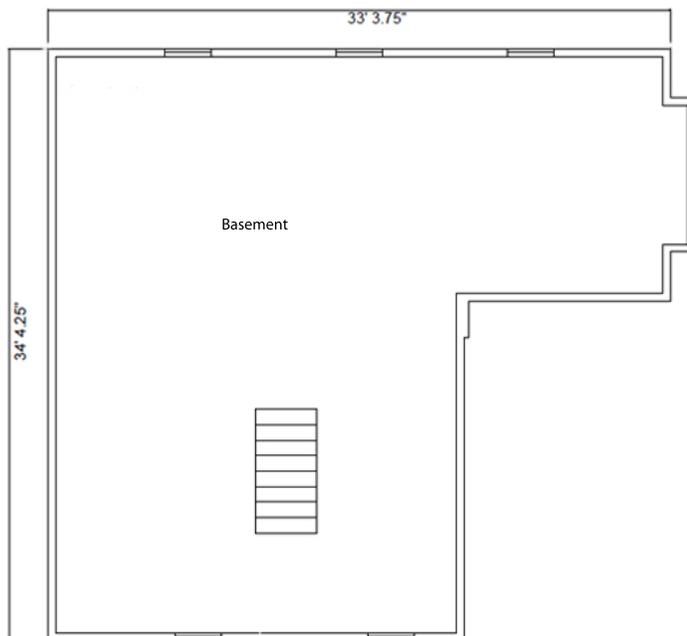
Figure 25. Ass't Ranger's Residence, kitchen, looking east.



Mapleton Ranger Station, Siuslaw National Forest
 Mapleton, Lane County, Oregon
 Assistant Ranger's House
 Second Floor

drawn by Lauren Rieke
 February 2012

Figure 26. Assistant Ranger's Residence, first floor plan.



Mapleton Ranger Station, Siuslaw National Forest
 Mapleton, Lane County, Oregon
 Assistant Ranger's House
 Basement Floor

drawn by Lauren Rieke
 February 2012

Figure 27. Assistant Ranger's Residence, basement plan.



Figure 28. Equipment Storage Building/Four-car Garage, 1936.



Figure 29. Equipment Storage Building/Four-car Garage, 2012.



Figure 30. 1936 view of Crew House, demolished circa 1978.



Fig. 31. Storage Building, current on site of original Crew House.



Figure 32. Fire Cache Warehouse Building in 1936.



Figure 33. Fire Cache Warehouse Building in 2012.



Figure 34. Recreation and Trails (R&T) Warehouse Building in 1936.



Figure 35. Recreation and Trails (R&T) Warehouse Building in 2012.



Figure 36. West (front) and south side facades of Office Building.



Figure 37. South side and east (rear) facades of Office Building.



Figures 38 and 39. Interior of Office Building, 2012.