

A SELECTIVE RECONNAISSANCE-LEVEL SURVEY OF HISTORIC MASONRY
DRINKING FOUNTAINS LOCATED ALONG OREGON'S HIGHWAYS

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by

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Presented to the Historic Preservation Program
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University of Oregon Historic Preservation Program

Terminal Project Approval Page

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Cultural Landscapes

The research methodology for this project includes archival research, field research, and oral history. The project was completed using the latest in digital technology. The project was funded by the Oregon Historical Society, the University of Oregon, and the National Endowment for the Humanities. The project was also supported by the Oregon Historical Society, the University of Oregon, and the National Endowment for the Humanities.

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GRANTS, AWARDS, AND HONORS

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TERMINAL PROJECT ABSTRACT

Lys Marie Opp-Beckman

Master of Science

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June 2018

Title: A Selective Reconnaissance-Level Survey of Historic Masonry Drinking Fountains
Located Along Oregon's Highways

The purpose of this project is to locate and assess the more than thirty extant historic masonry drinking fountains located along Oregon's highways. Many of the drinking fountains, some of which are a century old, show marked structural deterioration. The reconnaissance-level survey and treatment plan will create a complete snapshot of this important part of Oregon's early travel infrastructure and offer maintenance guidelines to help preserve these fountains for future generations. Meanwhile, these resources are becoming scarce due to deferred maintenance and loss of potable water. This makes them redundant and owners often label them as attractive nuisances for vandalism and remove them.

The research methodologies for this project include visual observations in the field in the form of a selective reconnaissance-level survey of roadside masonry drinking fountains within the state of Oregon's boundaries. The project was completed using the latest "Guidelines for Conducting Historic Resource Surveys in Oregon" (February 2011) and supplements provided by the Oregon State Historic Preservation Office. Field data collection took place July 2017-November 2017 with guidance from the Secretary of the Interior's Standards for Preservation Planning. It also included oral histories and archival research.

The primary challenges/limitations for this project are a lack of original documentation and data about the construction of these fountains. Many of them are falling apart; others no longer exist.

This research creates a more thorough understanding of one of Oregon's early transportation investments, their value to motorists and what it tells us about the time in which they were created through the assessment of these utilitarian vernacular resources.

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CHAPTER 1

INTRODUCTION

Statement of Objectives

This terminal project took the form of a selective reconnaissance-level survey of historic masonry drinking fountains located along Oregon's highways. It has three objectives to 1) locate the historic masonry drinking fountains along Oregon's highways; 2) assess their condition and whether they function; and 3) increase the body of knowledge surrounding Oregon's early days of auto tourism and free public access to water along the state's roads. In 2015, the Oregon Department of Transportation (ODOT) identified the need for this survey when an automobile accidentally struck and demolished one of the historic fountains, which by chance was connected to a First Nations ceremonial spring. After the incident, it became apparent to ODOT that there was little or no information about the number of these fountains in the state, where they were located, who was charged with their care, and their significance in relation to the state's early highway system. These objects can be subject to removal without consideration of their function in a current or historic context. This terminal project seeks to both better apprise ODOT and the public about the fountains' function and history, and in doing so, their significance. The survey would not be possible without a partnership with the cultural resources staff of ODOT.

Research Methodology

Historic preservation is not just for the protection of buildings but also the greater cultural landscape that includes structures, sites, and objects and their stories. The fountains are objects that add richness to the greater story of the development of Oregon's twentieth-century roads and

highways. Yet, many researchers and writers have overlooked fountains when describing Oregon's transportation history. This may be because they small in stature and are a small part of the larger designed landscape. Historic roadside fountains are vulnerable historic resources. This is because of changing priorities concerning their ongoing care for and maintenance through variety of organizations including the Oregon Parks and Recreation Department (OPRD) and ODOT.

To attempt to form a cohesive understanding of these resources and their significance to our roadways and the history of auto tourism in Oregon, this terminal project created a blended methodological approach. It is rooted in qualitative research with a multi-phase process that is inherently iterative as often these processes are in evaluating historic resources are, as follows:

- 1) Identifying and documenting the resources,
- 2) Archival research related to the resources found and extensive study on the era in which they were created and trends of the era to provide a germane contextual understanding,
- 3) A field reconnaissance level survey, and
- 4) A return to the archives and context development based on the results of the field work.

These components combined to create the parameters for this research. The first narrowing of the data was choosing to focus simply of Oregon's fountains and not a national lens. Even though fountains exist in other states, the distance to document them would have made the project prohibitive in cost and time. It also did not meet the primary research objective which is to really zero in the resource as it appeared in Oregon. However, a comparative analysis of fountains, either with another state or nationally, would be a next step for someone seeking to see how and where these fountains appeared in other locales, and under what circumstances. The second

phase was the reconnaissance level survey of the state that identified, located, and dated fountains. Archival research corroborated construction dates and assumed construction techniques. All of this was combined into Data Table B. The sources and steps in this research can be broken down into two types: primary and secondary sources.

Primary Sources

Primary sources for this project consisted of field survey work and resources such as the Oregon State Highway Commission's (OSHC) biennial reports. These sources lent perspective to the history of fountains and highway development as well as a close look at the current state of the resources and how they

fit into the greater

landscape of our

highways today. The

OSHC's biennial reports

from 1922 to 1930 were

the most useful in

providing information

about fountain

development. Maps in

the reports were

particularly helpful. Some of them displayed the locations of springs, which often correlated

with the presence of fountains. These documents proved invaluable because they helped to

uncover fountains that were not obvious.

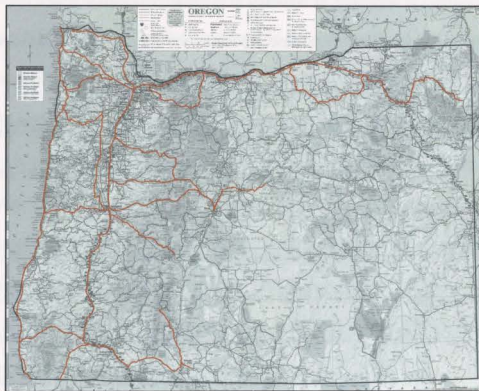


Figure 1. Driving route map. Base map courtesy of ODOT.

One particularly useful document was an OPRD inventory of fountains in that agency's care. This proved fruitful as it helped aid in discovering the locations of both functioning and non-functioning fountains. Additionally, a web publication called "Find a Spring" provided invaluable information. It is a collaborative website where the public can submit the location of springs of untreated free water sources and compiles that information into an interactive map. These base documents aided in the creation of a Google map that showed the possible locations of the historic fountains, which helped in the planning for driving routes (See Figure 2). Cross referencing old highway maps from the OSHC biennial reports with the modern map confirmed fountain locations. Finally, local USFS offices and historical societies were stops along the routes for possible additional information on known fountains, including locations and maintenance practices, and areas for further exploration.

The statewide scale of the research and the timeframe in which it was conducted resulted in only being able to visit a sampling of the sites for in-field observation. This shortcoming was augmented with site visits performed by other ODOT and OPRD staff members.

Field data collection took place from July 2017 to December 2017 in compliance with the US Secretary of the Interior's Standards for Preservation Planning. Figure 1 illustrates the routes traveled to collect field data. Staff from OPRD, the National Park Service (NPS) and

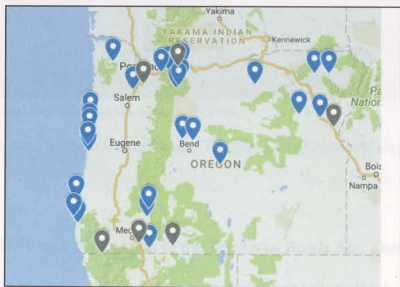


Figure 2. Fountain Location Map by Lys Opp-Beckman, Published by Google Maps, February 6, 2018, Accessed February 8, 2018. *Historic Overview.*

the United States Forest Service (USFS) helped develop the data collection routes.

Secondary Sources

The research for this body of work also included secondary sources such as books and online resources. These additional sources rounded out the story of the fountains along Oregon roads and highways. To name a few of the sources which aided most directly in this study are Lawrence M. Lipin's *Workers and the Wild: Conservation, Consumerism, and Labor in Oregon, 1910-30*, Warren James Belasco's *Americans on the Road: From Autocamp to Motel, 1910-1945*, and Peter J. Schmitt's *Back to Nature: The Arcadian Myth in Urban America*. The online resources included the OPRD website with individual park histories, ODOT's *History of State Highways in Oregon*, and www.springfinder.com. As it frequently a challenge in the field of vernacular studies wherein the subject is relatively unsung, secondary sources were relative scarcity of literature on the subject of road-side fountains – still, these resources, coupled with the field work and input from an august committee, their story and significance became increasingly less muddy.

CHAPTER 2

HISTORY

Oregon Highway Development

Much like it did for the Western United States, the Donation Land Claim Act of 1850 promoted homestead settlements in the Oregon Territory. It brought thousands of white settlers to the territory to claim free land. This migration resulted in the establishment of fifteen notable trails.¹



Figure 3. Oregon Trail being converted into highway, ca. 1928.

These trails ended in settlement hubs that led to the development of Oregon's road network and connecting those hubs.

Oregon's formal road system began in 1851 with the creation of the Territorial Roads Act. There were about one hundred formal territorial roads by 1859 when Oregon became the thirty-third

¹ Richard Nathe, *History of State Highways in Oregon, Right of Way Engineering Group*. 2010, 5. <http://library.state.or.us/repository/2011/201110110824332/>

state in the Union.² In February 1913, Oregon Governor Oswald West signed into law the act creating the original OSHC, composed of the governor, the secretary of state, and the state treasurer, to map out a network of major roads in the state and encourage counties to construct them. This expansion began immediately after “Good Roads” promoter Samuel Hill hosted the entire Oregon legislature at his Maryhill ranch, 100 miles east of Portland, where members inspected several miles of hard-surfaced demonstration roads that Hill had constructed at his own expense. Hill’s roadbuilding so impressed the lawmakers that it inspired them to move forward the legislation.



Figure 4. Groundbreaking for the Pacific Highway. Oregon Governor Oswald West and Samuel Hill (with the ceremonial shovel). Jackson County, 1913. Photo courtesy of ODOT.

² Nathe, 6.



Figure 5. The Building of the Columbia River Highway 1915. Photo Courtesy of ODOT.

In February 1917, the Oregon legislature placed all state highway system construction and maintenance in the hands of a three-member governor-appointed commission. It also placed on the ballot a \$6 million bonding act to finance the Oregon State Highway Department's (OSHD) increased responsibilities. (Voters passed the measure.) With injections of state and federal money, Oregon soon had a growing network of "trunk highways" (major routes) and secondary roads.³

³ Robert W. Hadlow, "State Highway Engineers and State Bridge Engineers of Oregon, 1913-69," [draft chapter of forthcoming book on historic highway bridges of Oregon], Oregon Department of Transportation, July 2016.

Auto Tourism

Between 1910 and 1920, the United States went from having only 500,000 passenger cars to over eight million.⁴ Automobile-based recreational activities boomed in popularity along with the cars increasing accessibility for middle class Americans. Early on the car was a toy for the elite who began car camping and exploring around 1910. This elite camping was done on private property and associated with a romantic notion of the traveling Gypsy. It was at once both rustic and futuristic—a modern machine that allowed for “frontier-like” exploration without boundaries, often written about as filled with adventure and romance.

Mass production of the Model T Ford car, beginning in 1913, made the automobile affordable for large segments of the public. Oregon, as early as 1910, began considering the value of designing scenic automobile roads, and failed in its first ambitious attempt to create a scenic highway to Crater Lake.⁵ When the Columbia River Highway opened in 1916, it was the first scenic highway in the country and the first rural paved road in the Pacific Northwest.⁶

Unsurprisingly, fountains were associated with its creation. The Sherwood Campground fountain on Mount Hood is a prime example of this (Figure 6). Note the fountain is located in a pull out on the roadway with the campground at its rear.

⁴ Warren James Bellasco, *Americans on the Road: From Autocamp to Motel 1910-1945* (Johns Hopkins University Press, 1997): 7.

⁵ See ODOT archival research on the Crater Lake Highway Historic District, 1910-1925. There is one historic highway in Oregon that stands above the rest: The Columbia River Highway. But years ahead of plans to make this the nation's first planned scenic highway, Oregon had already set in motion to build the “most scenic automobile highway in the world.” (*Morning Oregonian*, January 23, 1910, 2.)

⁶ ODOT History, *The Development of Travel and Tourism in Oregon*, <http://www.oregon.gov/odot/about/pages/history.aspx>.



Figure 6. Sherwood Campground Fountain, 2017.

“Car camping” became a popular pastime in the 1920s. By 1929, automobile tourism was an \$872 million industry.⁷ Automobile travel and tourism continued to evolve to accommodate varying amounts of time off from work. Many of the local union workers in Portland regularly took anywhere from one to four day long trips to fish and hunt.⁸ The primary tourist attractions in Oregon were the Columbia River Highway, Crater Lake National Park, the dramatic ocean beaches, and recreation opportunities in the national forests.

⁷ Belasco, 143.

⁸ Lawrence Lipin, *Workers and the Wild, Conservation, Consumerism and Labor in Oregon, 1910-30* (Urbana: University of Illinois, 2007): 95.



Figure 7. Cars at Bradley Park, west of Portland on US 30, 1926. (Bradley State Scenic Viewpoint today.)

The History of the Fountains and their Relationship to Early Automobile Travel

Even though it was the prolific use of the automobile that influenced the large-scale construction of roadside fountains, a few have roots traced to early wagon travel, like the one located along the Applegate Trail named the Tub Springs Fountain. Likely a resting point for the weary wagon traveler and their horses, the Tub Springs Fountain is a prime example of what was to become a



Figure 8. Tub Springs Historic photo, ca.1930.

staple along the major highways. In addition to formally establishing an early iteration of the wayside, the fountains also evolved into a utilitarian feature. Many automobiles in the early twentieth century had engine cooling systems that tended to overheat during warm weather or when climbing grades and blow off water through the radiator cap. The fountains offered water for travelers to quench their own thirst and to replenish their automobile cooling systems.

Oregon appears to be singular in its very early investment in the concept of automobile travel and tourism and its support of that through the development of roadside fountains. Though other states do have fountains, Oregon's collection is exceptional in its abundance and variation in design.⁹ Western Oregon's water-rich climate may account for its large presence of fountains.

The OSHC first mentioned the construction of fountains along the state's highways in its biennial report in 1922. The commission noted that it intended to instruct the highway department to build many more fountains along state highways.¹⁰ It wrote that, "Drinking fountains have been erected, some of which are ornamental, at a few places where pure water could be obtained. It is the intention of the commission to construct more of these fountains from time to time." In 1928, with one in just over three Oregonians owning a car, the demand for the infrastructure that supported automobiles was not just driven by the "out-of-towner" but by locals as well.¹¹

By 1930, the number of fountains had grown to at least thirty.¹² The New Deal's Civilian Conservation Corps constructed fifteen fountains in the state between 1933 and 1941 as part of

⁹ Based on outreach to other states parks agencies and USFS units, state departments of transportation, and the website "Spring Finder."

¹⁰ Oregon State Highway Commission. *Fifth Biennial Report*. Salem: Oregon Printing Department, 1923, 15.

¹¹ Lipin, 88.

¹² C. W. Wanzer to Ernest W. Peterson, November 10, 1930, in "History. 1930," Box 31, 76A-90 [Oregon State Highway Department Records], Oregon State Archives, Salem, Oregon.

its work to improve USFS picnic areas and campgrounds. In the 1950s and 1960s, in anticipation of its fiftieth anniversary in 1966, the NPS built eight fountains in the state. Finally, roadside fountain construction in Oregon did not end there. New fountains continually appeared along the state's highways as late as 1987.

CHAPTER 3

DISCUSSION OF THE RESOURCES

Characteristics

The fountains are typically made of local stone and in varying styles and plans. These fountains often took advantage of free flowing water sources such as natural springs and creeks. The majority have two access points for water: an upper bubbler, or free flowing source, for people to drink from and a lower spigot or pool for larger scale water collection in buckets or other containers to top off vehicle radiators. They also had a seasonal shut-off valve to prevent pipes from freezing in the winter. The drawings shown in Figures 9 & 10, by OSHD architectural designer Carl C. Schneider, beautifully illustrates their basic construction, though this example is of an unusual octagonal configuration.

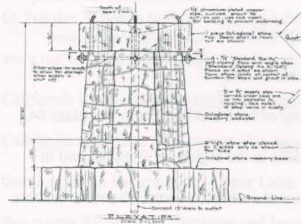


Figure 9. OSHD elevation of Oregon City Fountain, 1936.

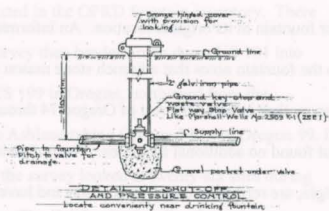


Figure 10. OSHD section of Oregon City Fountain, 1936.

Some fountains are round or have multi-pool forms. The shapes, just as with the types of rock used in their construction, vary by region and date. However, their aesthetic styling is typically rustic with roughly hewn stone set around a concrete basin. Some of the earliest examples were a

bit more whimsical, referencing European castle architectural elements, such as battlements, in their construction (Figure 11).

Survey

The survey was conducted in five major sections and identified by geographic regions.

The first outing, on August 5, 2017, was in the northeast quadrant of Oregon. Travel was conducted from Interstate 84 onto Oregon 82 searching for fountains in Elgin and Enterprise, as well as the fountain that was previously located at the Wallowa Gate.

While the survey found the fountain at Elgin, it did not locate two others in the area. The Wallowa Gate fountain was moved to a transfer station where it was housed but was recently demolished. The survey then back tracked down Interstate 84 onto US 395 and then onto Oregon 74. In Heppner, there is a well-cared



Figure 4. Elgin Fountain with battlements.

for fountain in its original location. An informational sign affixed to the fountain notes that a French stone mason constructed it. The

survey then covered the rest of Oregon 74 through the city of Ione and back onto Interstate 84,

but found no additional fountains. The remaining fountains in the region, in Heppner and in

Elgin, are refined in their construction and have architectural embellishments. The stone is more highly shaped into rectangles and the mortar joints are thinner than those constructed only

slightly later. Both are constructed of a dark local gray stone. The Heppner fountain has rounded mortar bead. For more detailed information about each fountain's character defining features refer

to Appendix B.

The second outing, which took place on October 18, 2017, focused on the westernmost strip of Interstate 84 in the Columbia Gorge in addition to a loop around Mount Hood on Oregon 35 and US 26. This section of the survey located four accessible fountains and three that are confirmed extant but are not accessible due to fires earlier that summer. One in the region, at Viento, is confirmed demolished. Oral histories suggest that destructive flooding in 1964 lead to this fountain's demise. These fountains are predominantly constructed out of rounded river rock and often round or more organic in plan with the exception being the fountain at Ruthton Park, in Hood River. They are all constructed in a natural and rustic style. The fountain at Buzzard Point is particularly compelling; it has high integrity and is free flowing from the mountain side.

The third outing started on November 4, 2017. It headed south along Oregon 99 to Eugene before cutting over to US 101 on Oregon 126. It then backtracked north on US 101 to the Muriel O. Ponsler Wayside to field check on a fountain listed in the OPRD fountain inventory. There were not one, but two fountains at the site. The survey then headed south down US 101 into California to able to travel the entire segment of US 199 in Oregon, northward from the California state line. The survey also head over to Ashland taking Oregon 238 and Oregon 99. It then looped up Oregon 62 to Crater Lake. In total the survey looked at twenty-six sites during this outing for possible fountains and located seven. The California state line fountain was demolished but its foundation was still visible.

The fourth outing, which took place on November 12 and 13, 2017, looked for fountains in Central Oregon. It searched for fountains in the vicinity of Sisters, Bend and Redmond, Ochoco, Bandit Springs, Cline Falls and Red Bridge, along US 20, Oregon 126, and Oregon 22. This

survey section turned up only two fountains: one in Sisters that is still operational and one at Cline Falls. Both of the fountains were simple, small, and square in plan. The Cline Falls fountain is made from an attractive local red rock, though is sadly no longer operational.

The fifth and final outing of the survey focused on the northern section of US 101 and US 26 between the Portland metro area and the Oregon Coast on December 18, 2017. This survey consisted of checking 15 potential sites for fountains. Five fountains were located on this portion, three along US 101 and two along US 26. The two fountains along US 26 are the most heavily trafficked and poorly patched with concrete to the point that almost none of the original stone is visible. The fountains on the northern portion of the coast are all simple and square in plan, and appear to be made from a porous local volcanic rock.

Data and Results

The survey identified a total of forty two sites in the state of Oregon. In 2017, Lys Opp-Beckman surveyed thirty-six of them, ODOT staff surveyed three fountains, and three were not accessible because of road closures related to forest fires. All the surveyed sites/fountains are classified as objects, as defined by the National Register Bulletin 15 and according to the previous OPRD fountain survey. The previously shown map (Figure 2) shows the locations of the fountains. Blue indicates extant, whereas grey denotes demolished. There are undoubtedly more highway fountains in the state of Oregon, however, the scale of the state as well as seasonal constraints limited the number of highway fountains that researchers could locate.

Fountain Location by County

The fountains are located in 18 counties across Oregon.

County	Number of Fountains
Ashland	1
Baker	1
Benton	1
Clackamas	4
Coos	1
Curry	2
Deschutes	1
Hood River	2
Jackson	5
Lane	4
Lincoln	2
Marion	1
Morrow	1
Multnomah	6
Tillamook	2
Union	1
Wallowa	1

Construction Dates

The majority of the resources surveyed for this project were built in the 1920s. See below grid with breakout by decade.

Decade of construction	Number of resources from Era
1920 - 1929	14
1930 - 1939	15
1940 - 1949	3
1950 - 1959	1
1960 +	4

For a more detailed breakout of dates refer to Appendix B.

Owning Organizations

Several national, state and local organizations care for and own the fountains. The primary owner is OPRD through its acquisition of waysides when it was a division of the OSHD until 1989 and the USFS.¹³ Demolished resources are not reflected in the data below. See number of holdings by organization below:

Organization	Number of Resources Managed
Oregon Parks and Recreation Department	12
US Forest Service	5
Private Businesses/Organizations	9
ODOT	3
Local Governments	2
Daughters of the American Revolution	2
Lions Club	1

For a more detailed break out of dates refer to Appendix B.

Working Status

Below is the breakout of functioning vs non-operational fountains. Demolished resources are not represented in this table. Over 50 percent of fountains still standing are operational.

¹³ [David G. Talbot] "Development of the State Parks and Recreation Program 1962-1989," in *Oregon's Highway Park System. An Administrative History*, Salem: Oregon Parks and Recreation Department, 2008.

Functioning	Non-Operational
Wallowa Fountain	Champoeg
Elgin	Oregon City
Heppner	Ruthton
Highway 20	Sherwood Campground
Eagle Creek	Wakeenah
Ainsworth	Carl G. Washburn
Buzzard Point	Face Rock
Sahalie Falls	Beckie's
US 26 East	Cline Falls
US 26 West	Muriel O. Ponsler- Round
Darlingtonia	Muriel O. Ponsler- Square
Battle Rock	Ona Beach
Prehistoric Gardens	Devils Punchbowl
Tub Springs	Grieves Resort
Union Creek	Horsetail Falls/ Wahkeena
Sisters	

National Register Eligibility

Designation	Number of Fountains
NR Listed	1
ES- Eligible	1
EC- Eligible Contributing	13
NC- Old enough but damaged/ low integrity	11
NP - Not old enough	3
XD - Demolished	7
UN - Undetermined	4

Common Alterations and Issues

There are two main threats facing the fountains: 1) decommissioning, and 2) improper patching of cracks and crazing.¹⁴ One or both of these two issues is present in the majority of the forty surveyed sites.

¹⁴ Crazing is the process in which moisture penetrates the organic materials in mortar or stone causing expansion and contraction with freeze/thaw cycles. The result is crazing, small hairline web like cracks in mortar or stone.

Decommissioning is caused by a number of factors. These include water becoming undrinkable, lack of seasonal maintenance to protect the pipes, and vandalism by the public. Fifteen of the remaining twenty nine fountains are no longer operable.

The second most threatening issue is poor maintenance and repairs. This typically manifests itself in poorly done concrete patches on masonry fountains that have suffered from frequent exposure to flowing water. Concrete is readily available and a familiar patching tool but it ruins the character of the carefully crafted historic masonry.



Figure 5. US 26 fountain with bad concrete patch.

CHAPTER 4

PRESERVATION ISSUES AND MANAGEMENT STRATEGIES

The fountains are special masonry structures that are vulnerable to damage because they are exposed weather extremes and often also suffer from lack of maintenance. Some are also at risk because they are at the edge of roadways and suffer damage from collisions with motor vehicles. Through recognizing their significance and properly implementing practices such as masonry repair , regular paint and graffiti removal, and weatherization in colder areas, there is no reason these significant roadside resources cannot function for indefinitely.

Masonry Repair

Proper repair of the masonry fountains is critical to their survival. Constant exposure causes the stone and mortar to crack and craze. Often when this happens improper patches are applied with products like quickcrete, which is not appropriate. All repairs to masonry should be done in-kind to match the existing character defining features¹⁵. In this case the repair work would include matching mortar joint shape, color and texture. If stones fall out, they should be placed back into the fountain in their original orientation. If a stone is too damaged to place back in the fountain or is structurally unsound it should be replaced with one of a similar type and color that matches the original and is ideally culled from the local area.

Paint and Graffiti Removal

Although paint and graffiti were not a commonly seen issue, they do threaten the fountains. Paint and graffiti is not just unsightly but it can also change the way the stone expands and contracts when exposed to moisture of temperature change paint causes a seal and changes the way the

¹⁵ In-kind means that patches and repairs should match the existing materials.

painted stone and unpainted stone interact causing increased risk of cracking. Paint and graffiti should never attempt to be removed with pressure washing. Historic aggregates in mortar have a high content of organic matter, and so when exposed to pressurized water these organics materials absorb the water and rot causing destabilizing of the joints. Instead it is best to try to scrub the vandalism off with a detergent and non-wire brush. If that does not work consult an expert and select the correct solvent to remove the paint. Never attempt to seal the masonry fountains with a paint or varnish, it will cause cracking.

Weatherization

The fountains are located in scenic areas that experience a variety of weather including extreme cold. Fountains located in areas that experience multiple freezing days in a row or heavy winter weather should be winterized and protected from freezing. Before the first freeze, the water should be shut off and an insulating cap should be placed over bubbler and spigot openings. The town of Sisters and select regions of the Forest Service practice weatherizing their fountains.

Recommendations

This project concludes with the following recommendations:

1. A second survey to explore the central and southeastern corner of Oregon. At the time of this survey, first summer forest fires and then later snowstorms prevented access to those areas.
2. Further intensive level survey and study of the fountains in the Mount Hood National Forest is also recommended.
3. Sherwood Campground Fountain—The architectural rustic style associated with CCC developments and its association with Sherwood Campground on scenic Mount Hood .
4. Buzzard Creek Fountain—candidate for HABS documentation.
5. Sahalie Falls—Association with historic bridge designed by a prominent engineer Angwin.
6. The development of set of guidelines for care and treatment for the remaining functional fountains. See Appendix C.

CHAPTER 5

CONCLUSION

The fountains were built in conjunction with Oregon's parks and highways from 1916 to 1987. They are an important part of the state's early automobile era. These fountains are windows into the past and provide fleeting glimpses of the time when Model T Ford cars were the king of the road in the 1920s, when unemployed masons found work building fountains along state highways in the 1930s, or when families stopped at them for cool drinks of water on their way to campsites in the 1940 and beyond. Fountains capture the spirit and adventure of early automobile travel.

The small stone structures embodied a variety of aesthetics and plans brought to life in local stone from the areas in which they were built. Today they melt into landscape, their natural colors and forms make them almost unnoticeable when driving by them at sixty miles per hour. Their diminutive nature compared with the scale of our roads, trees and the speeds at which we travel at make them difficult to spot and an underappreciated part of our travel infrastructure.

The need to document and assess the condition of these unique objects was the mission of this project. Well over forty fountains remain in the state of Oregon under the care of OPRD, ODOT, and the USFS. They are threatened by a variety of factors including demolition, improper repair, and neglect. There are no protections for all but one of the fountains today. The Union Creek Resort Fountain is listed as a contributing structure for the Union Creek Resort of the National Register of Historic Places nomination. No others have been listed. In fact, the OPRD has



recommended the decommissioning of a number of their fountains due to bad behavior by the public. The decommissioning and demolition of these resources is not just a loss of a unique architectural resource but also the loss of opportunity to create new and unexpected memories for travelers.




The values of Oregon as a state are captured in the fountains, the early investment in automobile tourism, and the belief that the outdoors should be accessible and enjoyed by all. Starting with the Columbia River Highway as a playground for the automobile-owning elite in the 1910s, through the evolution of the accessibility of the car into the 1920s allowing Oregon's many union laborers' access to angling, hunting, and outdoor recreation. The popularity of our wilderness continued into the 1950s and still thrives today. None of these early ventures would have been possible without the fountains to support the cars and the people who boldly drove them. If it were not for the fountains, we may not have the thriving and well established outdoor culture we still enjoy in Oregon today.



So, let us, as the preservation community, stand up for fountains today and the opportunities they provided us with. Through proper maintenance and repair, Oregonians and visitors can enjoy a cool refreshing drink of water from a natural spring for generations to come.





Appendix B. Fountain Survey Grid



The Fountain Survey Grid represents the forty fountains located in person or in the historical record in the state of Oregon. The grid captures examples constructed from 1916 at Wahkeena Falls to the most recent constructed in 1987 at Battle Rock. The survey grid format is based on the survey done previously by OPRD. It captures the current name of the fountain as well and any historic names, the approximate date of their construction, notes about the fountain taken from the historical records or in field observations, National Register status, and a representational photo.




	Name/Location	Date of Construction	Notes	NR Eligibility	Representative Photo
1	Wallowa Fountain Originally Located along Oregon 82 potentially at what is now called "fountain wayside." It was relocated to the Wallowa Transfer Station. Wallowa County	ca. 1922	A simple square plan fountain with patched mortar joints made from local stone on a non-original concrete base. Demolished sometime between 2012 and 2017 at the transfer station after being house there for a number of years.	XD	
2	Wallowa Fountain W 4th St and N Douglas St, Wallowa, Wallowa County	1982	A simple square plan fountain made from local basalt. Thin squeezed concrete mortar joints. Small step at the base and low spigot on the side opposite the step. A memorial in a rest area. The fountain is dedicated to Herb Knight.	NP	



	Name/Location	Date of Construction	Notes	NR Eligibility	Representative Photo
3	Enterprise	ca. 1925	A simple square plan fountain very similar to the original Wallowa fountain though it appears to have been intact at the time of removal. Now demolished.	XD	
4	Elgin In the center of Veterans Memorial Park located at the intersection of S 8th Ave and Division St., Elgin, Union County	1920, moved 1992	A very large square plan fountain with a crenulated top. Thin flat concrete mortar joints and formed local stone. Moved from its original location by the fair grounds on old Oregon 82 in 1992 so it could be better cared for and preserved. It serves as the center piece in the Veterans Memorial Park. Local rumor has it its basin was formed with a wash tub.	EC	
5	Heppner/Goshen's Spring In its original place across from the rodeo grounds in Heppner, Morrow County	1923	Rectangular plan low fountain set against a hill side across from the rodeo grounds in its original location. Built by French stone mason Victor A. Groshens. Who made other stone buildings in Heppner. It has wells shaped stoned reminiscent of the Richardsonian style with rounded mortar beads. Victory garden planted around it.	EC	





	Name/Location	Date of Construction	Notes	NR Eligibility	Representative Photo
6	Granite Fountain Unconfirmed. Supposedly located on the old road between Sumpter and Granite. Baker County		Oral history documents use of the fountain into the 1970s. Supposedly, a poorly executed roadway improvement project caused the domestic water supply pipes to the area to freeze during the winter. Residents had to rely on water from this fountain during the cold months.	UN	No photo found
7	Rattlesnake Springs Fountain Durkee, Baker County	ca. 1930	Similar in design to the Elgin fountain. It is a large square plan with. Crenelated and shaped local stone with a thin mortar joint. Possibly demolished during the construction of Interstate 84. Existence not confirmed. Fountain was active and used into the 1960's	UN	
8	Oregon City Fountain Oregon 99E at the Willamette Falls Overlook. Clackamas County	1937	Octagonal fountain built on single step Octagonal base. It is surrounded by a wall of matching stone. Part of a highway improvement project. Has not functioned for many years. It has served as the base for a Blue Star Memorial Highway sign since probably the 1950s/60s.	UN	



	Name/Location	Date of Construction	Notes	NR Eligibility	Representative Photo
9	<p>Champoeg Fountain</p> <p>It is located at the intersection of French Prairie Rd. and Champoeg Rd. NE. Marion County.</p>	ca. 1940	<p>Very simple fountain originally in what was considered Champoeg State Park at the time of construction. Made from large local slightly shaped stone with a thin concrete mortar joint. No longer functional. Cared for by DAR.</p>	NC	
10	<p>US 20 Fountain at mile marker 212. Deschutes County</p>	<p>ca. 1920 Rebuilt 2015</p>	<p>The original fountain was a simple square plan masonry fountain made from a local reddish stone. It had a repaired concrete basin and spigot at the top. Lower spigot present for larger water collection. It was demolished and rebuilt after a car crashed into it. It is a First Nations site with its water source on private property. Cared for by ODOT. The new fountain is PVC pipe over a tan concrete water catchment system. It is ADA compliant.</p>	NP	 
11	<p>Viento Fountain Hood River County</p>	ca. 1920	<p>Demolished during construction of Interstate 84 in the 1950s. Tourists used to travel by bus to see it. Water sprang from a stone devil's mouth.</p>	XD	




	Name/Location	Date of Construction	Notes	NR Eligibility	Representative Photo
12	Eagle Creek It is located at the Eagle Creek Trailhead past the fish hatchery. Between Bonneville Dam and Cascade Locks. Multnomah County	1936	A square plan fountain located at the start of the eagle creek trail head. Its located on a stepped large stone platform. It is rustic and in line with other CCC styled projects. Managed by USFS. No access until Fall 2018. Possibly constructed by the CCC in 1936 along with other improvements to the trail head and site.	EC	No Photo Available
13	Ainsworth State Park Historic Columbia River Highway. Multnomah County	ca. 1920	A small square plan fountain placed on a foundation of matching stone and surrounded by a wall of matching stone. This piece is made in the rustic style. Roughly hewn square-ish stones are held in place by a thin plain mortar joint. No access until summer 2018. Built by the CCC. It is located over a natural cold water spring and is a contributing resource to the Columbia River Highway National Historic Landmark District.	EC	
14	Guy W. Talbot State Park Fountain Historic Columbia River Highway. Multnomah County	ca. 1935	Simple square fountain on a concrete pad. The pad does not appear original. It is constructed from roughly shaped rectangular local stone with a plain thin mortar joint. Continue on next page.	EC	




	Name/Location	Date of Construction	Notes	NR Eligibility	Representative Photo
			No access until spring 2018. Built by the CCC.		
15	Ruthton County Park (formerly Clifton Park) Located near the end of Westcliff Dr. west of Hood River. Hood River County	ca. 1940	Square plan fountain with small step on matching stone pad. Made from roughly shaped square local stone with a concave mortar joint that approximately 1/2" thick. Not functioning at time of survey.	EC	
16	Sherwood Campground fountain is located in the center of the campground near the road. It is located on Oregon 35. Hood River County	ca. 1930	Low square plan fountain with a step up to collecting basin. Made from local round river rock. Water flows from naturally shaped large stone at top with a hole bored in it. Not functioning at time of survey. It is a beautiful fountain with a naturally shaped bolder with a hole in it that pools out into a concrete basin. It is owned and operated by the USFS.	EC	
17	Buzzard Point This fountain is located on a feeder road off of Oregon 35. A sign on the highway points you towards the "Pioneer Woman's Grave." It is located along that road on the right hand side set into a hill. Clackamas County	ca. 1920	It is a rectangular plan fountain set against a wooded hillside. It has a small retaining wall at its back. The water flows from a natural boulder at the top. Very similar to Sherwood Campground. Continue on next page.	EC	



	Name/Location	Date of Construction	Notes	NR Eligibility	Representative Photo
			<p>The water then flows into a basin the out onto the ground through a ½ round spout. Associated with the Barlow Road. Not tested for water quality.</p>		
18	<p>Sahalie Falls Located off of Oregon 35 on a road that parallels the highway. It can be accessed from Mount Hood Meadows Drive. Clackamas County</p>	ca. 1928	<p>This is a round plan fountain that sits on a non-original concrete par. It is made from natural rounded river rocks. It has a concrete basin the water pools into out of a natural boulder. The boulder is similar to the fountains at Sherwood Campground and Buzzard Point. Designed by federal engineer H. W. Angwin, US Bureau of Public Roads, who designed dozens of bridges between 1930 and 1950. Ground broke on this project in 1928. This site was restored in 2009.</p>	ES	
19	<p>DAR Fountain Wahkeena Falls Historic Columbia River Highway. Multnomah County</p>	1935	<p>No longer functioning. Cared for by DAR. It was repaired in 2014 as part of the organization's "State Regents Project."</p>	NC	





	Name/Location	Date of Construction	Notes	NR Eligibility	Representative Photo
20	Portland Rotary Club Fountain Wahkeena Falls Historic Columbia River Highway, Multnomah County	1916, 1930, 1985, 2017	The Portland Rotary Club installed this fountain at Wahkeena Falls—a concrete bowl with six bubblers on the rim and a bronze Rotary Club wheel as the centerpiece where water poured out of the hub. A debris flow event in 1930 damaged the bowl. The wheel was relocated to Bonneville Fish Hatchery as artwork, then to Horsetail Falls in 1985. The wheel was stolen and recovered in 2007. The Forest Service re-erected the wheel at Wahkeena Falls in 2017.	EC	 <p>1916</p>  <p>2017</p>
21	Mirror Lake Trailhead Fountain Laurel Hill Mt. Hood Highway No. 26 Clackamas County	ca. 1920	Similar to Sahalie Falls Fountain. Round plan and made from local rounded unshaped river rock. Coving at the bottom possible concealing a water spigot. Possibly also by H. W. Angwin. Demolished 1950s for roadway realignment (US 26 today).	XD	
22	Sunset Springs Sunset Springs Rest Area, US 26, mile marker 28 westbound. Clatsop County	ca. 1925	Square plan fountain with basin at the top. Sitting on concrete pad. Originally made from a local dark grey stone. Roughly hewn into square blocks with very thin recessed mortar. Now the original design covered in concrete patches. Heavy use.	NC	




	Name/Location	Date of Construction	Notes	NR Eligibility	Representative Photo
			<p>Poor condition. Lots of water damage.</p>		
23	<p>Sunset Springs Sunset Springs Rest Area, US 26, mile marker 28 eastbound. Clatsop County</p>	ca. 1925	<p>Square plan fountain with basin at the top. Sitting on original stone pad. Slightly higher integrity than the fountain on the West side. Originally made from a local dark grey stone. Roughly hewn into square blocks with very thin recessed mortar. Now the original design covered in concrete patches. Highly trafficked. Really rough. Lots of water damage. Original design covered in concrete.</p>	NC	
24	<p>Darlingtonia Wayside. Right turn off of US Route 101 onto Mercer Lake Road. It is immediately on your right. Florence, OR. Lane County</p>	ca. 1940	<p>Square plan fountain made from naturally shaped local volcanic stone. It features a squeezed light mortar joint. Concrete base appears non-original. Spigot at top and bottom. Good drainage. Still functioning. Appears to be maintained by Oregon Parks and Recreation Department (ORPD).</p>	EC	




	Name/Location	Date of Construction	Notes	NR Eligibility	Representative Photo
25	Muriel O. Ponsler State Wayside- Lot Fountain Yachats Lane County	1939	Round plan fountain constructed of massive pieces of local sandstone with a commemorative plaque centered on the body. The fountain sits on a stone pad made from roughly flattened local stone. Non-operable. Cared for by OPRD. The land it sits on was donated in 1909 by Jack G. Ponsler. The fountain was constructed to commemorate the wife of the land owner upon her death in 1939.	NC	
26	Muriel O. Ponsler State Wayside-Camp Fountain Yachats, Lane County	ca. 1950	Small square plan fountain constructed from naturally shaped local stone. Center drinking basin is concrete. Mortar joints are medium grey recessed concrete. Sits on a slightly elevated concrete pad. Non-operable. Cared for by OPRD. The land it sits on was donated in 1909 by Jack G. Ponsler.	NC	
27	Alsea Wayside Waldport, Lincoln County	ca. 1935	No original images available. Plan unknown though based on fountain styles in the area it was most likely a square plan. Made from a local sedimentary non-porous rock. Demolished.	XD	



	Name/Location	Date of Construction	Notes	NR Eligibility	Representative Photo
28	Ona Beach 8 miles south of Newport, Lincoln County	ca. 1960	A small square fountain that no longer operates. Made from local volcanic stone with recessed mortar joints. It is located in the Ona Beach Way Side which was absorbed into the Brian Booth State Park. Land for this park was acquired between 1938 and 1968.	NC	
29	Devils Punchbowl Otter Rock, Lincoln County	ca. 1935	Square plan fountain made from porous medium grey local stone with concrete basin. Thin recessed mortar joints. Sits on a square concrete pad. Spigot were located at top and 2" from ground on side. Non-operable. Cared for by OPRD. A former CCC development site this included the fountain. Land for the park was acquired from 1929 to 1971.	NC	
30	Carl G. Washburn State Wayside off US Route 101 near the Heceta Head Lighthouse. Florence, Lane County	ca. 1965	Wide square plan fountain made of local rustically hewn stone. Concrete concave drinking fountain. Spigot at top and on side just above the ground. Recessed mortar joints. Sits on concrete pad. The wife of Carl G. Washburn, former Oregon state highway commissioner, donated the land in 1962. The fountain not functioning at	NC	

	Name/Location	Date of Construction	Notes	NR Eligibility	Representative Photo
			time of survey.		
31	Face Rock (Formerly Bandon Ocean Wayside) Bandon, Coos County	ca. 1935	Wide square plan fountain made of local rustically hewn stone. Concrete concave drinking fountain. Spigot at top and on side just above the ground. Recessed mortar joints. Sits on non-original concrete pad. Not functioning at time of survey. The park was founded in 1931 and expanded in 1964. It is an OPRD facility.	NC	
32	Battle Rock 5208 Jefferson Street Port Orford, Curry County	1987	A unique fountain set into an L-shape 48" wall and constructed of local agates and beach rocks. Highly decorative. The fountain is fully functional. It was built in 1987 as a memorial to Clint Freestone.	NP	

	Name/Location	Date of Construction	Notes	NR Eligibility	Representative Photo
33	Prehistoric Gardens 36848 US 101 Port Orford, Curry County	1962	Round column fountain set into a crescent moon wall. Rocks are naturally shapes with a recessed mortar joint. The rocks are meant to be evocative of the pre-historic theme of the park that owns it. High integrity. Working. Right on highway. Part of the Prehistoric Gardens, privately owned.	EC	
34	US 199 at the California State Line	ca. 1930	The fountain was originally constructed from small round river rocks. It appeared to be a two pool design similar to tub springs fountain. Mortar joints are almost not visible giving the appearance of simply being stacked stones. Fountain demolished. Only a river rock foundation remains at the back side.	XD	 
35	Tub Springs Green Springs Oregon 66. Historically called Federal Aid Project- 86 Ashland, Jackson County.	ca. 1920	Tub Springs Fountain is a three pool fountain. The exterior is small local grey stones with a delicate recessed mortar joint. The basins of the fountain are lined with decorative and attractive stones. It was originally separated from the parking area by 3 stone posts that matched the fountain. It has been	EC	

	Name/Location	Date of Construction	Notes	NR Eligibility	Representative Photo
			filled in and is now a wall made on non-matched stone. Original fountain ca. 1850, part of Applegate Trail. Non-compatible repairs have been made. The fountain is used by people living nearby in the winter as a water source.		
36	Ashland Fountain Jackson County	ca. 1930	Could not locate. It was referenced in an OSHC biennial report. Most likely it was on the western edge of town before the Lithia springs somewhere along OR 99.	UN	No Photo Available
37	Klamath Fountain	ca. 1930	Demolished. Appears to have a stone similar to the California state line fountain. Square plan on a stone platform. Located somewhere between Ashland and Klamath Falls exact location could not be determined.	XD	
38	Beckie's Fountain 56484 Oregon 62 Prospect, Jackson County	ca. 1935	Round plan fountain made from roughly hewn stone. Severely damaged and non-operational. Part of a recreational site near Beckie's Café with many small camping cottages.	NC	

	Name/Location	Date of Construction	Notes	NR Eligibility	Representative Photo
39	Union Creek Resort Fountain 56484 Oregon 62 East side of the road Prospect, Jackson County	ca. 1935	Pointed oval plan fountain with two drinking spigots at top. Made from local slightly hewn stone in a rustic style. Recessed mortar. Small steps are located below the spigots. One spigot still functions. It is listed as a contributing resource on the Union Creek Resort National Register Nomination.	NR	
40	Grieves Resort Fountain Old Crater Lake Highway Prospect, Jackson County	ca. 1925	Oval plan fountain with an upper and lower pool. The stones are natural and held together by a very recessed thin mortar joint. The basins are concrete. The water original flowed from a pipe in the center of the top basing and free flowed down to the second pool. Made by the original owner of the property. The designer intended people to drink from the top and cars and. Animals from the bottom pool according to oral history. It was built by the original owner of the resort and was the final stop for water in an elaborate plumbing system that fed off the nearby creek.	EC	 

	Name/Location	Date of Construction	Notes	NR Eligibility	Representative Photo
41	Sisters Fountain The Junction of Highways 20 and 126 Sisters, OR Deschutes County	ca. 1940	The Sisters Fountain is situated in the state park in-between the parking lot and creek. The fountain is simple and square constructed from roughly hewn local stone. It is still functional and highly used. The 41-acre park was constructed in 1939. It is owned and operated by OPRD.	EC	
42	Cline Falls Fountain 7100 OR-126, Redmond, OR Deschutes County	ca. 1950	The fountain is simple and square in plane. It is made from a local red stone. This fountain has been decommissioned. It is owned by OPRD. The park was founded in 1936 and expanded in 1956.	NC	

Appendix C. Treatment Guidelines

Tools

Make sure you have all necessary tools materials and fittings before heading out into the field.

Safety Attire - Wear When Cleaning and Maintaining Fountains

- Protective wear - Vest, Jacket or shirt
- Gloves - To protect from bacteria, cuts, chemicals etc.
- Goggles - So debris and detergent do not get in your eyes

Traffic Safety When Cleaning or Doing Maintenance

- Park with flashers on.
- Use 3-4 cones to mark the area you are working in.

Care - Cleaning Protocol

1. Install a non-potable water sign on all fountains found.
2. Remove trash and leaves on a bi-weekly basis during the busy season.
3. Unclog all drains including the grate on the ground.
4. Remove any graffiti found on fountains.
5. In heavy use season (summer) clean bi-weekly. Use non-ionic detergent and scrub with a scrub brush. ****DO NOT PRESSURE WASH!****
6. Keep fountains free of moss and vegetation.
7. In October winterize as necessary. Turn off the water where possible so pipes do not burst. When you cannot access water shutoff, cover with insulating foam and hang sign that says off/closed for season.

8. If you feel an area is unsafe, get in and out as quickly as possible.
9. Represent ODOT or OPRD in a polite and professional manner.

Maintenance & Repair

- If a fountain is hit by a vehicle or severely damaged, do not demolish. Stop the flow of water and tell supervisor to come up with an in-kind repair plan.
- Repair cracks and holes in masonry only with like materials; do not patch with quickcrete.
- Repoint masonry joints biennially with matching compound and profile.

Appendix D. Additional Historic Photos



Figure 6. Historic photo of the Elgin Fountain, ca. 1925.



Figure 7. Historic photo of the Oregon City Fountain, 1937.



Figure 8. Historic photo of the Viento Fountain.



Figure 9. Historic photo of Ainsworth Fountain.



Figure 10. Historic photo of US 199 at the California State Line Fountain, 1930.



Figure 11. Historic photo of Tub Springs Fountain, 1930.

Figure 12. Historic photo of Tub Springs Fountain, 1930. Digitized by the Oregon Historical Society, 2004/07/22.

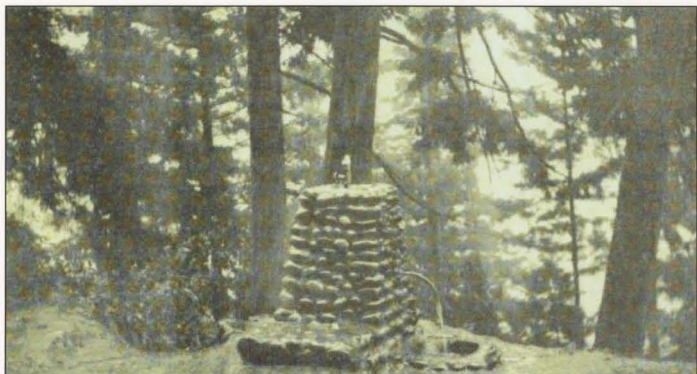


Figure 12. Historic photo of Ashland-Klamath Fountain, ca.1930.



Figure 13. Historic photo of Grieves Fountain, ca.1930.



Figure 14. Rattlesnake Springs Fountain, ca.1930.



*Figure 22. Rotary Club Fountain, Columbia River Highway, at dedication in 1916
(Oregon Historical Society, bb012472).*

Appendix E. Additional Maps

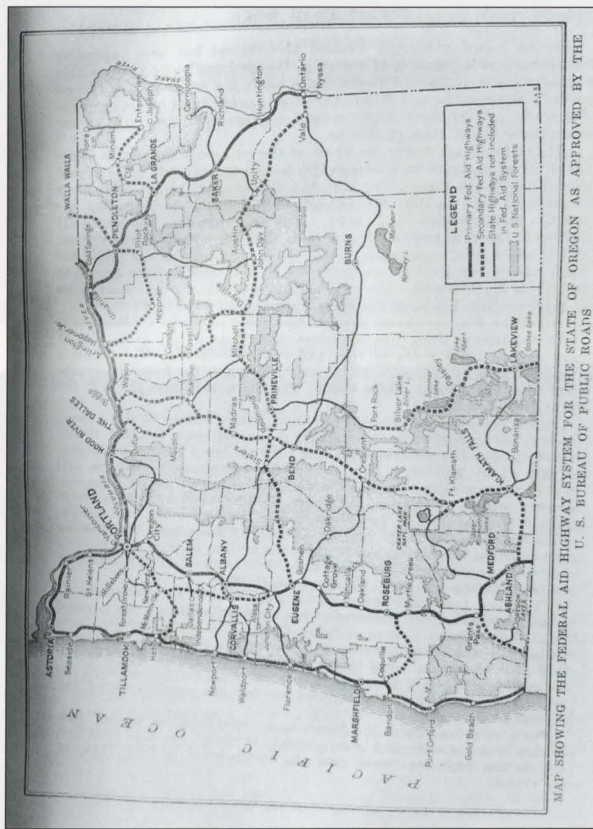


Figure 15. Report of the Oregon State Highway Commission Federal Aid Highway System Map, 1922.

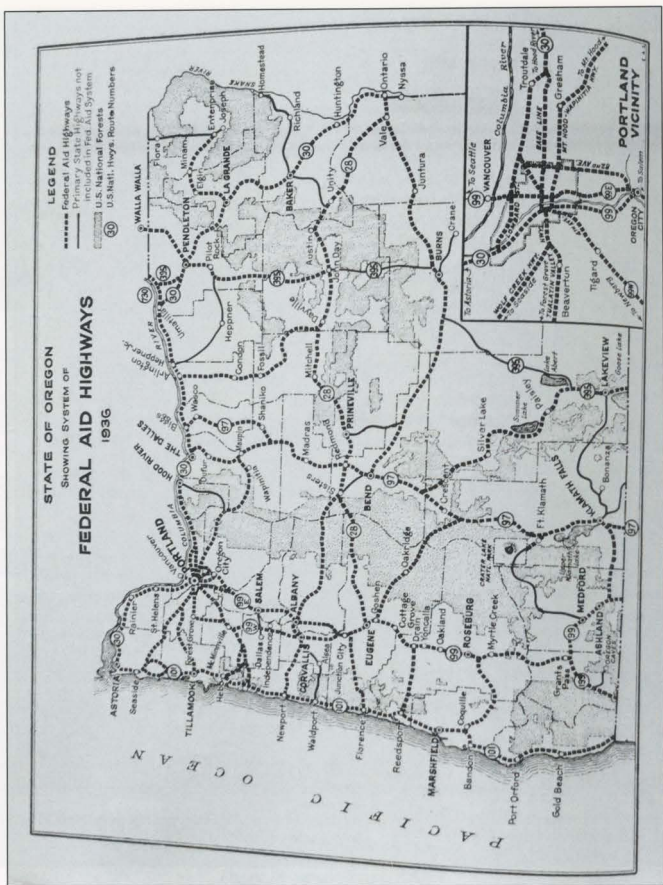


Figure 16. Report of the Oregon Highway Commission Federal Aid Highways Map, 1936.

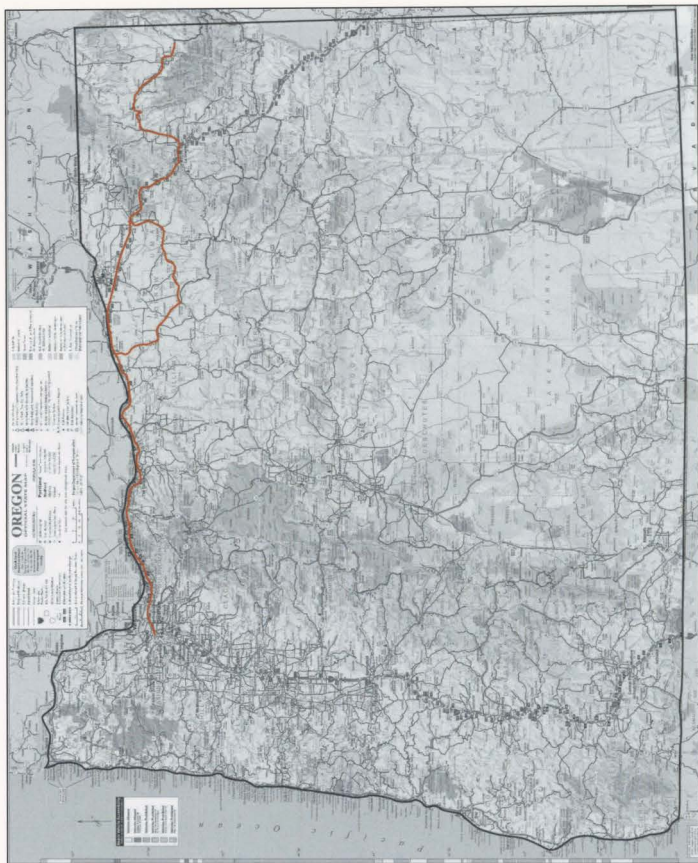


Figure 18. Survey Driving Route 1.

Figure 19. Survey Driving Route 2.

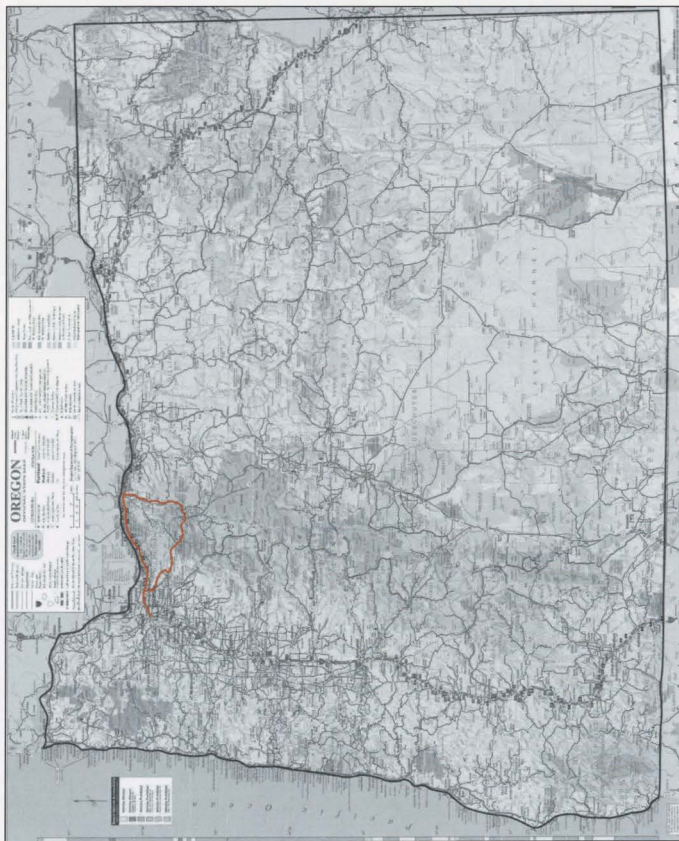


Figure 19. Survey Driving Route 2.



Figure 20. Survey Driving Route 3.

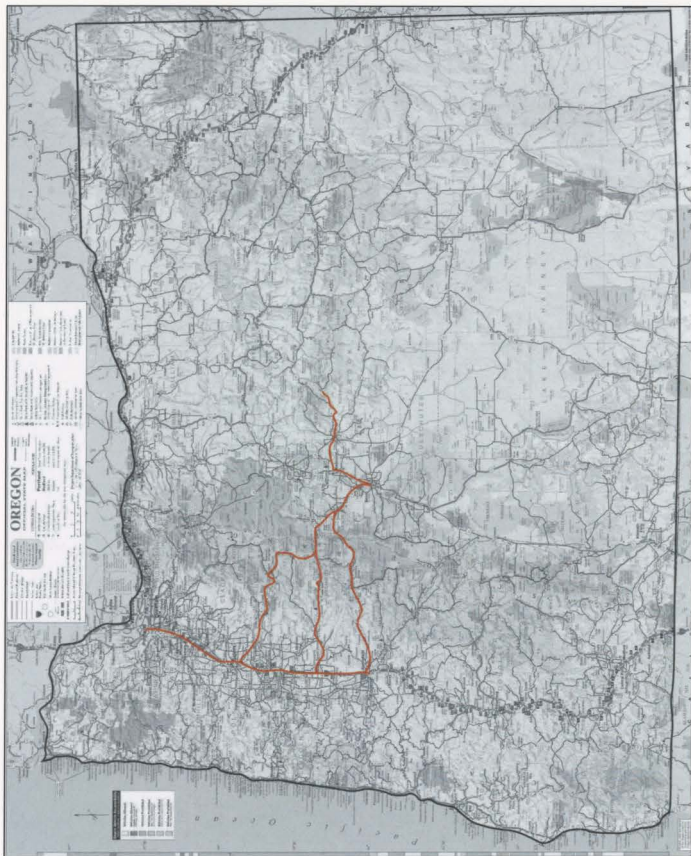


Figure 21. Survey Driving Route 4.

Appendix F. Design & Terminology Guide

Terms

Basin- The basin is the primary catch point for the bubbler drinking water. It is typically made of concrete.

Bubbler- The bubbler is the water distribution system at the top of the fountain with an on/off lever.

CCC- The Civilian Conservation Corps. They were an organization active from 1933 to 1942 for unemployed, unmarried men. It provided unskilled manual labor jobs related to the conservation and development of natural resources in rural lands "CCC boys" constructed some of the fountains and sites where they are located. The CCC fountains are owned by OPRD or the USFS.

Drainage Area- Typically made from metal mesh or a vertical metal slat system. It catches and handles the overflow from the lower spigot. It is removable and water shut off valves are often contained in them.

Fountains- Masonry drinking fountains built along Oregon's historic highways. Over forty-five of them were constructed in the state between 1916 and 1987. They are associated with early auto travel in Oregon. They are owned by a variety of federal, state and local organizations.

Masonry- Individual stone units that are laid together to form a structure. Often held together by

mortar.

Masonry Column- The masonry column is the structure that surrounds and buses the water catchment and pooling systems for the fountains. They come in a variety of plan shapes and styles.

Mission 66- The mission was launched in 1956 by the National Park Service and ended in 1966, the fiftieth anniversary of the agency. It resulted in later construction of fountains in the 1950s and 1960s by the OSHD, which included the precursor to OPRD. Mission 66 fountains are not rustic in the vocabulary of 1920s and 1930s fountains, but are instead these typically square plan fountains made from larger stones local to the region in the vocabulary of Mid-Century Modern architecture.

Mortar- The mortar is a mixture of sand, water, and cement or lime that is used to join bricks or stomes to each other in construction. The mortar found on the fountain comes in a variety of styles. See the below style guide for different mortar forms.

Multi-Pool Plan- Multi-Pool fountains are a much less common type. They are comprised of two or more tiered basins. On some designs the water flows freely between them. They are typically made in a vernacular style.

ODOT- The Oregon Department of Transportation is a 105 year old state organization that was responsible for the building and care of the majority of the fountains.

OPRD- The Oregon Parks and Recreation Department is now the primary owner of the fountains. They separated from ODOT in 1990.

Pad- The pad is typically concrete and located at the bottom of the masonry fountain column. It contains the drainage grate and water shut off access. Older fountains typically have platforms not pads.

Parking Area/Pullout - The fountains are always located in close proximity to a parking or pullout areas. The fountains area associated with automotive travel.

National Park Service Rustic- This is a style of architecture that the National Park Service popularized in the early- and mid-twentieth century. It was an effort to create buildings, structures, and objects that harmonize with the natural environment. Rustic fountains typically feature small rustically-shaped rock or natural stones, and recessed mortar joints.

Platform- A platform can also be at the base of the masonry column in lieu of a pad. It is different from a pad. It is typically taller in form and a masonry structure. Not all platforms them contain drainage grates. They are typically found on older resources.

Round Plan- Round plan fountains are most commonly found on U.S. Forest Service projects and properties. Their primary decades of construction were 1920s and 1930s. The fountains on Mount Hood are an excellent cluster of this plan.

Spigot- The spigot is the lower water dispersal system on the fountain. Travelers used the spigot to fill up buckets or bottles to top off car radiators.

Shut-Off Valve- The shut off valve is located below drainage grates. They start showing up in fountains built starting 1935 onward to cut off the water supply during colder months to prevent pipes from freezing.

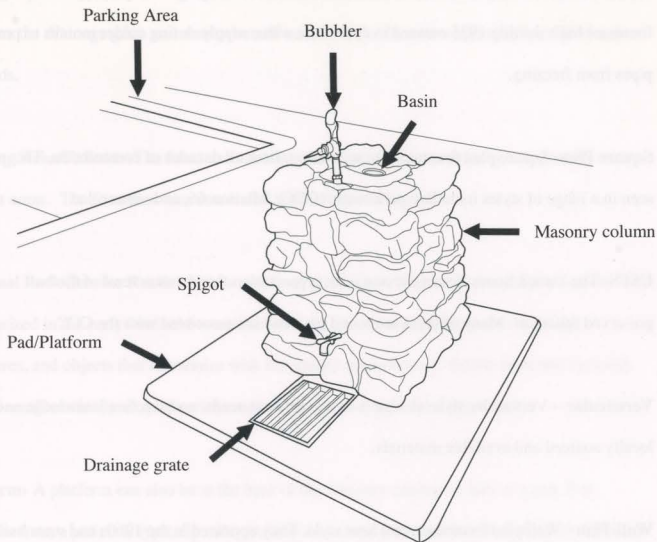
Square Plan- Square plan fountains are seen throughout all decades of construction. This plan is seen in a range of styles including park rustic (CCC), Mission 66, and vernacular.

USFS- The United States Forest Service is an organization that owns several of the best preserved fountains. Many of them are round plan and are associated with the CCC.

Vernacular – Vernacular style/ design is based on local needs, construction knowledge and locally sourced and available materials.

Wall-Plan - Wall plan fountains are a later style. They appeared in the 1960s and were built into the 1980s. The wall back the fountain column in either a crescent-shape or L-shape.

Anatomy of a Fountain



Plans



throughout all decades of construction. This plan is seen in a range of styles including NPS rustic (CCC), Mission 66, and vernacular.



commonly found on U.S. Forest Service projects and properties. Their primary decades of construction were 1920s and 1930s.

Multi-Pool Plan



Multi-Pool fountains are a much less common type. They are comprised of two or more tiered basins. On some designs the water flows freely between them. They are typically made in a vernacular style.

Wall Plan



Wall plan fountains are a late style. They appeared in the 1960s and were built into the 1980s. The wall back the fountain column in either a crescent-shape or L-shape.

Design Styles



The mission 66 style fountains were built in the 1950s and 1960s. They are usually square plan. The mission 66 style has recessed or squished mortar joints. The stones are larger and more organic in



The parks/ rustic style is the most common found on the fountains. It typically features smaller rustically shaped or natural stones, and recessed mortar joints.



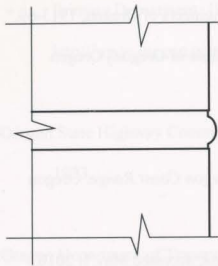
The CCC style was constructed during the 1930s and 1940s. They are a variety of plans. The stone work is more refined than the mission 66 style. It is typically less



The vernacular style is typically found in the earliest and latest examples of fountain construction and are largely regionally dictated. The stones are very shaped and

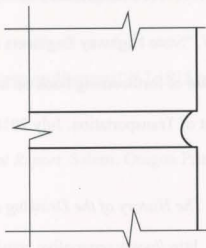
Mortar Styles

Beaded Mortar Joint



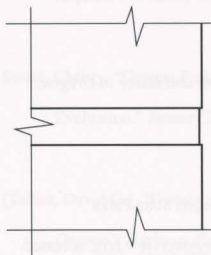
This style is less commonly found. It is present on examples from 1916 to 1935. It is the most decorative joint.

Concave Mortar Joint



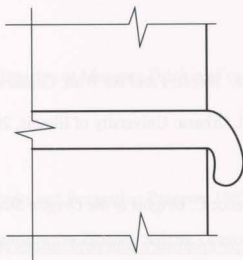
This style is the most common and spans all decades of construction.

Flush Mortar Joint



This style is very basic. It often denotes repairs. It does not appear to be an original style.

Weeping Mortar Joint



This style is less common. It is created when mortar seeps dramatically from between the masonry units. It appears in Mission 66 projects, and through the 1980s.

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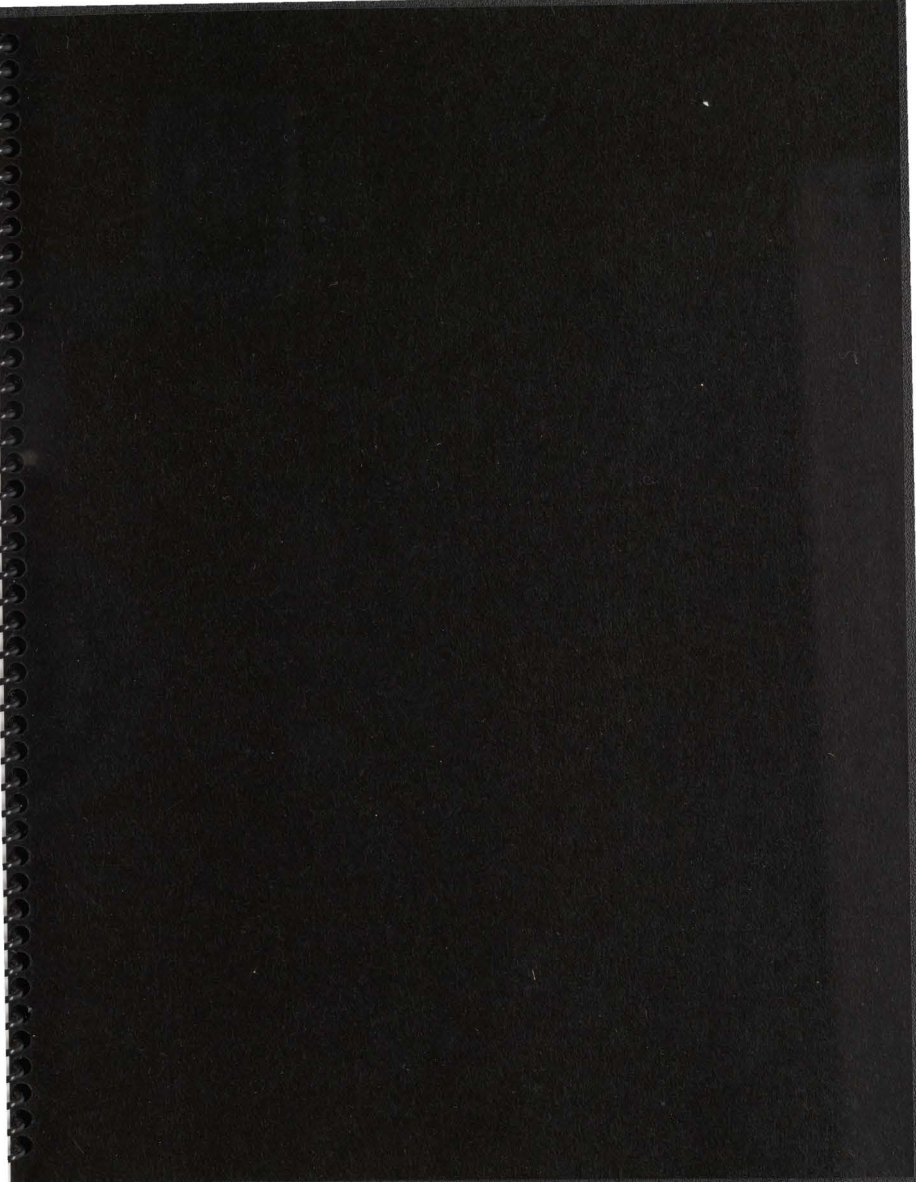
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