## Historic Boardman

By 1883, Castle Rock, located on the Columbia about one mile east of a lava formation that looked like a castle, was a major rail & river boat shipping point at the end of a freight road from the south. A ferry moved Morrow County hay across the Columbia to feed sheep on the Washington shore. Freight wagons took supplies south to the Heppner region, and wool and wheat north to the Columbia for the Portland market. The railroad reached Heppner in 1888 and the Castle Rock settlement declined. In 1916 the abandoned school building was moved to Boardman until a new one could be built. Backwaters of the John Day Dam now cover Castle Rock.



Boardman Depot

Design: Graphics Illustrated, Cheryl Christian; Fabrication: High Performance Signs.



Additional homesteaders and business owners arrived after irrigation water was brought from the Umatilla River in 1916. E.P. Dodd of Hermiston platted a 40 acre townsite. By 1917, Boardman had replaced the freight station at Castle Rock, a few miles down the Columbia and the railroad section town of Coyote, a few miles upstream. In the early years, a train depot was located at Messner, between Boardman & Irrigon. In 1922, a new depot was built in Boardman

Early commercial ventures focused or agricultural productions, commerce and traveler hospitality.

> Pump house for water well at Traveler Rest Area. Installed by Sam Boardman on original highway.



original Columbia River Highway

## **Columbia River** Heritage Trail



## Sam Boardman

Samuel H. Boardman migrated to Oregon as a young engineer, and envisioned the wonders irrigation would make on desert soil. Sam & Anna Belle Boardman were the original Boardman homesteaders in 1903. Not a tree was in sight and 13 years passed before an irrigation canal carried Umatilla River water 20 miles to Boardman.



Text and art from the Internet

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