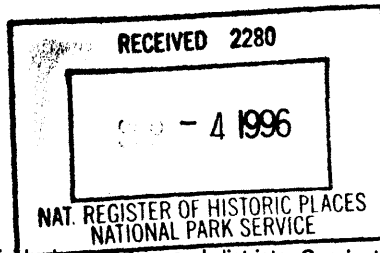


United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Spokane, Portland & Seattle Railroad Warehouse

other names/site number _____

2. Location

street & number 1631 NW Thurman Street N/A not for publication

city or town Portland N/A vicinity

state Oregon code OR county Multnomah code 051 zip code 97209

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Jerry Samish August 28, 1996
Signature of certifying official/Title Deputy SHPO Date
Oregon State Historic Preservation Office
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): _____

Edson H. Beall Signature of the Keeper Date of Action 10.3.96

Entered in the
National Register

SP&S RR Warehouse
Name of Property

Multnomah, OR
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

n/a

Number of contributing resources previously listed in the National Register

-0-

6. Function or Use

Historic Functions
(Enter categories from instructions)

INDUSTRY--Industrial Storage

Current Functions
(Enter categories from instructions)

COMMERCE/TRADE--Warehouse

7. Description

Architectural Classification
(Enter categories from instructions)

LATE VICTORIAN--Richardsonian
Romanesque

Materials
(Enter categories from instructions)

foundation Concrete
walls Brick
roof Asphalt
other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

National Register of Historic Places Continuation Sheet

Section number 7 Page 3

SETTING

The Spokane, Portland & Seattle Railroad warehouse is located in northwest Portland on the northeast corner of Thurman Street and 17th Avenue. The area is zoned industrial (IG1) and filled predominately with light industrial enterprises. Adjacent to the north are the Burlington Northern (formerly Northern Pacific) rail lines, with Rapid Transfer Trucking located beyond. To the east and southeast are two brick warehouses circa 1900 currently used as a tire warehouse by Lutz Tire. Directly to the south is the Rose City Classic Car Emporium and Star Oil Company, with Stark & Norris Manufacturing further to the south. To the west and southwest are Thurman Cabinets and Premier Gear & Machining.

EXTERIOR

The SP&S Railroad warehouse is located on Block 19 of Watson's addition. Once 200 feet square, the northeast corner of the Block was shaved as part of the railroad's right of way in 1922. 16th Avenue which bordered Block 19 on the east was also vacated. Today, the parcel appears as a single trapezoidal lot from Thurman to the railroad, and 17th to 14th. The building is located at the far southwest corner of the parcel with asphalt parking to the north and east.

The building is a three-story wood frame structure with flat asphalt roof on a concrete foundation. The roof is obscured by a stepped parapet accentuated by modest decorative brickwork. The exterior is sheathed in redbrick in a stretcher bond pattern which has also been painted red and sits on a rusticated stone base also painted red.

The building is essentially rectangular in form. The primary facade is oriented to the south, faces and is square to Thurman. It runs approximately 100 feet. The north facade however is angled to parallel the rail lines. The west facade, which runs along 17th Avenue, is approximately 175 feet long. The east facade, which opens to the yard, is only approximately 150 feet.

The most notable architectural feature of the building is the window and door cutout arrangement. The primary facade is divided into five bays of approximately equal width and bilaterally symmetrical. The two outside bays are identical, with a single window on all three floors, grouped by a slight recess in the brickwork. The central three bays are also essentially identical with stilted arch windows on the ground floor and paired windows on levels two and three. Fenestration on levels two and three consists of one over one wood sash windows. On level three, the windows have a relieving

National Register of Historic Places Continuation Sheet

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arch, slight on the outside bays but semicircular on the interior three bays. These arches are then accentuated by radiating brick trim. On level two, the windows are also one over one wood sash, but feature a rusticated stone head. On the ground floor, the windows on the outside bays are elongated one over one wood sash with rusticated stone head. The interior windows are large round arched windows in a tripartite configuration. These windows frame the primary entrance in the center bay. The stilted arched entrance is recessed and offers double wood paneled doors flanked by paneled and glazed sidelights and enhanced by a large multi light semicircular fanlight. The overall affect of the primary facade is Romanesque, quite handsome yet understated and rather elaborate for its utilitarian function.

The definition of the bays is repeated on the northern facade on the upper levels. The windows, however, are all identical with a slight relieving arch. Existing hardware on the windows indicates that at one time these windows were shuttered. On the ground floor, bays two and four have a doorway which opens to a three foot high concrete loading dock.

The west facade is divided into seven bays. Odd numbered bays originally featured paired windows on all three levels. The interior half of the southernmost bay has been bricked in. Even numbered bays consist only of a ground floor doorway for loading and unloading. The east bay, which opens to the yard, originally was blank with any decorative elements, suggesting a party wall.

Fenestration generally is two over two double hung wood sash windows. Windows are generally intact. The doors generally are wood, vertical tongue-in-groove industrial and again intact.

INTERIOR

The warehouse is largely unfinished. Entering from the main entry at the south, one walks into a office space approximately 25 feet deep and running the width of the building. Office spaces are formed with the use of wood and glass paneling which appears original and quite handsome.

Further to the north is a second room, approximately 15 feet deep and running the width of the building. This space was originally part of the warehouse and transformed into a "parts room" in 1975. The installation is utilitarian and devoid of any character defining features.

The remainder of the warehouse is open space punctuated by heavy wood timber support columns in a matrix every 25 feet. Access to the upper floor is via a single undistinguished staircase at the

National Register of Historic Places Continuation Sheet

Section number 7 Page 5

northwest corner of the building. In the center of the building is an elevator, approximately 20 feet square.

With the exception of the "parts room" the building is largely intact from construction, excepting that the office light fixtures, carpeting and wall finishes have been updated.

MAJOR ALTERATIONS

- | | |
|------|--|
| 1959 | New marquee on east facade |
| 1975 | Installation of Parts Room at rear of existing office area |
| 1983 | Install loading dock on east facade |
| 1988 | New roof |
| 1990 | New loading dock on east facade |

SP&S RR Warehouse

Name of Property

Multnomah, OR

County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
B Property is associated with the lives of persons significant in our past.
[X] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

Period of Significance

c. 1908

Significant Dates

c. 1908

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
previously listed in the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey #
recorded by Historic American Engineering Record #

Primary location of additional data:

- State Historic Preservation Office
Other State agency
Federal agency
[X] Local government
University
Other

Name of repository:

Oregon Historical Society

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page A

SPOKANE, PORTLAND & SEATTLE RAILROAD WAREHOUSE (c. 1908)

1631 NW Thurman Street

Portland, Multnomah County, Oregon

SUMMARY COMMENTS OF THE STATE HISTORIC PRESERVATION OFFICE

The historic warehouse of the Spokane, Portland & Seattle Railroad in Portland, Oregon was constructed about 1908 at the northeast corner of the intersection of Seventeenth and Thurman Streets in the city's northwest industrial section, where freight lines controlled by the Northern Pacific Railroad traced the west bank of the Willamette River, joining with other lines in the yards of grand union terminal.

With a footprint of 100 x 175 feet in its longest dimension, the warehouse rests on a concrete foundation and rises as a three-story construction having timber frame and brick bearing walls. Its north elevation is angled to parallel the railroad right of way. Its street facades are finished as a simplified version of the Richardsonian Romanesque style synonymous with late 19th century storage facilities and large-scale emporiums. Although devoid of the weighty rock-cut masonry base and trim elements of the archetypes designed by Henry Hobson Richardson and his followers of the Chicago School, the SP&S warehouse composition reveals the source of its inspiration in the central round-arched portal and multi-story arcades framing a recessed window and spandrel plane. The warehouse also is in character with its flat, built-up roof, and straight-topped parapet with low, rectangular stepped crest at the southwest corner angle.

Notwithstanding the simplicity of its form, the primary elevations fronting Thurman and Seventeenth present a varied and animated fenestration pattern characteristic of the Richardsonian commercial type. The primary facade fronting Thurman Street, for example, is symmetrically organized as three bays of coupled windows flanked by single-opening outer bays. Round arches head the central upper story arcades, and the topmost windows of the outside bays are segmental-arched. The main entry to receiving offices at the south side of the building is a bold round-arched opening with side lights, recessed doorway and mullioned top light. Semicircular windows with three-part assemblies light the interior on either side of the central entrance. The east wall is blind. At the northeast corner of the building, adjacent to the railroad siding and shipping yard, is a wrap-around loading dock of concrete which evidently represents improvements of the period 1983-1990. Even though no longer in railroad ownership, the warehouse continues its heavy storage and goods distribution function. The interior retains its wood flooring, braced timber posts and beams, and finished office space.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page B

The significance of the Spokane, Portland & Seattle Railroad Warehouse to Portland lies in its distinction under National Register Criterion C as a one of a now limited number of very good, well-preserved examples of warehouse architecture in the Richardsonian Romanesque style. Its visual character epitomizes the development of railroads in Portland and the city's emergence as a regional distribution center in the early 20th century. The nomination describes the Spokane, Portland & Seattle Railroad as an outgrowth of pitched competition between Northern Pacific Railroad interests headed by James Jerome Hill and the Union Pacific of E. H. Harriman. In essence, the SP&S was organized in 1905 to provide a more direct route between the lower Columbia basin and the inland empire than was offered via Tacoma and crossing the Cascades in central Washington state. Construction of the SP&S along the north bank of the Columbia River, opposite the rival Union Pacific Railroad on the south shore, was complete by 1908, and the subject warehouse was in place by July of 1909. The specific function which the warehouse was intended to fulfill is not precisely known. It is speculated that the building may have been used more in connection with rail construction than freight storage. The latter function, after all, was handled by the East and West Freight Houses of the SP&S at Eleventh and Hoyt, buildings also built in 1908 and recently entered into the National Register.

As early as 1919, the subject warehouse was leased to Clyde Iron Works and Equipment Company, a supplier of industrial equipment, some of which was used by railroads. Eventually, in 1945, the manufacturing company acquired the parcel from the Northern Pacific Railroad's real estate division, thus ending the period of the building's ownership by Northern Pacific Railroad interests.

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

Blackiston DLC and Slabtown

The SP&S Railroad warehouse is located on what had been on the southern edge of the William Blackiston donation land claim. Blackiston was born in Ohio and settled on his claim in April 1850 when he was 22 years old. He was unmarried in 1850 and thus entitled to claim only 320 acres under the Donation Land Act. The tract he selected was bounded today by NW 28th Avenue on the west, Thurman Street on the south, Reed Street on the north, and the river on the east. As surveyed, the tract only contained 200 acres, but Blackiston rightly assumed that the location, with its valuable riverfront and wharf sites, would more than compensate for the sacrifice of some acreage.

Blackiston however was an alcoholic who lost control over his affairs and eventually his claim. He died in 1873 at his home, which was located on the riverbank of his claim.

The area first developed in the mid-1880s. The 1889 Sanborn Map indicates the neighborhood was dotted with residences and commercial enterprises. Gradually, the neighborhood became known as "slabtown." The name is a reference to block-sized slab wood piles from the variety of lumber-related enterprises that located in this area. These included George Weidler's Willamette Steam Mills Lumbering and Manufacturing Company (Portland's largest lumber mill of the time), as well as lesser factories. Slabtown's geographic boundaries are not precise. Roughly outlined, it comprised the area north and east of Nob Hill and ran from Northrup to Nicolai, and from 13th to Willamette Heights.

The specific block of the SP&S Railroad warehouse had been subdivided into eight lots by 1889, each with a one and one-half story house with outhouses in the rear. These remained as late as the first decade of the 20th century.

In the 1900s, three events accelerated and defined Slabtown's growth. First came the Northern Pacific Railroad which purchased substantial portions of the land along the west bank of the Willamette north of downtown. Second came the Lewis & Clark Exposition which led to a boom in Portland's population. Third and finally, the Lewis & Clark Exposition site was used for industrial development. Thus, while Nob Hill to the south and west was transformed from stately mansions to well-heeled apartment houses, Slabtown remained an ever increasingly industrial area with working-class housing.

Through the 1910s and 1920s, this trend continued. Portland Railway, Light & Power built one of its three primary car barns at 24th and Savier. C. F. Swigert started Electric Steel Casting Company

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

(ESCO) and his Willamette Iron & Steel Company boomed with government contracts in the First World War. In 1920-21, Montgomery Ward and American Can both located major facilities at 26th and Vaughn. In 1927, United State Steel located its regional distribution center at Nicolai and Yeon.

Slabtown was centrally located between downtown and these industrial enterprises. Served by the 21st and 23rd Avenue street car lines, the area was a blue collar and immigrant neighborhood, with Germans, Dutch, Norwegians and Eastern Europeans. Many of these immigrated during the First World War to work in the wartime factories. As recalled by Lesandra Joyner, Slabtown was not a place as much as a period of history:

Slabtown was the old casket factory that lent color to a youngster's imagination. It was Thurman Street and Hagen's Drug Store, Fisher's Grocery and Market, the Uglesich Brothers and Eddie Forth the Tailor. It was kindly Dr. Dake, the dentist and Ideal Theater, which charged 5 cents admission. It was Sprentzer's whose showcases of penny candy tantalized and agonized the faces pressed against the glass . . . Slabtown was the Portland Baseball Park, the Forestry Building, MacCleay Park and the streetcars.

HISTORY OF THE BUILDING

The Spokane, Portland & Seattle Railroad warehouse is located on block 19 of Watson's Addition. According to the Sanborn Insurance maps, in 1889, block 19 was divided into eight lots 50 feet by 100 feet. Each lot contained a single family dwelling with an outhouse in the rear.

In 1905, at the Lewis & Clark Exposition, Northern Pacific Railroad President James J. Hill announced that he intended to "help in the development of Oregon by building a rail line from Spokane to Portland." The Northern Pacific and Great Northern Railroads had joined forces to create the Portland and Spokane Railroad, later renamed the Spokane, Portland and Seattle line, making Portland its northwestern terminus.

The Northern Pacific already controlled considerable acreage in Portland. Typically, the road's real estate activities were in the name of Northern Pacific, Oregon Railway and Navigation Company (controlled by Northern Pacific), or Northern Pacific Terminal Company. The latter was incorporated in 1882 and by 1885 was the second largest corporate property holder in Portland. In northwest Portland alone, the Northern Pacific in one form or another controlled a 39-block triangle from Hoyt

National Register of Historic Places Continuation Sheet

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and 9th to the river.

On January 1, 1906, Hill announced the purchase of 40 additional blocks by Spokane, Portland & Seattle Railroad, by Northern Pacific Railroad, by the Northern Pacific Terminal Company and by the Northwestern Improvement Company. The Northern Pacific Railroad organized the latter in 1887 as a wholly owned New Jersey Corporation which served as a vehicle in real estate transactions. Most of the land was located to the north and adjacent to the present Northern Pacific freight lines, expanding the holdings from Ninth and Hoyt to the river to Twelfth and Hoyt to the River. Additional land was purchased paralleling the existing Northern Pacific rail line and right of way along Sherlock Road. Block 19 of Watson's Addition, located one block south of Sherlock, was included in this purchase.

By July 1909, the existing structure was built. City of Portland Building inspection records at that time identify an "old" three story brick building on the site owned by the Spokane, Portland and Seattle Railroad. The intended use of the building is unknown. The load construction suggests storage for heavy items. Although there is an elevator, it is relatively small further suggesting that materials did not turnover that frequently. That it remained under the control of the SP&S Railroad suggests that the facility use may have been related to the construction of rail line.

Whatever, the building remained under the control of the road. In 1919, the Clyde Iron Works and Clyde Equipment leased it from SP&S. The firm was a manufacturer and equipment supplier for contractors, railroads, loggers, sawmills and mines. Clyde Iron Works had been formed in 1914 and headquartered at 18th and Upshur. In 1918, Clyde Equipment was formed as a separate division at the same location. A year later, the entire company moved over to 17th and Thurman.

In 1945, the Northwestern Improvement Company (still a division of Northern Pacific Railroad) sold the parcel to the Clyde Equipment Company. Clyde remained at the site until 1982 when it closed. Two years prior, in March 1980, Clyde had sold the property. Ownership transferred three times in that month, ending up under the ownership of Arthur Lutz of Lutz Tire.

PORTLAND AND THE RAILROAD

"In the late 19th century, the railroads . . . had become the most important institutions in the economics of the western states" The region developed simultaneously with the building of the railroads and in no part of the nation was their importance more generally recognized than Portland.

National Register of Historic Places Continuation Sheet

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They gave vitality to the regions it served, or in contrast, by withholding service, doomed communities to stagnation.

For Portland, seeking to be the Queen City of the Pacific Northwest, the railroads had a defining quality. The city sought not just rail service, but to be the northwestern terminus for the transcontinental routes. In fact, the national railroads ended the region's isolation and opened a period of full economic development. Industrial employment increased rapidly as large service yards and bridges across the Willamette were built. The railroads became the city's first major institutional employer. The roads fostered growth by the introduction of a more cosmopolitan population than had arrived in the pioneer era. And the presence of the railroad stimulated interest and growth of electrified street railways.

In total, the railroads confirmed Portland's position as the metropolis of the state. With the railroads, commerce now drained into the city from far broader territory than that just served by the waterways. They linked the city and state with the Mississippi Valley and with California. They integrated Oregon's farm and forest economy with the world, speeding the processes of urbanization, industrialization and migration.

The Beginnings: In 1862, Congress authorized the construction of two railroads that together would provide the first railroad link between the Mississippi River valley and the Pacific coast. One was the Union Pacific to run westward from Council Bluffs, Iowa; the other was the Central Pacific to run eastward from Sacramento, CA. To encourage the rapid completion of these roads, Congress provided generous subsidies in the form of land grants and loans. Construction was slower than Congress anticipated, but the two lines met on May 10, 1869.

In the meantime, other railroads had begun construction westward. The Panic of 1873 and the ensuing depression halted or delayed progress on many of those lines, but by 1883, three more rail connections between the Mississippi Valley and the West coast were completed: Northern Pacific Railroad from Lake Superior to Portland, Oregon; Santa Fe Railroad from Chicago, Illinois to Los Angeles, California and the Southern Pacific Railroad from New Orleans, Louisiana also to Los Angeles. The Southern Pacific also acquired by purchased or construction lines connecting from and to Portland.

The Railroad in Oregon: The first railroad in Oregon was the Oregon and California, which began construction in Portland at in 1868. An outgrowth of the stern wheeler company Oregon Steam

National Register of Historic Places Continuation Sheet

Section number 8 Page 7

Navigation Company (OSN) and under the leadership of Ben Holliday, trackage was completed to Oregon City by 1870, to Salem later that year and to Roseburg by 1872. In 1870 (but kept secret until 1872), Philadelphia financier Jay Cooke bought 75% of OSN stock for \$3.75 million. He purchase the line as part of his efforts to build the transcontinental Northern Pacific Railroad. In total, Cooke raised \$100 million to run from Lake Superior to a port on the Pacific Coast. For the effort, Congress gave the railroad a land grant of 40 million acres. Cooke planned to run the line down the Columbia River to Portland. Cooke would use the OSN sternwheeler fleet to ferry passengers and cargo to Kalama which would then be transported by rail either to Seattle or Tacoma. The connection between OSN and Northern Pacific-made sense, allowing a major expansion of OSN's stern wheeler fleet and extending Portland's national influence while solidifying its position as the center of the region's banking, trading, and transportation network. Unfortunately, Cooke's bank collapsed in the Panic of 1873 when German and Austrian Banks refused to purchase additional railroad bonds.

Following the national trend, the Panic of 1873 halted railroad construction in Oregon for several years. In 1878, Henry Villard took over control of OSN (shortly to be renamed Oregon Railway & Navigation Company) and restarted construction. In December 1880, Villard learned that the Northern Pacific intended two lines to the West coast: one line over the Cascades to Tacoma, the other along the Columbia River to Portland which would compete with his OR&N-Union Pacific Line. Eastern bankers for both companies felt competition would be deleterious and called for the two to consolidate. Villard achieved control of the Northern Pacific in 1881 and created the Oregon and Transcontinental Company to serve as a holding company for his railroad interest. Only about 700 miles of track remained to complete the transcontinental. Villard put the Tacoma cross-Cascades line on hold and designated Portland as the northern terminus. The line was completed in September of 1883.

In his effort to complete the line, Villard overextended his resources and was forced to give up control of the Northern Pacific in 1884. The road struggled financially through the remainder of the 1880s, balancing rail expansion with cash flow. It encountered new financial difficulties in 1890s, and it was reorganized by J. P. Morgan under the control of James J. Hill. Hill's railroad experience dated to 1878 when he developed a profitable enterprise out of the struggling Minnesota Railroad and the St. Paul & Pacific Railroad. Hill envisioned developing the Northern Pacific with cargo westbound for export markets in the Orient and eastbound lumber from the Pacific Northwest to the Midwest prairies.

National Register of Historic Places Continuation Sheet

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Seattle, Portland & Spokane Railroad: Cutthroat competition prevailed between the Northern Pacific, controlled by Morgan and Hill and the Union Pacific controlled by E. H. Harriman. Northern Pacific rails ran from Portland to Tacoma and east across the Cascades to NP's terminal grounds in Pasco. Hill wanted a more direct route but did not want to travel over the Union Pacific line which ran along the south bank of the Columbia River. In 1905, he organized the Seattle, Portland and Spokane (SP&S) Railroad to construct a line from Spokane to Portland along the north bank of the Columbia River. Northern Pacific and Great Northern Railroads each owned 50% share, with the President of each road serving as SP&S President in alternating years. A force of 7000 men bored through five miles of solid rock to form 13 tunnels in a rail line of 230 miles, built in two and half years. The original cost of \$8 million grew to nearly \$45 million upon completion. The project included an immense double track bridge across the Columbia at Vancouver to the Portland depot. About the same time, Hill interests bought the existing line of the Astoria and Columbia River Railroad, running from Portland downriver. Together, these lines completed a long distance through route from the Inland Empire wheat country to Northwest tidewater shipping ports with SP&S managing all freight and passenger operations between Seattle and Portland.

ROMANESQUE ARCHITECTURE IN PORTLAND

Beginning in the 1840s, a revival of the round-arched medieval style gained popularity. By the 1850s and 1860s, it was especially popular among new churches and public buildings. Beginning with the works of Henry Hobson Richardson in the 1870s, the revival style gained both new interpretation and greater popularity. Stellar works include the Trinity Church in Boston, Massachusetts, the Allegheny County Courthouse and Jail in Pittsburgh, Pennsylvania, and the Marshall Field Wholesale Store in Chicago, Illinois. Under Richardson's hand, the style was applied to houses, libraries, courthouses, town halls, university buildings and railroad stations.

As interpreted by Richardson, Romanesque became uniquely American. Present were round arches framing window and door openings, but Richardson's buildings were more horizontal and rough in texture. Heaviness was an ever present characteristic of the style with rough-surfaced stone facing, and arches, lintels and other elements of a different stone or brick. The assemblage creates a sense of weight and massiveness, which is emphasized by arched windows and columns.

Portland has several good examples of Richardsonian Romanesque buildings. The earliest is the New Market Annex, built in 1889. The 1892 Dekum Building, designed by McCaw and Martin, is Portland's most elaborate example. Other good non-residential examples of the style are the West

National Register of Historic Places Continuation Sheet

Section number 8 Page 9

Hall at the University of Portland (1891; McCaw and Martin), the First Baptist Church (1892-94; Warren G. Hayes.), the Haseltine Building (1893) and the Vintage Plaza Hotel (1894; F. Manson White). Built c.1908, the Spokane, Portland & Seattle Railroad warehouse is one of the youngest examples of style and a rare industrial application in the city.

National Register of Historic Places Continuation Sheet

Section number 9 Page 2

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SP&S RR Warehouse
Name of Property

Multnomah, OR
County and State

10. Geographical Data

Acreage of Property less than one acre (39,500 sf.) ^{btw. 35,000 and}
approximately 0.90 acres

Portland, Oregon-Washington 1:24000

UTM References

(Place additional UTM references on a continuation sheet.)

1

1	0	5	2	4	4	4	0	5	0	4	2	3	3	0
Zone	Easting				Northing									

2

Zone	Easting				Northing									

3

Zone	Easting				Northing									

4

Zone	Easting				Northing									

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title John M. Tess, President

organization Heritage Investment Corporation date February 26, 1996

street & number 123 NW 2nd Ave., Suite 200 telephone (503) 228-0272

city or town Portland state OR zip code 97209

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Arthur A. Lutz et al

street & number 8925 SW Beaverton-Hillsdale telephone _____

city or town Portland state OR zip code 97225

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management Information Systems, National Park Service, P.O. Box 37127, Washington, DC 20013-7127.

National Register of Historic Places Continuation Sheet

Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

The Spokane, Portland and Seattle Railroad Warehouse is located on Tax Lot 1 of Lots 1-7 of Block 19 of Watson's Addition to the City of Portland, Multnomah County, Oregon.

BOUNDARY JUSTIFICATION

The boundary is the legally recorded boundary lines for the building for which National Register status is being requested.

Sewer Manhole ○

Railwa

Loading Docks

Restroom

Tire Storage

Warehouse Structure

Old Boiler Room w/ boiler

Office

Asphalt Parking

Former UST/ pump island

Receiving

Offices

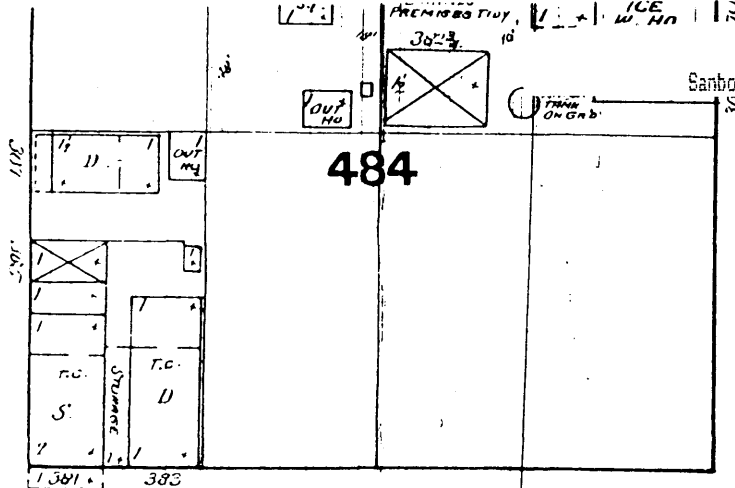
NW Thurman Street

Rose City Classic

X X



T. STRE



484

Sanborn - 1889

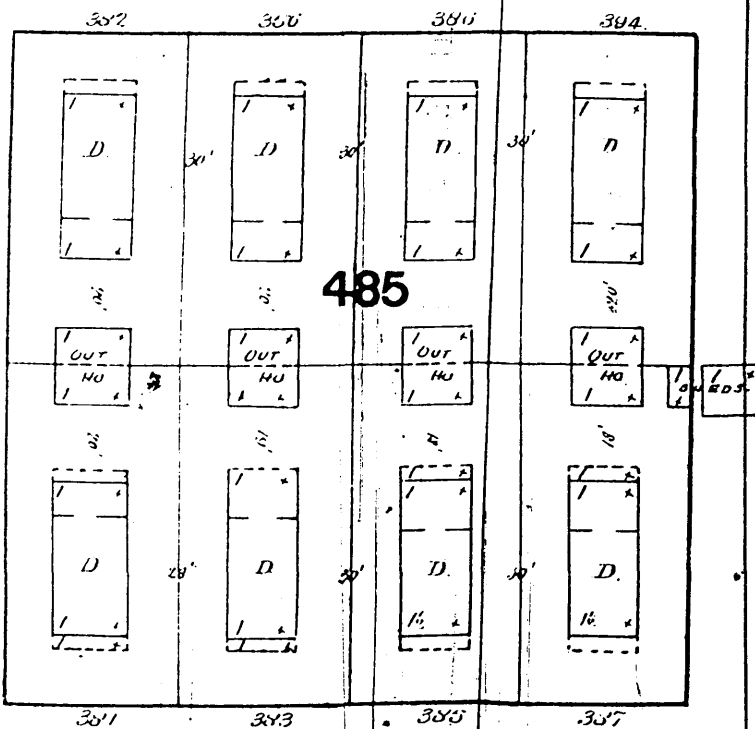
U. ST

(25)

N. SIXTEENTH

(24)

ST.



485

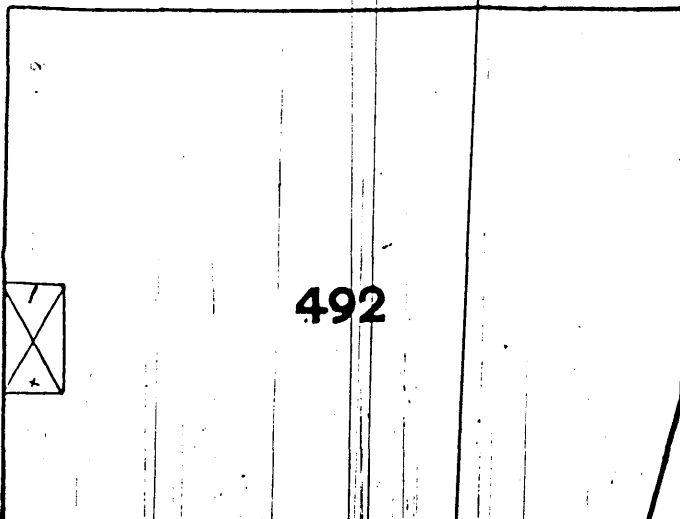
CITY HYD T &
FIRE ALARM ON
CUR. OF 15TH & S. STS

(23)

N. FIFTEENTH ST.

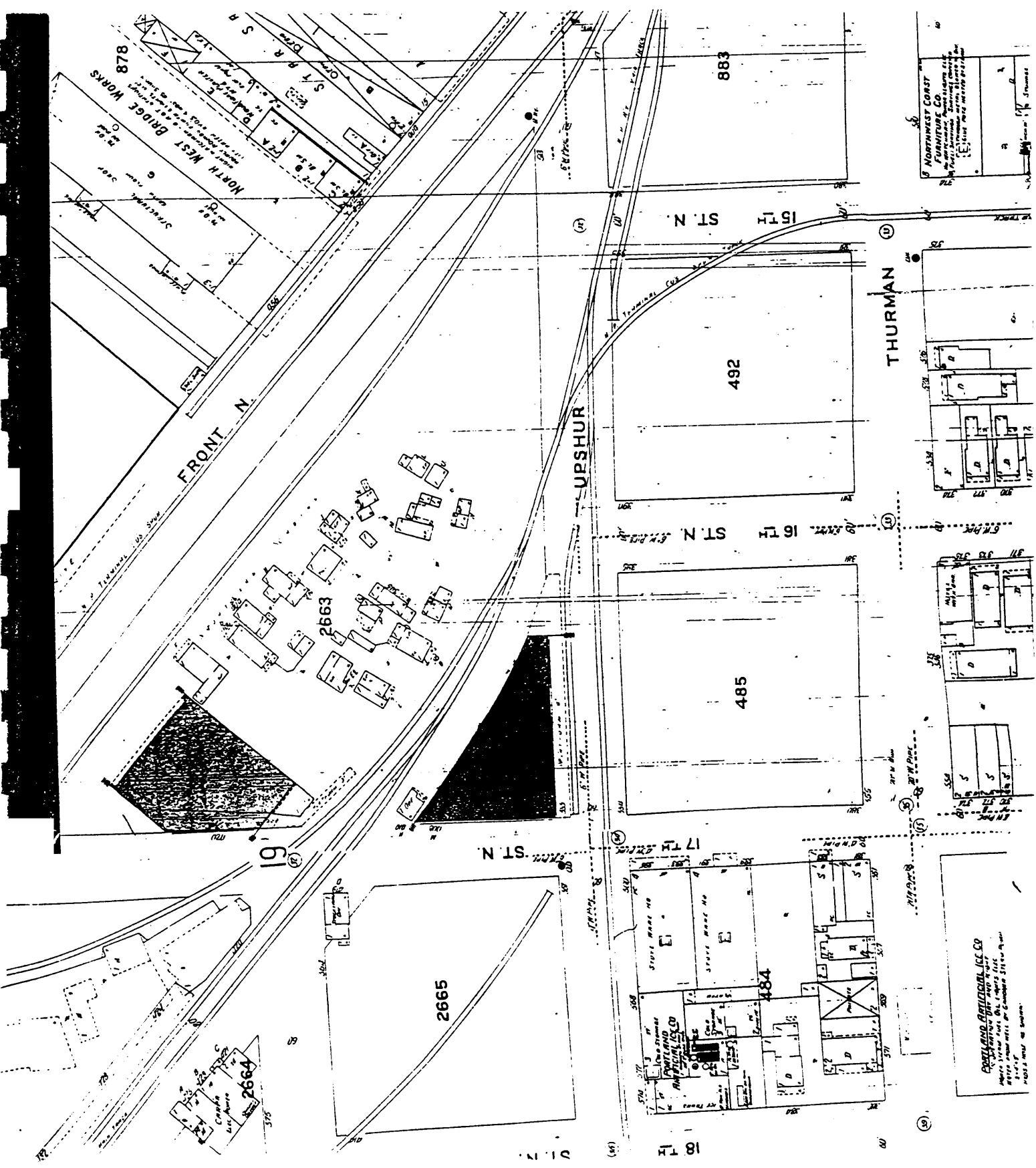
(22)

31



492

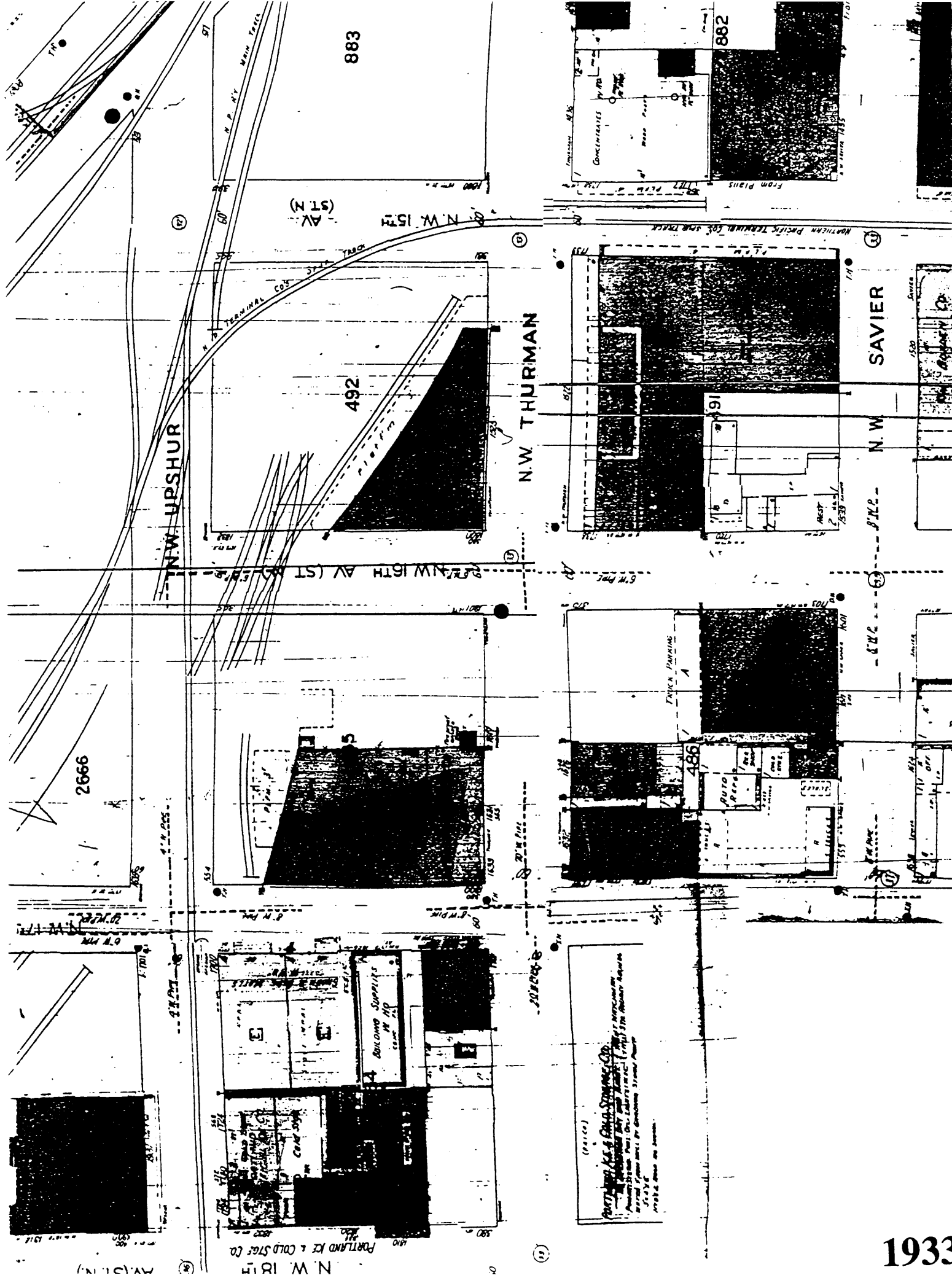
SHERLC



NORTHWEST CORST
 FURNITURE CO
 15th St
 17th St

THURMAN

PORTLAND APPLICATIONAL ICE CO
 17th St
 18th St



883

882

492

91

2666

486

N.W. 18th St
PORTLAND ICE & COLD STORAGE CO.

BULOW'S SUPPLIES
N.W. 16th St

Auto Parts
N.W. 15th St

SAVIER

N.W.

1933

10

AV 17TH (ST. N)

N.W. 17TH

6" W. PIPE
20" W. PIPE

2666

4" W. PIPE

N.W. UPSHU

(30)

55A

8" W. PIPE

PLFM. 3'

REPO

185

CLYDE EQUIPMENT CO

fire proof
concrete
CONC

60" 8" W. PIPE

(35)

20" W. PIPE

6" W. PIPE
N.W. 16TH AV (ST. N)

1675 ST. N
1839

N.W.

T.H.

300
1800
T.H.

1639 THAMM

1631
555

1617
THAMM

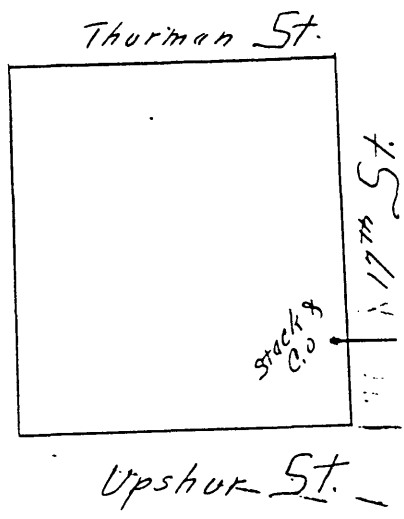
1801
T.H.

(33)

1839
T.H.

2" fair vent to stack for
 2 basins and 1 toilet
 vents toilet on stack
 no more ventilation

W.L. on stack -
 1 1/4" Gas vent to stack for
 basin
 X.H. to 2nd floor then Stf.



Street and No. N.E.C. 17 + Thurman St.
 Owner _____ Address _____ Blk. _____
 Master Plumber Hammerberg and Rod
 Jour. Plumber _____ Addition _____
 No. Stories and kind of Building flat 3 story brick
 What used for warehouse
 No. Water Closets 1 No. Basins _____ No. Rain Con'd _____ (sewer or curb)
 No. Bath Tubs _____ No. Laundry Tubs _____ No. Floor Drains _____
 No. Sinks _____ No. Urinals _____ No. and Size of Stacks _____
 No. Slop Sinks _____ Kind of Drains _____ (Connected to Sewer or Cesspool)
 Kind of Vents Each
 Other Plumbing Fixtures 1 W.C. + 1 Bath
 Total No. Fixtures _____
 Water Permits 426-11 27937
 Date of First Inspection _____ 19 _____ Date of Final Inspection 427 1914
 Inspector _____
 Date of Final Certificate _____
 Inspector _____
 SEE OTHER SIDE FOR REMARKS

150
 REPORT OF INSPECTION
 Street and No. 396 - N. 17th Blk. Upshur & Thurman
 Owner L.P. & P.R.
 Master Plumber P. Anackerbach Address _____
 Jour. Plumber _____ Apprentice _____
 No. Stories and kind of Building Old 3 story Brick
 What used for _____
 No. Water Closets 1 No. Basins 1 No. Rain Con'd _____ (sewer or curb)
 No. Bath Tubs _____ No. Laundry Tubs _____ No. Floor Drains _____
 No. Sinks _____ No. Urinals _____ No. and Size of Stacks 1 - 4"
 No. Slop Sinks _____ Kind of Drains _____ (Connected to Sewer or Cesspool)
 Kind of Vents Each
 Other Plumbing Fixtures _____
 Total No. Fixtures 2
 Water Permits 625-11 25316
 Date of First Inspection 7/1 1927 Date of Final Inspection 7/8 1929
 Inspector Hey
 Date of Final Certificate August 3 1929
 Inspector _____
 SEE OTHER SIDE FOR REMARKS