

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received AUG 10 1987
date entered SEP 10 1987

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Bell Station Store Number of contributing features: 1
and/or common Same Number of non-contributing features: 0

2. Location

street & number 9300 SE Bell Avenue ~~N/A~~ not for publication
city, town Portland N/A vicinity of Fifth Congressional District
state Oregon code 41 county Clackamas code 005

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	N/A in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	N/A being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Carey M. Sheldon
street & number 13927 SE Matilda Drive
city, town Clackamas N/A vicinity of state Oregon 97222

5. Location of Legal Description

courthouse, registry of deeds, etc. Clackamas County Courthouse
street & number 9th and Main Streets
city, town Oregon City state Oregon 97045

6. Representation in Existing Surveys

title Clackamas County Inventory of Historic Resources has this property been determined eligible? yes no
date 1983 federal state county local
depository for survey records State Historic Preservation Office, 525 Trade Street SE
city, town Salem state Oregon 97310

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		date <u>N/A</u>

Describe the present and original (if known) physical appearance

The Bell Station Store, constructed in 1900, is a good example of False Front Commercial style architecture. The store operated for seventy years, serving passengers along the Cazadero line of Oregon Water, Power and Railway Company. The Bell Station stop had only a small covered shelter, so the store served as a larger waiting area for passengers. The two-story building has a stepped, or crested parapet, concealing a gable roof. It has a compatible one-story addition on the south facade. The current owner plans to rehabilitate the building.

SETTING

The Bell Station Store is located on the southeast corner of the intersection of Johnson Creek Boulevard and Bell Avenue, facing west. Johnson Creek Boulevard is a major thoroughfare through Clackamas County, and Bell Avenue slopes upward to the north toward Portland. The Multnomah/Clackamas County border is located on the north side of Johnson Creek Boulevard. The Cazadero interurban tracks run east/west on the south side of Johnson Creek Boulevard turning to the north across Johnson Creek Boulevard, in front of the store building. The tracks continue in a northeasterly direction toward Lents Junction. The store is situated in a rural section of Clackamas County just east of the Milwaukie City limits and directly across the street from the Multnomah/Clackamas border. Surrounding land use is currently mixed residential and light industrial. Originally, nearby land use was that of a large gravel pit operation which supplied gravel to the dam construction site at Cazadero. Immediately to the south of the building is a parking lot which is bordered by Johnson Creek, which flows east/west. Directly to the east of the store is a parking area. The building is approximately 6 feet from Johnson Creek Boulevard on the north side. The facade is flush with the sidewalk on the west side.

PLAN

This two-story rectangular building has three later additions. The addition on the south side extends across the full length of the building and was added in the 1940s or 1950s. The small shingled entrance at the north end of the rear of the building was added between 1921 and 1937. This alteration was made at the same time that the upstairs was divided into two apartments. The third and most recent addition is also located on the back of the building. It dates from the 1970s. The foundation is concrete.

EXTERIOR

West Elevation

This facade has a two-story, stepped parapet wall. The upper third of the parapet is sheathed in wood shingles and capped with a plain fascia board. The shingles were added between 1921 and 1937. The center section of this facade is sided with shiplap. On the second story are two one-over-one, double-hung sash windows and directly above them is a central one-over-one, double-hung sash wooden frame window. These windows have plain surrounds of plank boards. An attached shed added to the facade by 1937 separates the first and second floors. The storefront (continued)

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below has recently been altered by the addition of vertical board siding. This alteration to the first story of the front facade occurred during the 1970s, after a car drove through the original storefront. Two large plate glass windows with wooden surrounds, and a front door with wood sash and one fixed light, were also added to this facade. The wooden one-story addition to the south of the main facade has a flat, high parapet wall which conceals a shed roof. The addition is clad in horizontal board siding with cornerboards on all corners.

Originally, the ground floor of this facade had large storefront windows across the entire facade. There also were two recessed entrances to the store. A wooden walk extended across the facade and around to the north elevation.

A painted sign panel, no longer legible, is located between the two windows. A large, curved neon sign is located on the northwest corner of the building and reads "Marymart Market."

South Elevation

The south facade of the Bell Station Store has a one-story addition with a shed roof and shiplap siding. The second floor of the original building, behind the addition, has shiplap siding which is badly in need of repair. Five one-over-one, double-hung sash windows are located on the second floor. One of these windows to the far right is smaller. The glass in all of the windows has been removed. Historical photographs of the building, taken prior to the time the addition was constructed, shows that there were originally no windows on the first floor of this facade. The first story addition was added in the late 1930s.

East Elevation

The siding under the gable roof on the east facade has wooden shingles which were added between 1921 and 1937. Two windows of four lights are also seen directly under the gable. The windows on the second story are one-over-one, double-hung wooden sash. The window at the north end of this facade is also a smaller window. Both these windows have been boarded over. The one-story addition extends around this elevation from the south facade, approximately three-quarters of the way across. The back door and wooden platform are located on this addition. A later one-story addition, constructed in the 1970s, projects from an addition made in the 1980s. The small, gabled entrance on the north end of this elevation was added between 1921 and 1937. This shingled entrance porch led to the apartments on the second floor. It has since been boarded over and no longer functions as an opening.

North Elevation

The north facade is covered by a gable roof with exposed rafters. It has shiplap siding and three paired one-over-one, double-hung sash wood frame windows. A single one-over-one, double-hung wooden frame window is located at the far end of the upper story. The shed roof from the west facade continues to the north facade

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about four feet. This section of the north facade has sections where new shiplap siding has been cut and fit to match the original. Two aluminum sliding windows have recently been added at the ground floor. The north facade originally had two one-over-one wood frame windows on the ground floor toward the east end, and an entrance that led to the second floor. These windows and doorway have since been filled in. A small wood framed, fixed window is located at the east end of this elevation.

INTERIOR

Basement

The concrete basement extends as far as the walls of the main building. There are three wood frame windows on the south side of the basement which now lead to the crawlspace of the south addition. Five 8" x 8" wood posts on flat concrete pads support the building. Three smaller posts were added later when the building needed more support.

First Floor

The first floor consists of a large open space with two walk-in freezers at the rear of the building. The first story addition, separated only by five wooden posts, is include in this large space on the south end of the building. Three support posts, which are original, run down the center of the building. These posts are tied into a truss form where they reach the ceiling. A separate room at the east end of this floor is the one-story addition which extends across the back side of the building. Originally, this interior space was divided in two. This was to keep feed and kerosene separate from the food and dry goods.

Second Floor

The wide wooden stairs which lead to the second floor are aligned north/south at the north end of the building. Originally, the second floor was an open hall, often used for dancing. In the 1930s this space was divided into two apartments, later into four apartments, and then into six. Currently, there is a central corridor with eight doors that open onto it. The walls are composed of lath and plaster. The wooden baseboards, picture molding, and door and window trim, are all intact. The floors are softwood plank, three-quarter inches wide. There is a window at each end of the corridor which brings natural light into the hall.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1900 **Builder/Architect** Unknown

Statement of Significance (in one paragraph)

SIGNIFICANCE

The building marking the three-way intersection of an historic interurban rail line, Johnson Creek Boulevard and SE Bell Avenue in southeast Portland was historically known as Bell Station Store. It is an unprepossessing but a substantially intact example of the ubiquitous vernacular False Fronted Commercial type. It is locally significant under National Register Criterion A as a property which developed an incidental but indelible association with interurban rail transportation early in the 20th Century and was historically a visual and social focal point in the neighborhood. The Bell Station Store more truly marked the Bell Station stop than did the Oregon Water, Power and Railway Company's official passenger shelter at this location. Built as a general store about 1900, it was frequented by passengers on the 37-mile line which extended through east Multnomah County and up the headwaters of the Clackamas River to Estacada and the Cazadero Dam beyond. The Cazadero line was opened in 1903, and was fully electrified by 1907. The railway company's small passenger shelter for the Bell Station stop stood on Bell Avenue, across from the store which overshadowed it, until it was torn down at the final abandonment of the line in 1958.

The interurban line was used not only for passenger service between Portland and the rural communities in Clackamas and Multnomah Counties. It also served as transport for men, supplies and equipment for the construction of the Cazadero hydroelectric plant, which was the primary source of power for the rail system and the cities along the line. Weekend travelers were attracted to the railroad because of the natural beauty of its route and highly reputed fishing on the Clackamas River. While the line remained in use until 1958, portions of it were closed by 1949. The Bell Station Store is one of the very few remaining structural features identified with the heyday of the Cazadero interurban rail line.

Despite its derelict condition and three minor additions, the store presently conveys its essential character, that of a plain, two-story gable-roofed rectangular volume of frame construction clad with drop siding. It is oriented longitudinally on its lot, facing west onto Bell Avenue. Its three-bay front is distinguished by a false front, or rectangular crested parapet. Its historic ground story shop front has been filled in with non-historic siding, and a pent eave has been affixed where once an awning sheltered the storefront. With the exception of the store windows and the central second story front window, window frames and double-hung sash remain. The upper facade of the west end was covered with shingles some time between 1921 and 1937, an alteration which may be considered historic since the period of significance is taken to encompass the years the store was managed by the William Schults, who lived nearby. Historically, the upstairs was a commodious open hall used for community gatherings. It was later subdivided for apartments.

9. Major Bibliographical References

See continuation sheet

10. Geographical Data

Acreeage of nominated property less than one

Quadrangle name Gladstone, Oregon

Quadrangle scale 1:24000

UTM References

A

1	0	5	3	1	9	5	0	5	0	3	3	4	6	0
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

Zone		Easting				Northing								

D

Zone		Easting				Northing								

E

Zone		Easting				Northing								

F

Zone		Easting				Northing								

G

Zone		Easting				Northing								

H

Zone		Easting				Northing								

Verbal boundary description and justification The Bell Station Store occupies Lots 1 through 4, Block 3, of the Willow Park Addition, Clackamas County, Oregon. The nominated parcel, measuring 100 x 75 feet, is otherwise described as Tax Lot 3800, Clackamas County Assessor's Map Reference No. 1 2E 29BD.

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state N/A code county code

11. Form Prepared By

name/title Kimberly Lakin and Kimberly Demuth

organization Northwest Heritage Property Associates date March 9, 1987

street & number PO Box 1871 telephone (503) 227-6357

city or town Portland state Oregon 97207

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature 

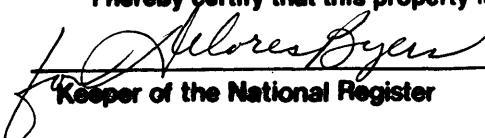
title Deputy State Historic Preservation Officer date August 5, 1987

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I hereby certify that this property is included in the National Register

Entered in the National Register

date 9-10-87


Keeper of the National Register

Attest: _____ date _____

Chief of Registration

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Construction of the first interurban lines began in 1890 by the Portland, Sellwood and Milwaukie Railway Company. The interurban railroad began operating from Portland to Oregon City on February 16, 1893. The line was taken over at that time by the East Side Railway Company.¹ The route of this line followed alongside the old Milwaukie County Road and SE 11th Avenue. This was later referred to as the Sellwood City line.

The early 1900s brought significant changes to the interurban line. In 1901, the line was acquired by the Portland City and Oregon Railway Company. The previous company had gone bankrupt and the line was in poor condition. Vast improvements were made, and the four miles of remaining steam operation near Mt. Scott in southeast Portland were electrified. The original line was extended south from Oregon City across the Southern Pacific line to Canemah by the Oregon City and Southern Railway Company, a subsidiary of the Portland City and Oregon Railway Company.

A search for a new power source had begun the previous year in 1901. In 1902, the Oregon Water, Power and Railway Company acquired land for the Cazadero hydroelectric dam project, later referred to as Station G, and now known as Faraday. The Cazadero rail line or Springwater Division, as it was called, was completed in 1903 and the entire line electrified by 1907. This line branched off of the main Portland/Oregon City line at Golf Junction, heading east, weaving in and out of Clackamas County to Multnomah County, east of Gresham. The line veers south into Clackamas County and follows the Clackamas River to the Cazadero dam site just past Estacada. (Continued)

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Although the primary reason for construction of this line was to transport men and materials to the dam construction site, the line became quite popular for weekend travelers. The 37 mile trip from Portland was famous for its scenic beauty and fishing in the Clackamas River. The line itself had a maximum of a 1% grade with many sweeping curves, high fills and tall trestles. According to national magazines of the time, it was considered "the first electric railway ever built to the very highest steam road standards of its day."² So many travelers used this line that the Oregon Water, Power and Railway Company built a hotel at Estacada, and several parks at various stops.³

The construction of the Cazadero line also led to the development of small communities along the line. Initially, Gresham was the only town along the entire route, with a population of 150. The company owners assumed a single daily freight train with a coach on the rear would handle all the traffic. Within a year, the population along the line had increased to the point that trains were running hourly to Gresham, and every two hours over the entire line to Cazadero.

Many of the station stops along the interurban rail lines were named after families who lived nearby. "The stops were connected to the two parallel roads by streets bearing the same names as the stations. From Oak Grove to Gladstone, in particular, were the stations called Rupert, Risley, Naef, Rothe, Meldrum, Hull and Jennings." More stops were added as the population grew. Estacada and Cazadero were Spanish in origin, reputed to have been named by the wife of an engineer purely because of their lyric quality, and are not associated with any persons.⁴ Bell Station was named after an engineer who worked for the Oregon Water, Power and Railway Company. In 1905 the line and Cazadero plant were turned over to the joint ownership of the Portland General Electric Company and the Portland Railway Company. In 1908 the interurban properties became part of the Portland Railway Light and Power Company in a merge that united all systems operating in Portland.⁵

The Bell Station stop was one of numerous stops along the Cazadero line and is one of five stops located on the urban fringe of the present city limits of Milwaukie. Located at the corner of Bell Avenue and Johnson Creek Boulevard, this stop is not to be confused with the Bellrose stop in Multnomah County. A small, hipped-roofed shelter with "Bell Station" sign on the roof was located directly across the street to the west of the store building. This shelter was demolished in 1958, when service ceased to operate.

Store buildings were a common occurrence along railroad lines providing local residents with various goods, such as feed, kerosene, hardware and food. The location of the store along the line made it easy for the goods to arrive at the store and eliminated the need for any further transport. It also provided weekend travelers a place to stop for lunch and continue their trip.

Two Scotsmen, K. K. Baxter and William B. Honeyman owned the property at different times between 1903 and 1910. These two men were part of a group of original founding members of the Waverly Club, an exclusive gentlemen's golf club, located

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in Milwaukie.⁶ In 1912, the property was platted as part of the Willow Park subdivision. The store was leased to various people, presumably operators of the store. The store was never operated by the building owners, but was either rented or leased. Early store managers were men by the names of Nyland and Manderson, and Hays and Balch.

William and Bertha Schuld began operating the store in 1919. The Schulds lived diagonally across Johnson Creek Boulevard, from the store, on the northwest corner of the intersection. This house still stands today. Vernon Schuld, son of William and Bertha, lives in this house with his wife Winifred. Bertha operated the store, and William owned and operated a large gravel pit business, which had been in operation since construction of the railroad line. The gravel was transported to the Cazadero dam construction site. Bertha Schuld operated the store off and on through 1937. When a store manager would leave, Bertha would take over until a new manager was found. A small apartment was located at the northeast end of the ground floor. The current store manager often lived in these quarters while operating the store. This apartment was later removed and no traces of it remain on the interior. Originally, the store was divided into two sections, with two separate front entrances. The feed and kerosene was confined to one side, and the hardware, food and mercantile items were kept on the other side. The second floor was originally a large open space often used as a dance hall. The entrance to the second floor was on the north side, which opened from an exterior wooden walk onto a wide staircase. A single wood stove heated the entire store.

Vernon Schuld remembers picnicking on the Clackamas River, via the train. There were parks located at Cazadero and Estacada. It cost 15 cents to take the train to Estacada. Vernon's wife Winifred used to work in Portland and recalled the convenient twenty-minute train trip to downtown Portland.

In the early 1930s, the Schulds divided the second floor into two apartments, installed a separate entrance on the west end of the building, and closed off the entrance on the north side. In subsequent years the second floor was divided into four and then six apartments. The wood shingles and shed-roofed porch were added when new management took over from the Schulds in 1937.⁷

Footnotes

- 1 John Labbe and David Stearns, The Western Railroader, "Portland-Oregon City Interurban of the Portland Traction Company," Issue 226, page 3.
- 2 Ibid.
- 3 "Portland General Electric Company, 1889-1981," page 35.

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- 4 Witten, Janet W., "Place Names in Clackamas County."
- 5 Labbe, John, Fares Please! These Portland Trolley Years, page 110.
- 6 Dimon, E., Twass Many Years Since.
- 7 Interview with Vernon Schuld, February 28, 1987.

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"Clackamas County Inventory of Historic Properties - Historic Resource Survey Form," 1986.

Dimon, E., Twas Many Years Since.

Engemann, Richard, thesis, Oregon Historical Society, reel 2, no date.

Gresham Planning Department, "Linneman Junction Vintage Light Rail Station," DRAFT, January 8, 1987.

Labee, John and Stearns, David, The Western Railroader, "Portland-Oregon City Interurban of the Portland Traction Company," August, 1958.

Labbe, John, Fares Please! The Portland Trolley Years, The Claxton Printers, Ltd., Caldwell, Idaho, 1980.

Nelson, Lynn V., "'Helen' Ran by Electricity," Oregon Historical Society, vertical files, no date.

Neuberger, Richard L., "The Interurbans," Oregon Historical Society, vertical files, July 8, 1934.

Oregon Historical Society photo files.

"Portland General Electric Company, 1889-1981," 1981.

Ticor Title Company, Oregon City, Oregon.

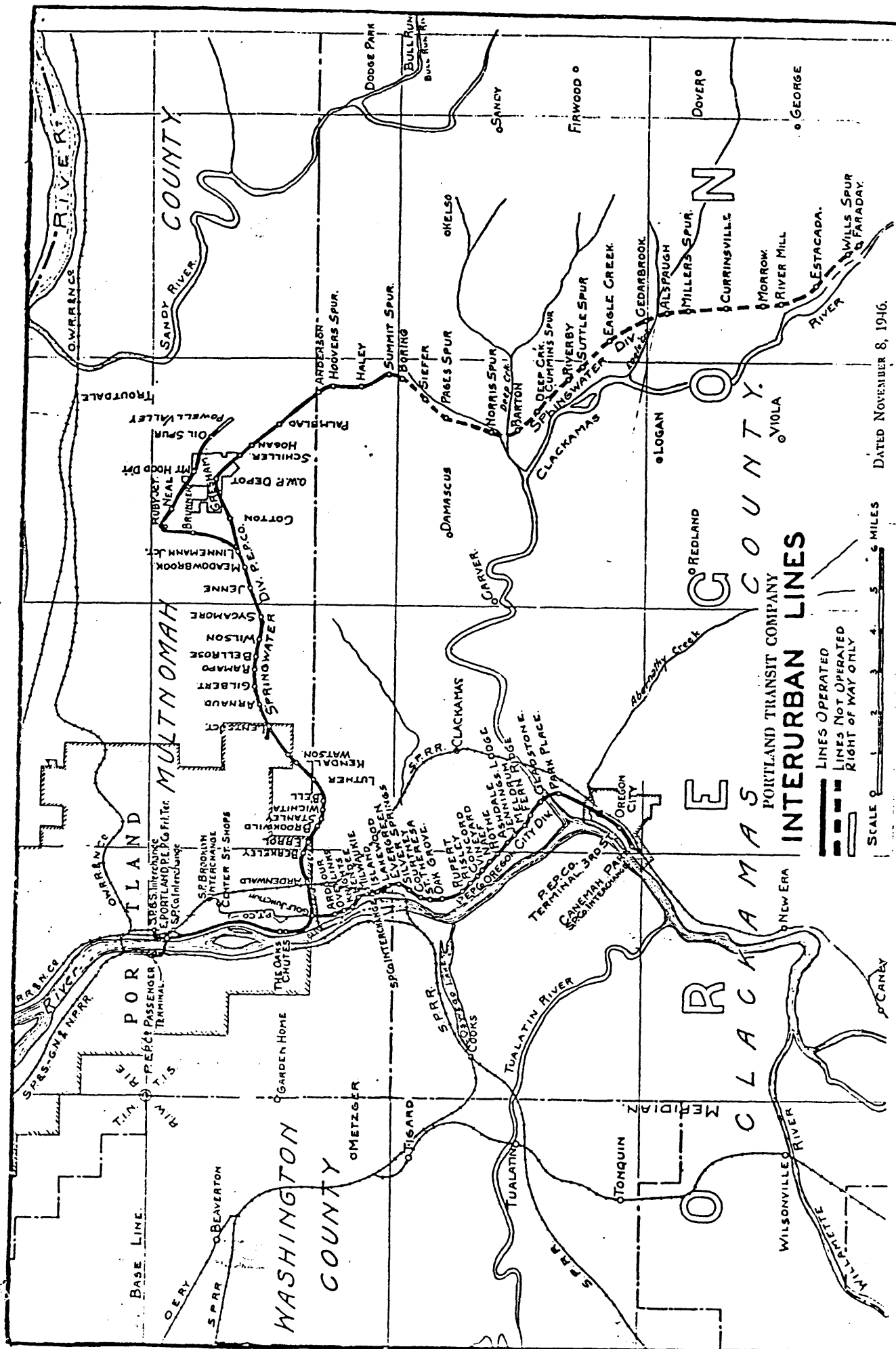
Interviews

Holzman, Janet, Public Relations, Portland General Electric Company, February 20, 1987.

Parker, Michael, Portland Traction Company, February 19, 1987.

Schuld, Vernon, February 28, 1987.

Map taken from The Western Railroader.



I-3

SEE MAP I 2E 29BC

