

United States Department of the Interior
National Park Service

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National Register of Historic Places
Registration Form

NATIONAL
REGISTER

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 Smith, R.S., Motor Company Building

other names/site number N/A

2. Location

street & number 39150 Pioneer Boulevard N/A not for publication

city or town Sandy N/A vicinity

state Oregon code OR county Clackamas code 005 zip code 97055

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.)

James Hannah December 1, 1993
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:)

for Guy M. Lapley Signature of the Keeper Entered in the National Register Date of Action 12/21/94

R.S. Smith Motor Company Building
Name of Property

Clackamas, Oregon
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

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

Commerce/Trade: Specialty Store
(automotive sales & service)

Current Functions

(Enter categories from instructions)

Commerce/Trade: Specialty Store
(automotive restoration)

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th and 20th Century Revivals
Mission/Spanish Colonial

Materials

(Enter categories from instructions)

foundation concrete
walls concrete
roof asphalt, built-up
other

Narrative Description

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

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Continuation Sheet**Section number 7 Page 1**I. SUMMARY PARAGRAPH**

The one-story commercial Smith Building located on the original main street in Sandy, Oregon was constructed in 1930 for use as an auto sales room and garage combined with a service station selling gasoline. A showroom incorporating large display windows occupies the front and west portion of the rectangular building; the gas station area to the front and east end offered a covered drive-through service bay flanking the island where the gas pumps were located. A large garage/mechanical shop area stretches across the rear of the building and partial basement occupies the rear one-third of the structure. Following a long tradition of transportation related activities on this particular site, the building is currently being renovated to house a classic car business.

II. SETTING

The Smith Building is situated at the east end of downtown Sandy on Pioneer Boulevard which is the original main thoroughfare running east and west in the city of Sandy. It is near the east end of the one-way street system before the town main streets join together. The building is sited on the south side of the street and faces north. Adjacent to the west is the Junker Building, originally a hardware store, and part of the early commercial development in that area of town. A parking lot occupies the remainder of the lot to the east of the building; a cross street running north and south is to the east of the parking lot.

III. GENERAL CHARACTERISTICS

The one-story Smith Building is generally rectangular in shape with the long axis running east and west. It is approximately 86 and 1/2 feet long and 75 feet deep with a recessed bay at the east end forming a drive-through for gas customers to park by the gas pumps. This is under the rectangular roof of the building. The front facade is visually divided into two sections: the west half, measuring 43' in length features a Mission inspired gable which is capped by a curvilinear parapet evoking the Spanish Colonial Revival style; the east half, also 43' in length, features the gas pump island and has a simple flat canopy and parapet suggestive of the Modern style and supported by three round, concrete posts.

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The rear section of the building is one large uninterrupted space measuring approximately 86 and 12' by 39' with an L-shaped section extending toward the gas pump area measuring 19' by 24'. The building is one story with 16' ceilings.

A basement extends the full length under the south one-third of the building; it is accessed by car from the south side and by stairway from the main rear section of the building.

IV. CONSTRUCTION

Concrete is the main building material used in the construction of the building; walls and floors are poured concrete, with some variety of finish work on the concrete. For instance, the facade beneath the parapet is scored to resemble stone while the curvilinear gable parapet border and the street level concrete have a rough stucco finish. Most of the building walls are simply painted over the original unfinished concrete. The exterior of the gas pump service bay is sided with wood v-groove siding with a wainscot-height trim. The structural system of the building employs post and beam construction with large posts and beams supporting the roof.

The building has a flat or slightly-sloping roof with a hot tar finish. A parapet emphasizes the perimeter of the building. There are four large original skylights with screened glass and heavy metal framework in the building. Two are situated over the rear of the garage\shop area, one is near the front of that area at the east end of the building, and one is over the showroom.

V. DECORATIVE FEATURES

North, or front facade: With its curvilinear parapet the west half of the north facade of the Smith Building reflects the interest in unusual architectural style and detail that occurred in the 1920's and 30's. This followed a nation-wide trend in a search for an indigenous architecture, in this case the Mission\Spanish Colonial Revival style popularized in California. Interest in the Spanish Colonial Revival style began in 1904 with the Panama\California Exposition held in San Diego to commemorate the completion of the Panama Canal. By 1925 the style had become immensely popular on the West Coast. The concrete parapet on the gable end is rendered in a simplified version of the Spanish Colonial Revival style. One remaining obelisk-like finial decorates the center of the parapet. Three pilasters accentuate the showroom exterior. The pilasters each

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have corbeled caps and raised motifs turned on point. The two end pilasters extend above the roofline with a square cap. In this half of the building there are two long bays featuring the original showroom windows. Transom windows above the entry doors and display windows show a strong vertical emphasis with vertical muntins. Until recently, a centered, recessed niche held a neon "Studebaker" sign. A new double door of the same size replaces the original French doors which were entry doors to the showroom.

The east half of the north facade expresses a suggestion of the Modern style with its flat, capped parapet and end cap matching those at the top of two pilasters flanking the gabled parapet. The "island" on which the gas pumps were mounted remains although the pumps have been removed. The east side wall into the showroom features a double door; another door and smaller display windows are part of a short diagonal wall between the service area and showroom. Access to the main garage\shop from this area is through a series of five hinged five panel doors with a total length of 19 and 1/2 feet; in three of the doors the next to the top panel has been replaced with glass. The open bay section of the building at the east end which houses the gas pump island measures approximately 43' by 12'.

The interior division into two sections echoes the exterior plan. The east and front portion was originally the showroom with display windows; this section measures approximately 43' by 36'. To the rear of the area a balcony has been constructed for use as office space. This area has a finished ceiling and the exposed support beam measures 2' by 12". The rear garage\shop section has open ceilings with large supporting posts measuring 12" by 18" and beams measuring 8' by 18". A bathroom is located in the northwest corner of the rear section and stairs to the basement descend from the southwest corner.

East facade: The east facade has a large roll-up garage door that replaces a similar door in the same position. A graveled parking lot and retaining wall cover the area between the building and the city street to the north. To the south of the retaining wall, the grade accommodates the basement level and there is a door opening into the basement.

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South facade: The south or rear facade features five bays, four with multi-pane metal frame industrial windows at the garage\shop level and the fifth is the entrance to the basement at the lower level.

West facade: The west wall abuts the Junker Building.

VI. SPECIFIC FEATURES

The windows in the Smith Building are in a variety of styles and types. Original windows in the showroom are standard display windows with transoms above the full length of the west one-half of the structure. The transom windows are vertical lights which carry out the vertical emphasis of the display windows. Three small transom windows set horizontally are featured above the entry door. All windows on the north or front facade are wooden sash. As previously mentioned, the shop\garage windows are multi-pane industrial with metal frames.

Floors and walls are concrete with minimal detail.

Minor changes have occurred in the building, i.e. a large plate glass window in the side of the showroom has been replaced by a double door, but the character of an early auto sales room\garage is intact. The distinctive gable and parapet set the building apart from the less decorated adjacent structure to the west and illustrate how one strong detail can raise a building from an ordinary commercial structure to a distinctive landmark in the community.

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.
- 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)

Commerce

Period of Significance

1930-1942

Significant Dates

1930

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
- Local government
- University
- Other

Name of repository:

R.S. Smith Motor Company Building
Name of Property

Clackamas, Oregon
County and State

10. Geographical Data

Acreage of Property 0.27 acres

Sandy, Oregon 1:24000

UTM References

(Place additional UTM references on a continuation sheet.)

1

1	0
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5	5	8	0	0	0
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5	0	2	7	0	0	0
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Zone Easting Northing

3

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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 Laura A. Selzer, co-owner, with assistance of Marianne Kadas

organization N/A date August 10, 1993

street & number PO Box 798 telephone (503) 668-8451

city or town Sandy state Oregon zip code 97055

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 David Goldenberg and John B. Selzer

street & number PO Box 1479 telephone (503) 668-8451

city or town Sandy state Oregon zip code 97055

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 and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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SHPO SUMMARY

The R. S. Smith Motor Company Building stands at the intersection of the eastbound couplet of U. S. Highway 26 and Oregon Route 211 in the community of Sandy in east Clackamas County. The town of just under four and a half thousand in present population has been, since the 1870s, a gateway on the historic route of travel through the Cascades around the south base of Mt. Hood. The Smith Building was erected in 1930 and meets National Register Criterion A in the area of commerce as a main street landmark of the early automotive industry locally. It perpetuates a historic use of the crossroads property, which earlier was the site of Smith's blacksmith shop.

The application presents background from the historic overview of the Clackamas County Cultural Resource Inventory to establish the role of Sandy as principal trading center in the Sandy River drainage. The Smith Building exemplifies a period of comparative vigor generated by motor traffic connected with resort development on the flank of Mt. Hood, a phenomenon that sustained local economy through the Depression era.

The Smith Building is a one-story building of post and beam concrete construction on a partial basement sited on the south side of Pioneer Boulevard, the historic main thoroughfare. The building consists of an automobile show room, garage and gasoline filling station. It measures 86 x 75 feet in ground plan, with its major frontage on the highway. The street facade is divided equally between the showroom on the west and garage-service station on the east. The separate functions are expressed in plate glass showroom windows having divided toplights and by a service bay recess fronted by a shallow canopy. At the northeast corner, pole uprights mark the location of a concrete island, or platform where gas pumps were mounted. The pumps are no longer in place. The two structural bays of the showroom front are demarcated by piers fronted by pilasters with caps and simple, raised decorative motifs. The stylistic character of the whole is not pronounced, hovering vaguely, as is typical of much vernacular roadside architecture, between Mission/Spanish Colonial and Modernistic. The street entrance is immediately east of the central pier. Its toplights are intact, but the historic double-leaf, glass-paneled doors have been replaced. Restoration of the doors is planned.

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Exterior walls are concrete with varied finishes. The recessed north wall of the service bay is finished with horizontal tongue-and-groove siding with a wainscot of vertical mill stock. Garage doors on this elevation consist of five hinged five-panel doors, partially glazed and 19 feet in height. End and rear elevations are unfinished concrete, and the streetfront parapet is rough-cast clad and rises, above the showroom section, as an ogee curvilinear gable surmounted by a central pyramid terminal element. The empty pocket for an advertising sign is found at the gable peak. Windows in the east end and rear elevation are frameless horizontal ribbon windows of industrial steel sash within deep reveals.

The interior of the automotive showroom is subdivided only by an office mezzanine along the rear wall and a restroom on the west wall. The showroom is provided additional natural lighting from a ceiling skylight. The garage-service section is lighted by three skylights. A roll-up door provides access to the basement story at the east end, where the lots slopes at a relatively steep gradient.

The building is being renovated by its current owners for a classic car sales and repair business.

Robert S. Smith (1886-1966) settled in Sandy, based on varied accounts, between 1909 and 1911. Together with a brother, he opened the Sandy Blacksmith and Horseshoeing Shop, on the subject property [the first of several land sale transactions at the nominated site was executed by Smith in 1913]. He soon bought out his brother's interest in the business and, by the mid-1920s, he had made the transition to automotive sales and service. Ford and Studebaker were among the auto manufacturers represented in his showroom over the length of his career. The brand of gasoline he purveyed was Standard. The period of significance covers the 12 years before the United States entered the Second World War (1930-1942). After mobilization, in 1943, gas rationing restricted private consumption of oil, and the automotive industry retooled for the war effort.

R. S. Smith was mayor of Sandy in 1930, when his modern showroom was built on the main street. He and his wife, the former Vera Cross, were civic-minded leaders in the community over many years.

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INTRODUCTION

The one-story commercial R.S. Smith Motor Company Building built in 1930 is located on Pioneer Boulevard, which is the original Main Street for Sandy, Oregon. The area is primarily in commercial use. Touching the building on the west elevation is another 20th century commercial building. The original use of the property was a Blacksmith and Horseshoeing shop. Since then the main business has been primarily auto sales/service.

The SMITH building is a small town evocation of Mission/Spanish Colonial; a style inspired by the early stone and adobe buildings of the mission period of California history. Characteristic features of the Mission style include low-pitched, often tiled roof, including curvilinear parapets; wood-frame or brick construction with stucco walls and wrought iron decorative trim. The prominent curvilinear parapet defines the subject building's style. The building is the only example to the style in the study area.

The building has not been moved or substantially altered, though minor modifications have occurred over the years. It is believed the two windows to the west of the small door in the middle of the facade have been altered. Other alterations include the removal of gas pumps and the addition of a fixed awning at an unknown date.

The resource is one of three concrete buildings in the study area on the inventory. The Junker Building (see SHPO #1183), adjacent to the subject building, is another one of the three.

The building is currently vacant, but restoration and clean up is in the works by the new owners, with new classic auto business to open soon.

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I. HISTORIC BACKGROUND

Early development of the Sandy-Boring area can be attributed to the proximity of the Barlow Road; the westernmost link of the Oregon Trail. The primary route of the Barlow Road, established by the 1850s, bisected the study area following present day Highway 26 to Sandy, then turning south towards and crossing the Clackamas River, continuing southwestward to Oregon City. Early settlers were few and widely scattered and included P.D. Terwilliger and L. Williams, who settled claims near the Multnomah County boarder, as well as Francis Revenue, who settled near present day Sandy. Revenue established a trading post on the Barlow Road. He also built the first school, a log building, in the area in 1870.

Despite the seemingly heavy traffic through the study area, few early pioneers filed donation land claims. Pioneers were interested in farming and sought arable, accessible land near and along the navigable waterways, which were more dependable thoroughfares than the muddy, rutted roads of the period. The topography of the Sandy-Boring area is hilly and therefore not well suited to the common agricultural practices of the mid-19th century. It was not until the 1870s that pioneers began to settle in the Sandy-Boring area.

The population of the county at this time was primarily composed of English, Irish and German immigrants, many of whom had lived in the Missouri, Mississippi or Ohio river valleys prior to moving westward to Oregon.

Mid-19th century dwellings were often of log or simple wood-frame construction. Many buildings exhibited an influence of the Classical Revival style of architecture, although generally this influence was limited to symmetrical facade arrangements, and suggestions of a cornice at the eave line and corner boards.

Like their residential counterparts, agricultural buildings from the period were generally simple buildings. Due to the nature of farming practices, barns and sheds were low-profile, broad buildings.

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After the Civil War (1865-1883), the area experienced slow but steady growth. The Barlow Road continued to be an important roadway, operating as a toll road through the first decade of the 20th century. Phillip Foster's Place, at present-day Eagle Creek, south and west for the study area, was an important point on the Barlow Road. Foster, who was a partner in the Barlow Road enterprise, sheltered traveling pioneers and sold supplies. Foster sold his business to Richard Gerdes and Henry Welborn, who operated the mercantile at Eagle Creek after Foster turned his attention to farming.

Communities sprung up along the early roadways throughout the nineteenth century. George Sharrock was the first person to establish ownership of land at the place now known as Sandy. Gerdes bought a portion of Sharrock's land, and in 1873 he established a post office and small store at Sandy. Several families arrived in the Sandy-Boring vicinity in the latter part of the 19th century, claiming homestead rights to large tracts of land. Many of these families stayed in the area for several generations. Willard H. Boring, for whom Boring Junction was later named, settled here during this period. In 1883 Boring donated land for the first school in the Boring vicinity.

During the Progressive Era (1884-1913) the population of Clackamas County tripled from 9,260 to almost 30,000, pushing the new comers to develop the hilly land well away from the river and the Barlow Road. By the turn-of-the-century wagon roads or "market roads" crossed the county, facilitating the transference of farm products to loading points along the railroad or to urban markets.

Prior to the Progressive Era a few commercial operations had been established at Sandy, however, the decades after the turn-of-the-century would prove to be a time of rapid growth and development. By 1907, Sandy had two general stores, two blacksmith shops, a building material and furniture store, a drugstore, harness shop and saddlery, a meat market, stage and livery service, two building contractors, several churches, a prune dryer and two dance halls.

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Interurban railroads also sought to fill the demand for better commuter and freight transportation, and entrepreneurs took advantage of the situation. In 1902 the Oregon Water Power & Railway Company was formed to run a line to eastern Multnomah and Clackamas counties to a dam on the Clackamas River. The first power source was in Portland, however; until a second power plant was constructed at Boring, trains in the outlying areas were powered by steam. In 1908 the company was sold to Portland Railway Light & Power Company.

Boring, named for the long time resident W.H. Boring, was one of towns which was established along an interurban railroad line. Boring Junction was platted in 1903, the year the interurban railroad line was constructed between Portland and Estacada. Estacada, located south of the Sandy-Boring study area, was billed as a recreational spot, as well as the site of the power company dam on the Clackamas River. The railroad line emanated from Portland at Sellwood. Stations were located at points including Lents, Linneman, Gresham, Haley, Boring, Barton, Eagle Creek and Estacada.

Entrepreneurs established commercial enterprises at the stations. In Boring, a store with apartments upstairs was built in 1904. In 1910 a building housing the post office and drug store was constructed across the street from the store. During the remainder of the historic period a cluster of houses and commercial buildings were constructed at junction of the interurban railroad line and state highway 212.

Many investors had expressed an interest in building a railroad up Mount Hood. In 1891 the builders of the Eastside Railroad, incorporated the Mount Hood Railway. A franchise was received but no construction took place. In 1904 the Mount Hood Railway & Power Company was incorporated. The corporation proposed to use power from Bull Run to compete with the power generation from the Portland General Electric Company, and to operate an electric railroad up the mountain. Three years later the same group of investors incorporated as the Portland & Eastern Railway Company. Difficulties arose over the proposed route from Portland. The railroad was finally constructed to Bull Run; however, it was never electrified and in 1912 the idea of a railroad to Mount Hood died.

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During the Motor Age (1914-1940) transportation improvements and growth in population continued to fuel agricultural activity. By the year 1914, talk of a new road from Portland to the Mountain was entertained but was soon forgotten when war began in Europe. In 1920 discussions began again for better roads from Portland, so two routes were proposed. The first was to go through Gresham, Lusted, Bull Run and along the Devils Back Bone through Marmot. The second and chosen route was by way of Gresham, Orient, Kelso, Sandy, Firwood and Cherryville. The Mt. Hood Loop Highway or Highway 26 as it's now known, was completed in 1923 and Sandy became the Gateway to Mt. Hood. At this time the finished surface was dirt and gravel.

In the early 1930's the Mt Hood Loop Highway route was surfaced with oil mat and moved to Proctor Avenue as Main Street, now known as Pioneer, was considered too narrow for increased traffic. By the 1950's the Highway was surfaced in concrete. By 1962 continued traffic increases on Hwy 26 made it difficult to cross the street in the main business section. Also at this time the Highway department was relocating the route between Sandy and Gresham and making it into a four-lane road paved with asphalt and with limited accesses. After several public meetings and a great deal of controversy it was decided to make Main Street and Proctor avenue a one-way loop.

During the Depression the population remained constant and the towns remained as agricultural centers, but little construction occurred. Summer homes on Mount Hood are the notable exception. Here, diminutive cabins and commodious dwellings were often constructed with native materials in a hand-crafted manner. The interurban railroad suspended commuter service to Boring in 1932. Two years later service was curtailed to Gresham. In 1942 freight service was resumed to Gresham and Sandy.

Since World War II, the Sandy-Boring area has witnessed dramatic changes. Most noteworthy is the conversion of agricultural land to suburban residential subdivisions. The construction of the Highway 26 through the study area has stimulated a host of suburban development from the north and west.

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HISTORY OF ROBERT S. AND VERA SMITH

According to county records Robert S. and Vera Smith purchased the subject property from Caspar and Katie Junker in 1929. The Smiths retained ownership until 1986.

Robert S. (Bob) Smith (1886-1966), a native of Clay Center, Kansas, came to Boring in 1911. In that same year he married Vera A. Cross and together they moved to Sandy, according to his obituary. According to the Sandy Pioneer he and his brother Melvin arrived in Sandy in 1909. After the Smiths arrived in Sandy they rented a house on Main Street. In 1912 they built their own home behind the current post office. Vera A. Cross Smith was a charter member of the Sandy Woman's Club in 1912. The Smiths had three children, Roberta, Donald and Juanita.

Smith opened the Sandy Blacksmith and Horseshoeing Shop with his brother, Melvin, soon after their arrival. Their original shop was in an old saloon on Main street. According to Smith's obituary he opened a Ford auto agency in 1912, which he ran until 1961. The Sandy Pioneer states that Robert Smith bought his brother's interest in the company in 1914 and opened a Brisco dealership and sold Standard gas. This source says that Smith did not begin selling Fords until the mid-1920's. In 1962 they opened a Studebaker dealership. A neon Studebaker sign hung outside of the building until the late 1980s. Smith had a garage and service station at First and Main streets and a service station at First and Proctor. At the time of his death he had distributed gas for the company for 55 years. The Sandy Pioneer claims that the R.S. Smith Motor Company was the oldest continuously open business in Sandy except for the Clackamas County Bank. In addition to his business in the subject building, Smith owned a Chevron Station on Proctor Avenue.

In addition to his business activities, Smith was active in civic and community affairs. In 1907 Smith was a member of the Sandy Booster Band. In 1919 Smith served as Sandy's Police Chief. He served as Mayor of Sandy in 1929 and 1930. From 1940 to 1944 and in 1949 Smith served on the Sandy city council. In 1949 Smith also signed the Chamber of Commerce's document of incorporation. In 1966 Smith received the citizen of the year award from the Chamber of Commerce.

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Smith was also a charter member of the Sandy Kiwanis Club and of the Gresham Elks Lodge No. 1805. Smith served as president of the Sandy Chamber of Commerce and as a "Big-Chief" of the Mt. Hood Pow-Wowers in 1947. At the time of his death he was survived by his wife, a son, Donald R., Sandy; two daughters, Mrs. Louis (Roberta) Dymond, Washington, D.C.; Mrs. Gene (Juanita) Gould, Renton, Washington; two sisters, Mrs. Jennie Anderson and Mrs. Sara Baker, both of Seattle, Washington; and one brother, Olivier, also of Seattle.

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- Bibliography: The Centennial History of Oregon, p. 972-973.
- Clackamas County Cultural Resource Inventory,
1984.
- Clackamas County Tax Assessor records, Oregon
City, OR
- Oregon Journal , 14 June 1948.
- Oregon City Enterprise. 21 July 1922.
- Oregonian , 29 November 1966, p. 27.
- Sandy Pioneer, 62, 77, 105, 106, 109, 111, 112,
114, 116, 123, 128, 152, 156, 165, 165, 166,
189, 196.
- TICOR Title Company, Oregon City, OR.

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

**National Register of Historic Places
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Section number 10 Page 1

BOUNDARY DESCRIPTION

The nominated area is located in NE 1/4 SW 1/4 Sec. 13, T.2S., R.4E., Willamette Meridian, in the City of Sandy, Clackamas County, Oregon. It is identified as Tax Lot 6400 at said location.

BOUNDARY JUSTIFICATION

The nominated area of 0.27 acres is the entire tax lot presently associated with the historic R. S. Smith Motor Company Building.

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

**National Register of Historic Places
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Section number PHOTOS Page 1

COMMON INFORMATION

Smith, R. S., Motor Company Building
Sandy, Clackamas County, Oregon
Laura A. Selzer
Date Of Photo: August 1, 1993
Negatives: Laura Selzer, P.O. Box 798, 50230 S.E.
Cherryville Dr., Sandy, Oregon 97055

PHOTO LIST

Front view of Smith Building, which faces North.
1 of 7

East wall of building.
2 of 7

Rear view of Smith Building, which faces South
3 of 7

Interior shot showing 1 of the 4 skylights, 3 of the which
are found in the garage/shop area. Also seen in background
is one of the supporting beams.
4 of 7

Interior shot of west wall which abuts to the Junker
building showing second skylight in the garage/shop area.
5 of 7

Interior shot of south rear wall. Shows 3 sections of the
multi-pane industrial windows and the third skylight in the
garage/shop area.
6 of 7

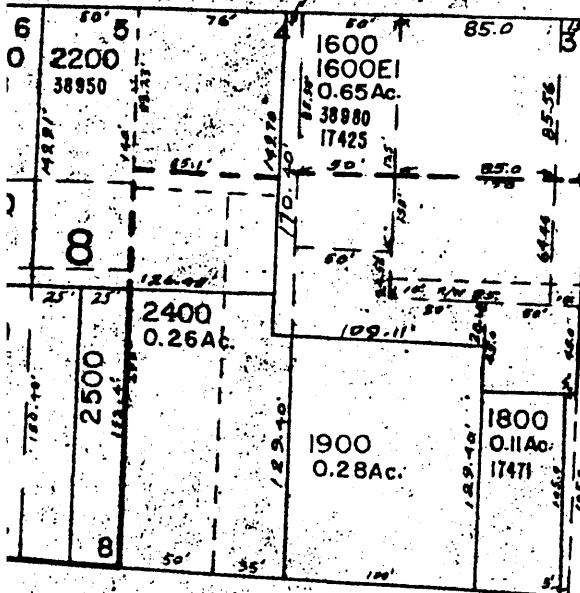
Interior shot showing front showroom. On the top left a
portion of the fourth skylight can be seen and also another
supporting beam. Also seen are the stairs that lead to the
office space above the showroom.
7 of 7

BLVD.

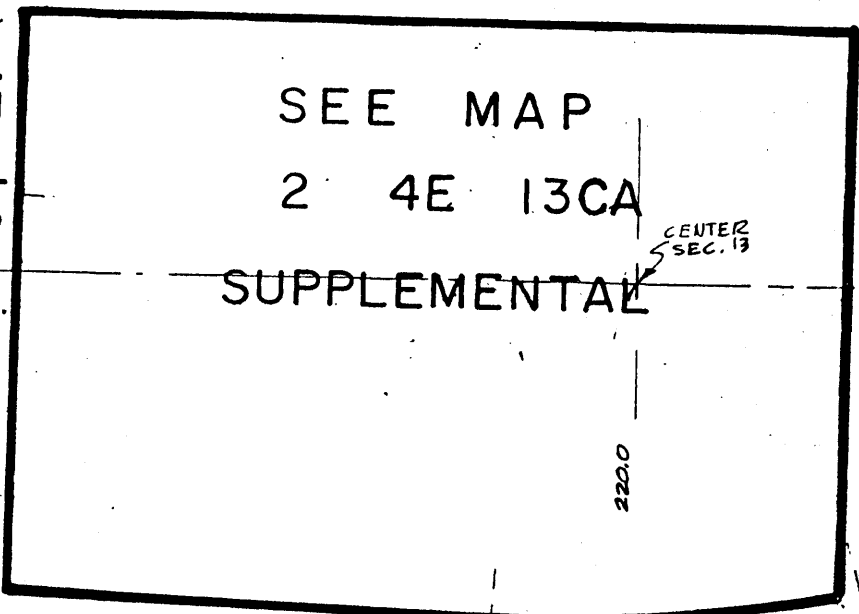
MT. HOOD

HWY.

26 • 1'



SHELLEY AVE.



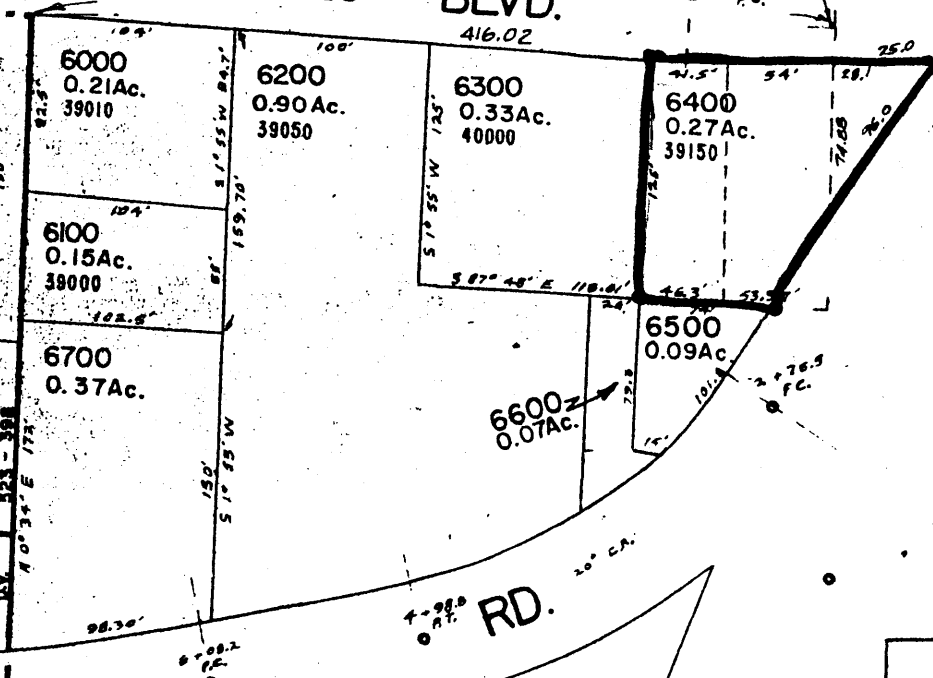
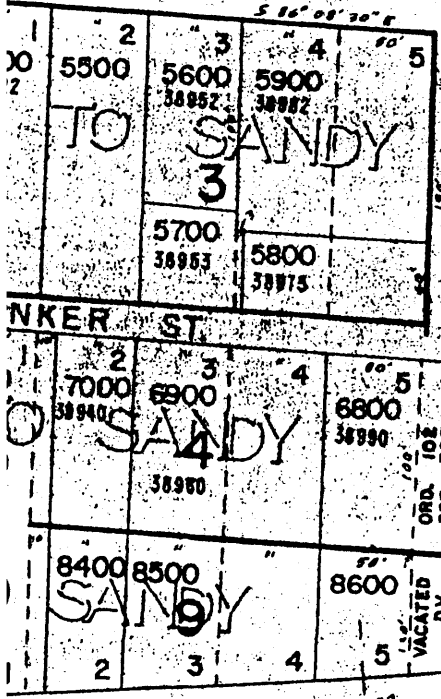
MEINIG AVE.

MT. HOOD

HWY. 26

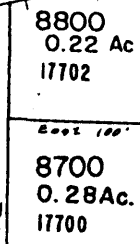
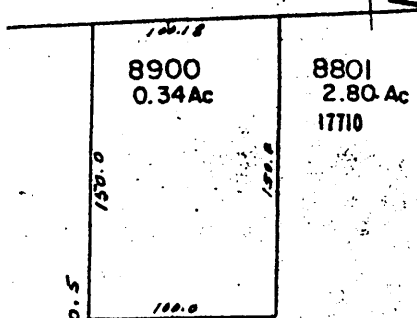
BLVD.

PIONEER



UPPER

RD.



Hwy 211

CANCELLED

- 2290
- 2300
- 3500
- 9900
- 1801
- 1802
- 4100
- 1000
- 1100
- 1201
- 10000
- 8300
- 7701

BLVU.

416.02

HWY 26

25.0

FLOOR PLAN

6300
0.33AC.
40000

S 87° 48' E 110.01'

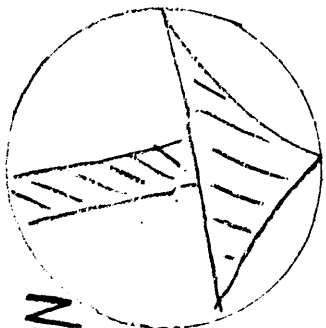
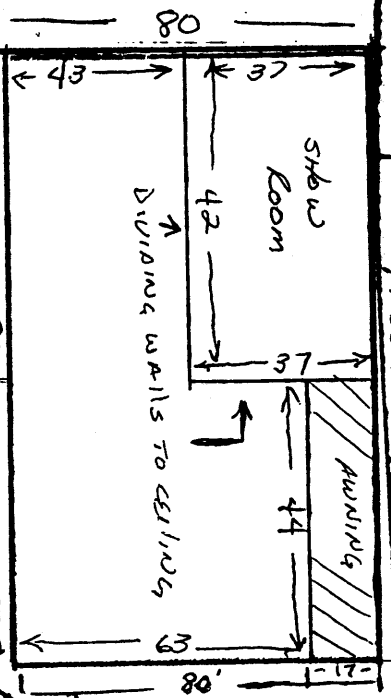
S 1° 55' W 125'

6600
0.07AC.

6500
0.09AC

76.5
76.5
FC.

Approx 1/3a = 1'



NORTH

