

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

Signature of commenting or other official _____ Date _____

State or Federal agency and bureau _____

=====
4. National Park Service Certification
=====

I, hereby certify that this property is:

Signature of Keeper

Date of Action

entered in the National Register
See continuation sheet.

Edson H. Beall

8/20/02

determined eligible for the
National Register
See continuation sheet.

determined not eligible for the
National Register

removed from the National Register
 other (explain):

=====
5. Classification
=====

Ownership of Property

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

Category of Property

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

Number of Resources within Property

Contributing	Noncontributing
<u>1</u>	<u> </u> buildings
<u> </u>	<u> </u> sites
<u> </u>	<u> </u> structures
<u> </u>	<u> </u> objects
<u>1</u>	<u> </u> Total

Number of contributing resources previously listed in the National Register 0

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

=====

6. Function or Use

=====

Historic Functions

Cat: Transportation Sub: Rail-related

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Current Functions

Cat: Vacant Sub: _____

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

=====

7. Description

=====

Architectural Classification

Late 19th and Early 20th Century American Movements (Commercial Style)

Materials

Foundation Concrete

Roof Asphalt

Walls Brick

Cornice Tin

Porch Brick

Narrative Description (See continuation sheet, Section 7)

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1 Portland Railway, Light & Power Sellwood Division Car barn Office and Clubhouse
name of property
Multnomah, OR
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Description of the Portland Railway, Light & Power Sellwood Division Car barn Office and Clubhouse:

The Portland Railway, Light & Power Company Sellwood Division Car barn Office and Clubhouse, known as the Carmen's Clubhouse, is a simple Commercial style building situated in the Sellwood neighborhood of Portland. The clubhouse occupies a .4-acre parcel at 8825 S.E. 11th Avenue (Sellwood Station Townhomes, Lot 10), in Multnomah County, just north of the Clackamas County line. There is asphalt paving around the building, and to the west is a grouping of coniferous trees. Surrounding the clubhouse are mixed-use properties; in the immediate area, light industrial activity predominates. Running along the south side of the clubhouse is trackage belonging to the Oregon Pacific Railroad. Beyond the north lot line are a row of new townhomes. Directly east of the clubhouse, across S.E. 11th, is a historically related building, the Sellwood Carbarns. Behind the barns on S.E. 13th is the Oregon Water Power and Railway Company substation, another associated resource. All are separately owned, including the railroad tracks, and all are connected by their history. The subject property, the Carmen's Clubhouse, retains the highest degree of exterior integrity among the buildings.

The rectilinear-massed brick building is set on an east-west axis. The volume of the main mass is approximately 30 x 76 feet, with the lengthiest exposure fronting an existing rail line. Photographic evidence suggests that tracks once ran along both elongated (north-south) exposures of the building, perhaps accommodating a rail turnaround or train car storage in this area. The building envelope is constructed of red running brick set on a concrete basement foundation, which is finished in stucco to resemble dressed stone. The brick is unreinforced, and masonry load-bearing walls carry their own weight, plus interior framing. Detailing on the lengthy exposures consists of four sections set out with brick pilasters and variations in the vertical plane. Horizontal bands are located at the main and second floors. Near the roofline is a metal cornice which is partially intact. There is a small chimney in the southwest quadrant of the building.

Fenestration on all exposures and at all levels occurs in a regular pattern; openings at the ground and second level are highlighted by cast stone lintels. In-kind replacement wood sash windows, 1/1 with lamb's tongue details and energy efficient lights await installation after original windows were removed by a former owner. Basement lights, paired and hinged sash uniformly located under first and second floor lights, are generally in poor condition or missing. Entrances exist on the east, north and south elevations. The public entrance to the building is on the S.E. 11th Avenue (east) elevation, but on the elongated southern exposure, three additional doors suggest that carmen may have entered here from the strip of abandoned trackage beside the building. Two of these doors are glass and wood panel. Other exterior details include cast stone lintels; recessed panels at the bays; staggered brick door surrounds with soldier brick at the top; and a belt course. The built-up roof is asphalt-finished.

On the primary exposure, there is an oversized light to the left of the main entrance. Five wooden stairs lead to the recessed landing, where the interior walls and ceiling are wood paneled. A centrally mounted light fixture that once hung here has been removed. The solid core wood door is surrounded by original wood panels and sidelights; beside it to the left is another door, which has been boarded. The elongated south elevation contains two basement windows and a metal door at the base of the stairwell. On the ground level there are 11 window openings and two original panel and glass doors. At the second level there are 13 window openings. At the rear (west) exposure there is a pair of window openings at each level. The length of the north elevation reveals 11 openings on each of the two levels

NATIONAL REGISTER OF HISTORIC PLACES
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Section 7 Page 2 Portland Railway, Light & Power Sellwood Division Car Barn Office and Clubhouse
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including 10 windows and a solid core wood door in the center of the building. A section of the sheet metal cornice is missing from this elevation.

The interior contains 7,914 square feet of space, including the basement. Framing consists of fir floor and roof joists running the width of the building. Floors are 1x4-inch tongue and groove fir, currently unfinished and in poor condition. Original spatial divisions are apparent, as are exposed brick walls that were originally covered by lath and plaster. Still visible are a reception area off the main entrance; two glass and wood paneled offices; and the tongue and groove stairwell with chamfered newel post at the landing. On the second level, the stairwell leads to two large open spaces at the rear (west) and one at the front of the building. Original steam radiators on the ground and second levels have been disconnected and await rehabilitation and relocation where appropriate. The basement, which houses the mechanical works of the building, contains several original doors and window openings; remnants of an original communal urinal; asbestos-wrapped pipe; and a kitchen built c. 1961.

The building is in fair condition on the exterior. It last functioned as a U.S. Forest Service Experiment Station where employees worked until 1984. Records indicate the building was next used for storage, then vacated, and eventually a victim of deferred maintenance. In 1996 the property was sold by the government to a private party. Since then, two successive owners attempted rehabilitate the building. When the current owners acquired the property in 2000, damaged wall surfaces and original windows had been removed, although most of the original spatial divisions were retained on all levels. Ample photographic and physical evidence exists to guide a sensitive rehabilitation of the exterior. On the interior, nearly all existing original fabric will be retained in a manner complementing the future use of the building as office space. New materials will be sympathetic to the period and style of the original construction. As of this writing the building is in the process of rehabilitation. Work on the building is occurring in consultation and coordination with the City of Portland, the Oregon State Historic Preservation Office, and the National Park Service.

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8. Statement of Significance

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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

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a 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

Transportation

Period of Significance

1910-1938

Significant Dates 1910

NATIONAL REGISTER OF HISTORIC PLACES
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Portland Railway, Light & Power Sellwood Division Car barn Office and Clubhouse
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Significance:

The Carmen's Clubhouse, built in 1910, is significant under Criterion A for its association with the development of the Sellwood neighborhood in Portland and the rise and fall of the electric interurban railway system in Portland. The clubhouse was part of a complex that also included carbarns and a power plant created at approximately the same time. The development occurred at the highpoint of the "golden age" of the electric street railways and interurbans in the Portland area. In 1938, dwindling ridership forced the closure of the clubhouse, although railway service in Sellwood continued until 1958.

The Sellwood area was opened up by Henderson Luelling, who settled on five acres in February 1848. Later Alfred Luelling, son of Henderson Luelling, claimed additional land in the area. In May 1868 the Reverend John Sellwood bought 321 acres from the Luelling heirs. In 1882 the Reverend Sellwood sold the tract to the Sellwood Real Estate Company. Only after this sale did the area gain the name of Sellwood. Sellwood developed as a service area for an agricultural region. Water transportation for landings on the Willamette River at the foot of Umatilla and Spokane streets connected with Portland and other communities on the river. Overland transportation was furnished by the Milwaukie Road from the mid-1840s forward and by the steam railroad (the Oregon & California) from Portland to Salem and the south after 1870. Along with transportation improvements, manufacturing came to Sellwood in these years with the establishment in 1885 of the Sorenson and Young Saw and Planing Mill (after 1900 named the East Side Lumber Mill).

In 1882 Sellwood became caught up in an important development in the history of the metropolitan region. This was the expansion of Portland's East Side suburbs, caused in large part by the availability of electric streetcars. The first bridge across the Willamette River, the Morrison, was opened in 1887. In 1889 Portland's first electric line ran from Portland to Albina across the Railroad (later the Steel) Bridge. Connections between both banks of the river were an important ingredient in the annexation of East Portland and Albina to Portland in 1891. In 1892 Sellwood became a station for the East Side Railway Company that ran electric trains from Portland to Oregon City, reaching the last community in 1893.

The City of Sellwood incorporated in 1887. But it lacked a sufficient population and tax base to furnish adequate services. The last straw was the defeat of a bond issue for a public school in 1892. In 1893 the citizens of Sellwood succeeded in being annexed to Portland. The neighborhood grew slowly during the depression years of 1893 to 1897, but the new century opened with boom times for all of Portland. In Sellwood the Oregon Water Power & Railway Company catered to the growth of the area. In 1897 the Waverly Golf Club was founded just south of the neighborhood limits of Sellwood. The railroad provided a stop, known as Golf Junction, to reach the club at 13th Avenue and Ochoco Street. In the early twentieth century Sellwood's increasing significance as a transportation point was marked by the construction of new railroad buildings. In 1905 a power substation for the railroad was constructed at 8856 SE 13th Avenue. In 1910 the railroad built a carbarn facility at 8823 SE 11th Avenue and the carbarn office and clubhouse at 8825 SE 11th Avenue. These transportation buildings remain today as the only surviving electric railroad company complex in the Portland area.

Known among employees as the Carmen's Clubhouse, the building was dedicated on 15 June 1910. It was a two-story brick structure designed for multiple purposes. The first floor was used as a train dispatcher and trainmaster's office, a record storage area, and a lost and found for passengers' goods left on the train. On this floor were also

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Portland Railway, Light & Power Sellwood Division Car barn Office and Clubhouse
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three shower-bath rooms and one bathroom. The second floor was the real "clubhouse," which offered amenities to PRL&P's conductors and motormen, collectively known as carmen. The building contained a reading room with books, desks, and writing materials. It also had a gin rummy table, three billiard tables, and several emergency sleeping rooms. In the basement were the furnace, toilet, and safety deposit boxes. The purpose of the clubhouse was to provide a comfortable area for men waiting to go on duty or waiting between shifts. The paternalism of the streetcar company was designed to keep employees content and to deter them from frequenting saloons.

As a well-equipped facility, the clubhouse was an exception to the general way that employees of PRL&P were treated. Streetcar historian Martha Bianco described the grueling working conditions of the railroad: "Many employees were working seven days a week, 365 days a year. Before the independent union (created in 1917), there was no regard for craft specialization; a man could be pulled away from any job and be asked to perform another, as long as he had the ability. . . . Working in the barns at night meant working a graveyard shift, from 8:30 P.M. to 4:30 A.M. A single man might be responsible for cleaning up to fifty cars per night. . . . Motormen, who operated the cars, were responsible for stopping and starting when signaled, opening and closing the doors, and keeping an eye out for any obstruction or problem on the tracks. . . . Conductors were responsible for collecting fares and making change, selling tickets and passes, issuing transfers, signaling the motorman when to start and stop, and making reports at the end of the shift regarding fares collected." [pp. 288-289.]

Carmen were routinely scrutinized by company inspectors, and their service—good or poor—was often noted by writers to the editor of the Portland Oregonian. At the clubhouses and in their specialized publication, "Portland Carmen," the employees commiserated with one another about their treatment. Amenities such as the clubhouse (and the company union which was founded in the late nineteenth century to collect money to benefit workers injured on the job) provided a partial shield against the rigors of the job and a means for the company to forestall the creation of an independent union. Particularly challenging for motormen were some 200 grade crossings on the lines, where the increasingly popular automobile posed a threat to the welfare of the trains. Conductors and motormen were under enormous pressure to keep their cars running on schedule; trains ran 15-minutes apart on the city lines but less frequently on the interurbans.

The Sellwood Division headquarters housing the car barn office and clubhouse was similar to three other complexes serving the Ankeny, Piedmont, and Savier divisions. At the height of the streetcar era in 1915, the Sellwood Division maintained 110 city cars and 30 interurban cars. By 1926, carmen at Sellwood commanded 70 cars on the city lines and 22 on the interurban lines. The same year, there were 223 platform men based at the Sellwood Division. The city line ran through Sellwood from the car barns to Bybee Avenue, Milwaukie Street, East 11th, and Hawthorne Avenue to the Alder Street loop in downtown Portland.

Sellwood figured prominently in the history of the East Side electric railways. Their growth was a chapter in the proliferation of these railways in the Portland area, an expansion that by 1915 had given Portland the third most extensive electric railway system in America. The reasons for this rapid growth were prosperity after the close of the 1893-1897 depression that caused farmers to seek easier access to the attractions of urban life, and the desire of local speculators to sell land in these suburban developments.

The first major interurban electric line in the United States served the East Side of Portland including Sellwood. This was the Oregon City and Southern Railway (OC&SR), incorporated in 1891 and renamed the East Side Railway

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Portland Railway, Light & Power Sellwood Division Car barn Office and Clubhouse
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Company in 1893. In February of that year the trains made their first trips between Portland and Oregon City. This auspicious beginning was not indicative of the immediate future, however. A depression flattened the entire country. Locally, the company suffered the worst accident in Portland transportation history to that time when a motorman failed to see in time—in a heavy fog—that the Madison Bridge was open. When he belatedly saw the signal, the brakes were unable to stop the train on the icy tracks. Seven passengers were drowned. Because of these disasters (including law suits from the accident) the company went into receivership. The line continued to operate, however, but in 1902 a strike reduced revenues and a new corporation, the Oregon Water Power and Railway Company was formed. In 1906 Portland Gas and Electric merged with all the interurban and streetcar companies in Portland including Oregon Water Power and Railway Company. The new combined company, called the Portland Railway, Light & Power Company, was, according to Bianco, “one of just two interurban networks in the country that was affiliated with a city transit and light and power monopoly.” (The other was in Milwaukee, Wisconsin.)

The interurbans had a steady pool of commuters to draw from during the six-day work week. But revenues fell off sharply on Sunday. Many of the interurban lines accordingly built recreational areas to lure people on their day off. One of the most popular of these areas is Oaks Park in Sellwood—the only one that survives to the present—was inaugurated on Memorial Day 1905. Not coincidentally, the amusement’s opening day was timed to coincide with that of the Lewis and Clark Exposition in Portland. Many visitors to the exposition also took time to go to the park, which had 350,000 visitors during its first summer.

The optimistic days of the interurbans began to wane after 1912. No single factor was responsible for the decline of this service. There was a depression in Portland from 1912 to 1915. The trolley system’s trackage peaked in 1916 with 192 miles of lines in Multnomah and Clackamas counties. When competition from jitneys arose, both city and state regulators began to take an interest in the company’s affairs. In the 1920s another danger to the interurbans became increasingly menacing—the popularity of the automobile. By the 1930s the bus and trolley coach had made serious inroads upon the interurbans. Portland Railway, Light & Power became Portland Electric Power Company (PEPCO) in 1926. The use of the Carmen’s Clubhouse was discontinued in 1938. PEPCO operated the railway system until 1946, when it was sold to the Portland Traction Company. Portland Traction ran the line until closure. The last train to Sellwood was run in 1958.

As train service declined, the Sellwood facilities were sold off. In 1939 the United States Forest Service took over the clubhouse for the use of the Civilian Conservation Corps. Both the clubhouse and car barns were purchased by the agency in 1942. Until it was vacated in 1984, the clubhouse functioned as a forest pest research center and as a storage site for construction and maintenance operations. Over time a number of other buildings were added to the lot, including a u-shaped covered carport (c. 1947; upgraded 1971) and wood-frame workshop. The property was used for storage by the Forest Service until 1993. In August 1996 The Forest Service sold the property with a protective covenant, ensuring the clubhouse’s continuance as an historic resource. The building has been under three ownerships since passing into private hands. During this time, a .25-acre portion of the original acreage was severed from the parcel and developed into rowhouses along the northern perimeter of the tract. As late as 1998, the property retained all of its interior features. When the building was acquired by the current owners, the damaged fabric on the interior of the clubhouse had been largely removed, as well as the outbuildings on the lot.

United States Department of the Interior
National Park Service

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CONTINUATION SHEET

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Portland Railway, Light & Power Sellwood Division Carbarn Office and Clubhouse
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Within the related three-building complex, only the substation has remained under ownership of Portland General Electric (which emerged from PEPCO). The windows of the plant have been boarded and the rusticated concrete block building has been painted. The carbarns were sold by the Forest Service in 1956 to Paragon Packing Company, now known as Molded Container Corporation. The carbarns continue to occupy a 1x2-block area and appear in fair condition on the exterior. The large building has been altered along its 11th Avenue elevation with incompatible material, while windows have been boarded on the 13th Avenue exposure. All three buildings are listed on the Portland Historic Resources Inventory (1984) and in the Statewide Inventory of Historic Resources. The Carmen's Clubhouse is the best preserved of the ensemble.

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation _____

Architect/Builder Unknown _____

Narrative Statement of Significance (See continuation sheet, Section 8)

=====

9. Major Bibliographical References

=====

(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: Portland General Electric Archives

=====

10. Geographical Data

=====

Acreage of Property .40

UTM References (Place additional UTM references on a continuation sheet)

Zone Easting Northing Zone Easting Northing

1 10 527070 5033785 3 _____

2 _____ 4 _____

_____ See continuation sheet

United States Department of the Interior
National Park Service

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CONTINUATION SHEET

Section 9 Page 1 Portland Railway, Light & Power Sellwood Division Car Barn Office and Clubhouse
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Books:

- Abbott, Carl. Portland: Planning, Politics, and Growth in A Twentieth Century City. Lincoln: University of Nebraska Press, 1983.
- Diamon, Elizabeth F. 'Twas Many Years Since: 100 Years in the Waverly Area, 1847-1947. Milwaukie: n.p., 1981.
- Labbe, John. Fares Please! Those Portland Trolley Years. Caldwell, Idaho: The Caxton Printers, 1982.
- MacColl, E. Kimbark with Harry Stein. Merchants, Money and Power: The Portland Establishment 1843-1913. Portland: the Georgian Press, 1988.
- Nyden, Evangleine. Memories of Old Sellwood, Rev. ed. Portland: The Sellwood-Moreland Bee Co., n.d.
- Wollner, Craig. Electrifying Eden: Portland General Electric, 1889-1965. Portland: Oregon Historical Society, 1990.

Dissertation:

- Bianco, Martha J. Private Profit Versus Public Service: Competing Demands in Urban Transportation History and Policy, Portland, Oregon, 1872-1970. Ph.D. dissertation, Portland State University, 1994.

Newspapers:

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- "Council Ends Trolley Cars in Sellwood." Sellwood Bee, 9 June 1955.
- Fitzsimons, Eileen. "Historic Sellwood Buildings Await Fate." Sellwood Bee, March 1986.
- "Old Car Barns Filling Up." Sellwood Bee, 25 August 1939.
- "Old Car Barns Renovated." Sellwood Bee, 4 August 1939.
- PEPCO Synchronizer. Vols. 1-2. 1926-1927.
- "Portland Railway Light and Power Company Announces Plans for Sellwood Car Barns and Club House for Employes." Sellwood Bee, 9 January 1909.
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- "Special Notice." Sellwood Bee, 6 March 1936.
- "The Sellwood Club House Opened." Sellwood Bee

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- Branson, Margaret. Proposal for Restoration of Historic Golf Junction, Portland, 1995.
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- Larabee, Matthew. "Summary Appraisal Report: Old Trolley Office," Moscato, Ofner & Henningsen, Inc.: Portland, 1998.
- Portland General Electric Archives. Sellwood Division vertical files.
- Portland Historic Resources Inventory, City of Portland, 1984.
- Staehli, Alfred. Preservation Options for Portland Neighborhoods: A Report on the History of Portland's Neighborhoods and their Historic Centers. Portland: Alfred Staehli, 1975.
- W.C. Wood Construction Co., Inc. "8825 SE 11th Street, Portland, OR: Old Portland Railway Light & Power Carbarn Office & Clubhouse," n.d., n.

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CONTINUATION SHEET

Section 10 Page 1

Portland Railway, Light & Power Sellwood Division Car barn Office and Clubhouse
name of property
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Verbal Boundary Description

The nominated area consists of the parcel described as the Sellwood Station Townhouses Lot 10, in the Sellwood area of the City of Portland, Multnomah County, Oregon. The said property begins at the NW corner of Lot 10, South 40', Southeasterly 11.80', continuing Southeasterly 105.95' to the SE corner of Lot 10. The North 125' to the NE corner of Lot 10, then West to the point of the beginning.

Boundary Justification

The nominated area is the entire urban tax lot that contains the historic Portland Railway, Light and Power Sellwood Division Carmen's Clubhouse.

Verbal Boundary Description (See continuation sheet, Section 10)

Boundary Justification (See continuation sheet, Section 10)

11. Form Prepared By

name/title Linda and Gordon Dodds, Preservation Consultants

organization _____ date 1 June 2001

street & number 3127 N.E. 38th Avenue telephone (503) 288-1290

city or town Portland state OR zip code 97212

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.

Property Owner

name Jeffrey T. and Susan H. Linman, Linman Investments, LLC

street & number 01901 S.W. Carey Lane telephone (503) 699-1166

city or town Portland state OR zip code 97219

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 the 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 Project (1024-0018), Washington, DC 20503.

LAKE OSWEGO QUADRANGLE
OREGON
7.5 MINUTE SERIES (TOPOGRAPHIC)

NW/4 OREGON CITY 15' QUADRANGLE

122° 37' 30"

14'

VANCOUVER, WASH. 10 MI.
2 MI. TO INTERSTATE 405

VANCOUVER (WASH.) 9.6 MI.
0.1 MI. TO ROSS ISLAND BRIDGE

1 450 000 FEET

45° 30'

CITY HALL 1.3 MI.

40'



670 000 FEET

5037

5036

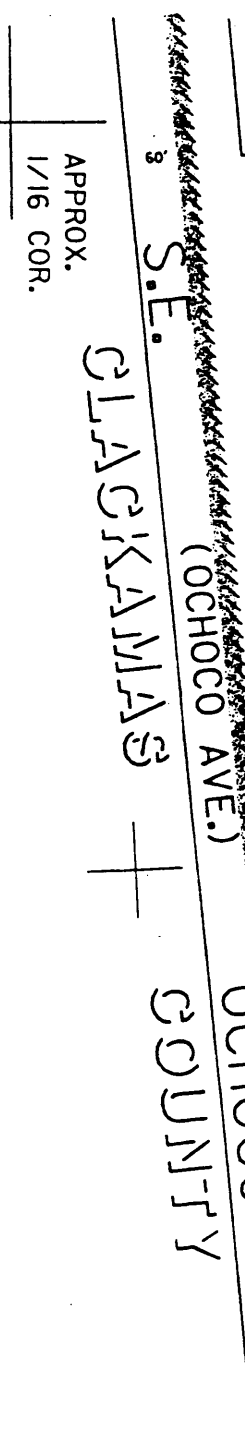
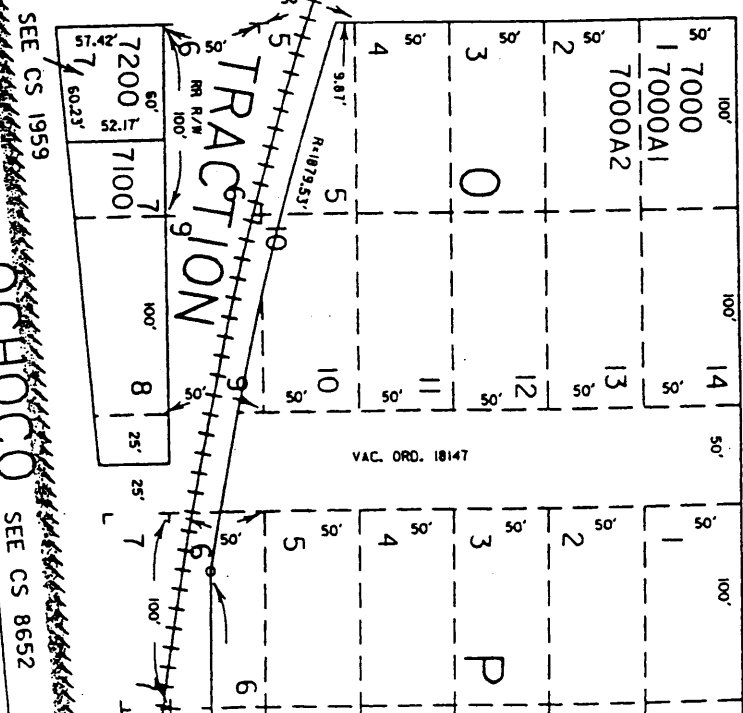
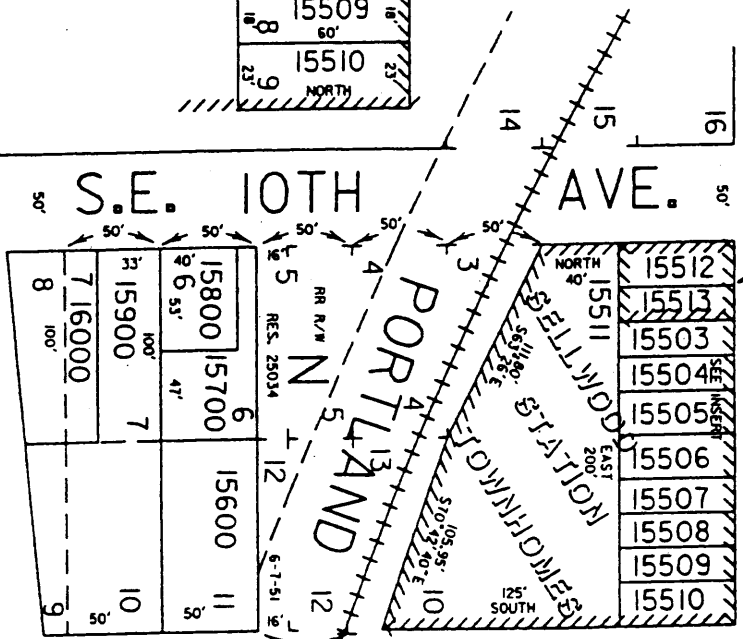
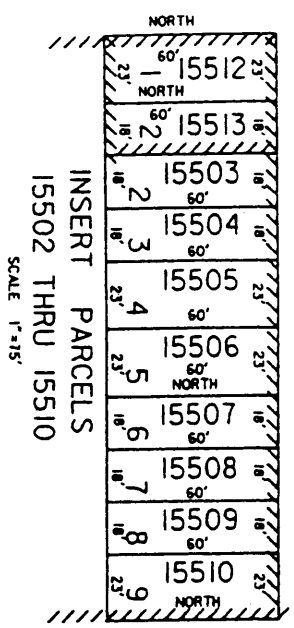
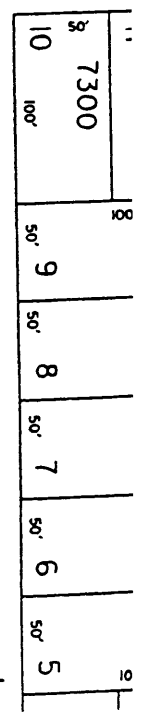
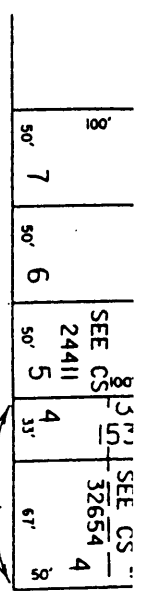
5035

5034

5034

27' 30"

58'



Portland Railway, Light & Power
 Carmens Clubhouse
 8825 SE 11th Avenue
 Portland, OR 97202

Sellwood Station Townhomes, Lot 10
 Map Tax Lot #1S1E26BA

1,447,500