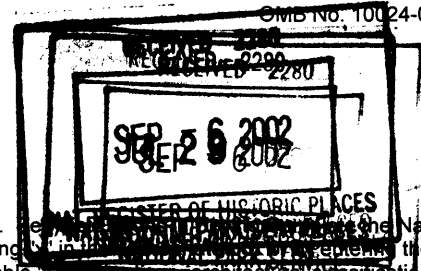


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

1181



This form is for use in nominating or requesting determinations for individual properties and districts. (See the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking the appropriate box. If the information requested. If any 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 J.H. Peterson Machine Shop
other names/site number Rep. Machine Shop, Rep. Ice Machine Works, Pansey Machinery Co.,
Rose City Classic Car Emporium

2. Location

street & number 1626 N.W. Thurman Street not for publication
city or town Portland vicinity
state Oregon code OR county Multnomah code 051
zip code 97210

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 Hamrick July 26, 2002
Signature of certifying official/Deputy SHPO Date

State or 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 commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this 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): _____

Signature of Keeper

Date of Action

Edson H. Beall 10/16/02

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal
- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
<hr/>		sites
<hr/>		structures
<hr/>		objects
1	0	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.)

INDUSTRY/manufacturing = machine shop

INDUSTRY/manufacturing = ice machine works

INDUSTRY/industrial storage = warehouse

Current Functions

(Enter categories from instructions.)

INDUSTRY/storage = automobile storage

INDUSTRY/storage = automobile parts

7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER/early 20th century /brick utilitarian

OTHER/early 20th century/vernacular industrial

OTHER/utilitarian

Materials

(Enter categories from instructions.)

foundation concrete

walls brick

roof hot tar

other

Narrative Description

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

See attached continuation sheets.

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

**National Register of Historic Places
Continuation Sheet**

Section number 7

Page 1 of 5

Narrative Description

Building Context and Site

The J.H. Peterson Machine Shop is a brick industrial building located in Portland, Multnomah County, Oregon on Northwest Thurman Street between Sixteenth and Seventeenth Avenues. The building sits on a 50'x100' north-facing lot in the center of a 200'x200' Portland, Oregon city block. The site is predominately level, at 38 feet above mean sea level. To the east of the building at Thirteenth Avenue are the railroad tracks; the Willamette River is located approximately 600 feet to the east, across Front Avenue. The ramps for the Interstate 405 freeway system and the Fremont Bridge form a massive backdrop high above the building. Northwest Thurman Street directly borders the site to the north. Across Thurman to the north is an asphalt paved parking area and an office building occupied by CTR Software, Inc. A vacant warehouse last occupied by the Premier Gear and Machinery is located directly west of the building, and to the south and east is the vacated Stark & Norris Machine shop facility.

The uses surrounding the building are mainly industrial and commercial. There is an occasional retail use (Norm Thompson), a church (St. Patrick's) and two office buildings that have been converted from industrial/warehouse use (Lutz Tire Centers) within the last two to four years. The Northwest Portland neighborhood, a densely populated inner city neighborhood, is located to the west of the building. The Northwest Industrial area is located to the north and east of the building.

Building Exterior, Structure and Materials

City of Portland building permit records indicate that J.H. Peterson began construction of the building on the property in 1913. The J.H. Peterson Machine Shop is built of brick, with concrete footings and a concrete slab floor. The floor plan is rectangular and measures approximately 40 feet by 85 feet. It is a single story, approximately 30 feet tall at the tallest point of the front facade. The roof trusses are wood; the low sloping gable roof is asphalt covered. The building faces north, is built to the lot line on the east, and is set back from the west and south (rear) property lines for a gravel access drive to the rear of the building. This orientation also allows daylight to enter the building from three sides. There are two large rectangular skylights, approximately 6'x10', on either side of the gable roof in the third bay between the roof trusses. Each skylight is divided into fourteen lights (two by seven pattern) of wire glass. The skylights were originally wire glass; building inspection records indicate that some broken panes were replaced in 1925. There are two chimneys, one on the east side, and the other on the south. The rear chimney is incorporated asymmetrically into the stepped pediment on the south elevation. The sidewalls (east and west elevations) of the building rise higher than the roof level to partially obscure the gable roof from the side elevation. The walls were capped with concrete originally; now they are flashed with metal.

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

**National Register of Historic Places
Continuation Sheet**

Section number 7

Page 2 of 5

The front elevation features a symmetric two-stepped parapet with a round window centered at the top. The circular wood frame window in the parapet is divided into four radial lights around a circular middle. Radial rowlock bricks surround the opening. On either side of the top step of the parapet are two cast iron cartouches that are not original and came from a nearby building that was demolished in the 1980s.

The strongest decorative feature of the building is the brick pattern on the front elevation. The brick is laid in Flemish bond; the stretchers are red brick accented by using deep purple clinker brick as the header course. There are four openings in the brick of the front elevation: a garage door opening, two openings containing a pair of windows each, and an entry door. There is a rowlock lintel above each of the front elevation openings that protrudes approximately one inch from the face of the building. Each window opening contains a pair of four-over-four light (two rows of two panes each) double-hung wood sash windows separated by an eight-inch wide wood mullion. The size and pairing of the wood windows is the same all of the elevations. Beneath each pair of windows is a rowlock course brick windowsill extending about one inch from the face of the building. The overhead garage door is not original. It has twenty-four panels; twelve lights (three rows of four panes each) above twelve wood panels; the lintel is metal. The wood entry door has a single light in the upper two-thirds of the door above a wood panel. The light fixture above the entry door and the small metal brackets flanking it at the level of the lintel were fabricated and installed in the last ten years. Water damage to the mortar between the bricks at the west end of the north elevation and around the entry door was repaired in the mid 1980s. Symmetrically placed at each far edge of the front elevation are the drainpipes and scuppers for roof water drainage.

The business name of the prior building owner, who occupied the space from 1984-2001, is painted across the front of the building. The original building permit drawings show the words "Machine Shop" in small block letters across the center portion of the front elevation. Subsequent occupants continued this method of business signage.¹

A ten-foot wide gravel drive along the west side provides access to the back of the building. At the street entrance to the drive is a metal gate, installed in the last 20 years. The west elevation faces the drive. There are three openings in the west elevation, each containing a pair of wood windows. Each pair is made up of two four-over-four light double-hung wood sash windows separated by an eight-inch wide wood mullion. These windows are identical in size, shape lights and pairing to the windows on the front façade. A garage door opening was cut into the brick at the south end of this elevation; it is not original, and the previous owner had boarded it up. The brick on the west side of the building is running bond, with every seventh course made up of header bricks.

There are five openings in the wall of the south (rear) elevation of the building, four for windows and one for a garage door. Starting at the west end, there are three pairs of the double-hung wood sash windows with four-over-four lights. These windows are

¹ "Pansey Machine Shop" was painted there in the late 1970s.

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

**National Register of Historic Places
Continuation Sheet**

Section number 7

Page 3 of 5

identical in size, shape lights and pairing to the windows on the front elevation. There is a garage door opening at the south end of this elevation. Above the first two sets of windows is a single shared rowlock lintel course; the last set has an individual rowlock lintel course at the same level. Beneath the pair of windows is a rowlock course brick windowsill extending about one inch from the face of the building. The garage opening contains a double wood door, hinged at the side, with a metal header. Next to the door is a single small wood frame four-light fixed window, with a soldier course brick-relieving arch above and a rowlock sill beneath it. This window brings light into the washroom inside the building. The brick on the rear of the building is running bond, with every seventh course made up of header bricks. The two-step parapet on the rear elevation is not symmetrical; the second step on the west side incorporates the additional height of the chimney and is approximately 18 inches wide. The gravel access drive changes in width from ten feet wide on the west side of the building to approximately sixteen feet at the rear of the building.

The building has a zero lot line on the east elevation. The brick structure of the east wall directly abuts the concrete block wall of the adjoining building. There is a brick chimney rising above the wall height near the center of this elevation. There are no openings in the east wall of the building.

Building Interior

The building is mostly open on the interior. The roof trusses are located on approximately 10-foot centers. The bottom and top chords are wood; there are reinforcing web members of wood and vertical reinforcing metal tie bars. An 18'x20' office is located in the northwest corner with windows on its south partition allowing a view to the interior space. The previous owners constructed the walls and windows of this partition within the last 20 years using building materials salvaged from nearby structures. Three storage lofts are built above the floor; one on the west side for shelf storage, the other two accessible by stairs from the ground floor. The north loft is located above the office space; the south loft occupies the back thirty feet of the building. The south loft is supported by joists laid on beams hung from the roof trusses and six-by-six posts standing flush against the rear wall of the building. Four metal floor jacks have been added for additional support adjacent to the stairs. Wood decking above the joists forms the floor for the loft spaces.

The original wood trusses are exposed and unpainted; the interior brick has been painted white in some areas. The integrity of the painted surface varies. The concrete ground floor is unpainted. The building floor was originally wood²; in 1925 a permit was obtained and a concrete slab floor was installed.³ There are two original skylights located between the third and fourth roof trusses, with a clerestory at the apex of the

² In January of 1914, the City of Portland building inspector verified that the floor joists and been framed.

³ City of Portland building inspection card, November 9, 1925.

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

**National Register of Historic Places
Continuation Sheet**

Section number 7

Page 4 of 5

roof. The clerestory, which was noted on the original permit drawings as providing ventilation, has been enclosed. The chimneys on the east wall and south walls of the interior project approximately five inches from the wall surface and are about 20 inches wide. The building was originally heated by the use of wood stoves connected to the two chimneys.⁴ The east chimney is not in use; the previous owner connected a stove to the south chimney. In 1999 a ceiling mounted natural gas-fueled space heater was installed on the south side of the north loft. A small wash closet is located in the southeast corner of the building. The original building permit drawings show a bathroom, but not in this location.⁵ City building permit records show that the washroom was connected to the City sewer system in 1916.

Daylight from the skylights and windows is an important component of the building lighting. Fluorescent lights, with some incandescent fixtures, light the interior. The garage opening on the southern end of the west wall of the building is completely covered in with wood on the interior, and partially blocked with loosely stacked bricks on the exterior. The garage opening on the rear wall of the building has two large double wood doors that swing into the space. There is a wood overhead garage door on the eastern end of the north wall of the building. The paired windows are of identical size on the north, west and south sides of the building. They are set close to the brick face of the interior wall; allowing for a recessed ledge on the exterior sill.

Developmental History

City of Portland building permit records indicate that construction on the building began in December of 1913. The building was not built to the original plans filed with the City of Portland. This is noted on the inspection card for January 26, 1914: "Plans for walls and roof changed." On February 16th of that year, the inspector required that a 2x4 purlin splice be added to the roof truss. The inspector verified their presence ten days later, and the splice can still be seen on the trusses today. The bathroom was connected to the City sewer system in 1916. In 1922, the old gravel was removed from the roof and it was recoated with tar and gravel. At that time the skylights were also repaired; broken wire glass was replaced with new and the firewalls were mopped with Irish flax. A concrete floor replaced the original wood floor in 1925.

The wood overhead garage door in the north (front) elevation was installed in 2001. It replaced a metal overhead garage door that was installed in mid-1980s. The metal door replaced a wood tri-fold garage door. Each "fold" contained a window divided into three rows of two lights in the upper one-third of the door part, with a wood panel in the lower two-thirds of the door. These doors may have replaced the original wood doors shown on the building permit drawings. The drawings show a set of two side-hinged wood

⁴ *The Portland Realty Atlas* for 1932 (pg. 486) indicates that a stove heated the building.

⁵ It is shown on the east wall, approximately at the midpoint. There is no indication that it was ever built in this location, and it is likely that the modification to the plans was made at the time of construction.

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

**National Register of Historic Places
Continuation Sheet**

Section number 7

Page 5 of 5

doors, with each door divided into an upper and a lower panel, with cross bracing in the form of an "X" across each of the panels. These doors resemble the garage doors currently on the south (rear) side of the building. On the exterior, the pair of rear garage doors has been covered over with plywood; from the interior the doors are divided into two panels each. One of the doors (the westernmost door) has a single diagonal cross brace on its upper panel.

The windows shown on the building permit drawings of the front elevation are identical in size, shape, light configuration and pairing to the windows currently in the building. The interior still contains some of the support members that held equipment for the machine shop. They are bolted to the floor joists on the western side of the south loft. One of the wood pieces has been unbolted, but still present in the interior. On the east wall, near the midpoint, the words "Stark and Norris" are stenciled onto the brick wall. A thorough search of the Oregon Historical Society records, and requests made to prior owners did not yield any historic photographs of the building. A photograph dating from the 1960s shows the tri-fold wood garage doors on the front elevation, with "Pansey Machinery Company" painted across the front elevation. In the 1960s, the front entry door is the same as the door that is in currently in place.

Current Plans

The owner of the building has found a tenant for the structure. Freestanding interior partitions were constructed for space planning purposes. The gravel drive at the rear of the building has been made into a garden space. Repairs were made to the existing wood windows, and the garage door on the west elevation is being used again.

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.

Areas of Significance

(Enter categories from instructions.)

Architecture

Industry

Period of Significance

Early Twentieth Century: 1913-1930

Criteria Considerations

(Mark "x" in all 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 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 last 50 years.

Significant Person

(Complete if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.) See attached 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.) See 3 attached.

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

10. Geographical Data

Acreage of Property 0.1148 acres (5000 sq. ft.)

UTM References

(Place additional UTM references on a continuation sheet)

1

1	0
---	---

 Zone

5	2	4	4	4	1
---	---	---	---	---	---

 Easting

5	0	4	2	2	7	7
---	---	---	---	---	---	---

 Northing

2

--	--

 Zone

--	--	--	--	--	--

 Easting

--	--	--	--	--	--	--	--

 Northing

Verbal Boundary Description

See continuation sheet.

Boundary Justification

(See continuation sheet.)

11. Form Prepared By

name/title Georganne Sahaida date 1/17/2002, revised 3/07/2002
organization Design Studio telephone 503 - 525 - 4960
street & number PMB 353, 25 N.W. 23rd Place, Suite 6
city or town Portland state OR zip code 97210-5580

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 the SHPO or FPO.)

name/title Robert R. Ames telephone 503 - 222 - 2444
organization
street & number 1231 N.W. Hoyt Street, Suite 201
city or town Portland state OR zip code 97209-3021

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.

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

**National Register of Historic Places
Continuation Sheet**

Section number 8

Page 1 of 8

Statement of Significance

Introduction

The J.H. Peterson Machine Shop is being nominated under Criteria "C" as possessing the architectural characteristics of a small industrial brick building built in the early 19th century in Portland, Oregon. It also has certain architectural features which make it distinctive and interesting. The Peterson Machine Shop is also being nominated under Criteria "A" because of its association with industrial building in Portland, Oregon at the 19th century, as well as its association with specific area of Portland known as "Slabtown" which had a distinctive character distinguished by its interplay between industry and its residents.

Architectural Significance

Sixteen-Twenty-Six Northwest Thurman¹ it is a straightforward, simple building constructed in 1913 for use as a machine shop. It is distinguished by a number of architectural elements that give it a straightforward grace and augment its utilitarianism. The first important element is the decorative rhythm of the Flemish bond on the front elevation. The use of the deeper plum-colored clinker brick for the header course provides ornamentation and gives cadence and interest to the face of the building which would not be there had the same brick been used throughout the elevation. The repetition of a rowlock lintel course at the identical level across the façade ties together each of the openings; one reads the garage door, windows and front door together as one deliberate unit at the lower part of the building rather than as a series of sporadic occurrences at disparate levels. Instead of a simple horizontal parapet at the top, this building has a two-step parapet and a centered round window. This additional series of steps provides a definitive and more complex silhouette against the sky, allowing it to be readable as a discreet unit from its position in the center of the block. The small driveway on the west side of the building also sets it apart as distinct from its neighbors. The mass of the front of the building is broken down in scale by the stepped parapet, the use of brick as a structural element, and the number of lights in the double-hung windows.

This building has windows on three sides for daylight, as well as a large skylight nearly in the center of the roof. These have the practical effect of providing natural light for the occupants working within the building; their aesthetic effect is to tie the sides of the building together by the use of windows of the same size, pairing, lights and mullions. The two exceptions to the regularity of the window pattern are made to distinguish a particular use; a small window for the washroom and a decorative window in the parapet. The interior is mostly open, in keeping with its function as an industrial structure. The lofts were built for storage of parts.

¹ The historic address was 548 Thurman Street.

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

**National Register of Historic Places
Continuation Sheet**

Section number 8

Page 2 of 8

Building Comparisons

The Radio Cab Building is located approximately ten blocks from the Machine Shop, between NW Sixteenth and Seventeenth Avenues and Kearney and Lovejoy Streets. This building is also brick, built for an industrial use. It is larger than the Machine Shop, and was built with more elaborate ornamentation, such as the robust swag-like decorative elements on the gable parapet, the use of strong arches and keystones around the windows, and the brick pattern in the nature of giant quoins on the building edges. It is a corner, rather than a mid-block building. Like the Machine Shop, it has a more decorative and elaborate front elevation, and a less decorative rear elevation.

The Fabrication Building is located on Northwest Fourteenth Avenue and Kearney Street. Like the Machine Shop, it has a simple pattern of ornamentation. A raised brick frieze adorns the top of the front facade. It has a very shallow two-step parapet, making the front elevation read more like a single rectangle than a stepped profile. The ventilation openings are topped with plain brick arches. Two pilasters run the full height of the front (north) façade; they flank the garage entry door and the sides of each window on the west elevation. These pilasters strengthen the vertical character of the building. As distinct from the Peterson Machine Shop; the Fabrication Building is a corner building. It is also a much larger than the Machine Shop.

Constructed in 1910 and designed by Lewis and Lewis, The Rose City Electric Automobile Garage is also an example of brick utilitarian commercial architecture. It is a large building, nearly three times the size of The Machine Shop. It has two stepped gable parapets, and simple horizontal brick detailing across the upper one third of the front façade. The window openings are embellished with arches; the garage doors with large flat geometric caps and centered keystones. The Rose City Electric Automobile Garage is on the National Register of Historic Places.

The West Ankeny Car Barn at 2706 NE Couch was built in 1911 as an industrial building serving the Portland streetcar system. It is made of brick, with a gable parapet, and thick sidewalls of brick that ascend slightly higher than the base of the gable eaves giving the impression that the sidewalls are pressing in to capture the roof. Brick is used in a simple way to ornament the building, by the use of thick pilasters between the windows and recessing the gable portion of the roof, leaving a thick border of brickwork along the edges. Like the Machine Shop, the front façade of the Car Barn is also tied together by the use of windows of the same shape and pairing. This building is larger than the Machine Shop, and gives an impression of strength and power. It is on the National Register of Historic Places.

The Troy Laundry Building at 1025 SE Pine in Portland was built in 1913 as a commercial laundry. It is a two-story brick building with simple ornamentation. The building is decorated with a step up to a centered gable parapet, and by the use of large window headers of contrasting material. There is a horizontal band of several rows of brick projecting from the face of the building. Again, this building uses the rhythm of

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

**National Register of Historic Places
Continuation Sheet**

Section number 8

Page 3 of 8

paired windows to add beauty to the façade, with pairs of windows at the sides, and triple sets of paired windows in the center. This is a corner building, it is two-stories high, and is larger than the Machine Shop. It is listed on the National Register of Historic Places.

When comparing the Peterson Machine Shop to these other examples of industrial buildings of the era, several distinct features arise. The first is the size of the Machine Shop; compared to most industrial brick buildings of the era that are still available for study the Peterson Machine Shop is small. The second is its location in the center of the block. All of the other buildings are built on the corner of a block. The third is the overall expression of the structure. The other industrial buildings give the impression of strength and power; some to the point of robustness. The Peterson Machine Shop is graceful in comparison. Some of this has to do with its size, but much of it is a result of the way it employs the architectural elements that define its integrity. The J.H. Peterson Machine Shop is an excellent example of a small industrial brick building that enunciates its utilitarianism with subtle decoration and the straightforward use of architectural elements such as windows and brick patterns. The ornamentation is chaste, with an unassuming quality that is in keeping with its use. Rather subtle decorative elements, such as the repetition of the lintel, the shape and pairing of the fenestration and the circular parapet window are used to emphasize the simplicity and humility of the building. It also is uniquely defined by the strength of the two-step parapet and its position in the center of the block. The color variation in the Flemish bond of the front façade is very distinctive. Though the scale of the decoration is at the level of the individual brick, the overall pattern and color variation gives a rhythm and interest to the fabric of the overall street façade that is quite dynamic.

Building and Surrounding Property Uses

A summary of the Sanborn Fire Insurance Maps, City of Portland Building Permit Records and/or Polk City Directories indicates the uses of the building and surrounding properties for the following years:

1913

J.H. Peterson began construction on his machine shop in December of this year. J.H. Peterson listed his address as 661 E. Ankeny on building permit inspection records. On the specification documents, the name of the business is listed as "Rep. Machine Shop."

1922

Joseph Simon is the owner of the building. Its use is indicated as "Rep. Ice Machine Works." Joseph Simon had an office in the Mohawk Building.

1926

A machine and pipe shop occupied the building. Strong and MacNaughton of the Corbett Building are indicated as the owners of the building. There was a

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

**National Register of Historic Places
Continuation Sheet**

Section number 8

Page 4 of 8

machinery warehouse to the north beyond Thurman Street, a commercial garage to the south, a residence to the east, and a gear works and machine shop to the west.

1932

No significant changes.

1933

An ice machine company occupied the building. There was a chair warehouse to the north, a garage to the south, no indication of an address to the east, and an electrical contractor to the west.

1938

A machine shop occupied the building. There was a machinery warehouse to the north, a garage to the south of the property, no indication of an address to the east, and an electrical contractor to the west.

1944

A machine shop occupied the building. There was no address listed for the adjacent eastern property, Liberty Fuel and Ice Company occupied the property to the south. There was no listing for the properties to the north or to the west.

1950

There was no listing for the property; the adjacent properties remained the same.

1955

There was no listing for the property; the adjacent properties remained the same.

1960

The property address was listed as vacant. A logging equipment warehouse occupied the property to the north, Stark and Norris Machine Shop occupied the property to the south, and a gear and machinery warehouse occupied the property to the west.

1965

The property address was listed as vacant, and there were no significant changes to surrounding properties.

1970

There was no listing for the subject property address. A logging equipment warehouse occupied the property to the north, the Stark and Norris Machine Shop and a chrome plating facility bounded the property to the south, and west of the property was a gear and machinery warehouse.

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

**National Register of Historic Places
Continuation Sheet**

Section number 8

Page 5 of 8

1975

The property address was listed as vacant; and there were no listings for properties to the east or west of the property. The logging equipment warehouse was located to the north of the property, and the Stark and Norris Machine Shop to the south of the property. No listing appeared for the chrome plating facility.

Periodically through the 1960s and 1970s when the property was indicated in the City Directories as vacant, the Stark and Norris Machine Shop used the building and the property for auxiliary storage. In the 1960s it was used for the storage of machine and automotive parts, and in the early 1970s it was used briefly to store clean, unused sandblasting sand for Stark and Norris.

1981

The property address was listed as vacant. An asphalt equipment warehouse was located to the north of the property, Stark and Norris remained to the south of the property, there was no listing for the property to the east of the site, and a machine shop occupied the property to the west of the property.

1986

A used automobile parts shop occupied the property. Lutz Tire Warehouse occupied the property to the north of the site, Stark and Norris Machine Shop continued to occupy the property to the south, there was no address listed for the property to the east, and the property to the west was indicated to be vacant.

1994

Rose City Classic Car Emporium and Rose City Towing occupied the property. Lutz Tire Warehouse occupied the property to the north, Stark and Norris to the south, and there were no listings for either the property to the east or the property to the west.

2000

Rose City Classic Car Emporium and Rose City Towing occupied the property. The owner of Rose City Classic Car Emporium and Rose City Towing used the property to store automobiles, automobile parts and equipment. Lutz Tire Warehouse to the north of the site had been converted to an office building, Stark and Norris Machine Shop was located on the parcel to the south of the property, and no listings appeared for the parcel to the east or west of the property.

Historical Context for the years 1913-1930: "Slabtown"

In 1913, the owner of the property, J. H. Peterson, constructed this building as a Machine Shop. It was built in a neighborhood of Portland, Oregon called "Slabtown."

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

**National Register of Historic Places
Continuation Sheet**

Section number 8

Page 6 of 8

Slabtown was a mix of housing, services and industry. Located in Northwest Portland, spreading roughly from Nicolai Street and the river to Overton and 21st Avenue, it provided a working class counterpart and infrastructure for the mansions and money of Nineteenth Street and Nob Hill, the upper class neighborhood to the south toward downtown.

...near the rail yards and up to 16th Street was covered with closely packed single-family homes and rooming houses; the upper part, on a gentle slope, was for a time the area of the largest and grandest homes.²

Slabtown thrived during the decades between 1890 and 1930. Slabtown's first industrial base was lumber; there were a number of sawmills located near the Willamette River. The area received its nickname from the piles of wood delivered to the homes and businesses for cooking and heating.³ These "slabs" were the outer bark of the Douglas fir trees left over after lumber milling. The slabs distinguished the area and its residents by connecting them to the industrial area so near to their homes and marked their socio-economic status as well: wealthier families had cordwood delivered to the curb. Residents allowed the slabs to season stacked on the parking strips making this distinction visually apparent to all who passed through the district.

The Machine Shop that J. H. Peterson was building in 1913 on Thurman Street between 16th and 17th, joined many other businesses that began operation in the early 1900's. These were economic boom years for Portland. The Lewis and Clark Centennial Exposition of 1905, located literally just up the street from Slabtown, marked the beginning of a period of incredible growth in population and business for Portland. The annual value of new construction quintupled between the years 1905 and 1910.⁴ In 1910, Portland's population increased by fifty percent to greater than 200,000 people.⁵ The 1910's were a dynamic decade. Portland was a powerful force in the Northwest, had a large maritime trade base, and began to expand and develop new neighborhoods to the east and south of downtown.⁶ This building was constructed during the expansion boom of that era. It reflects the business optimism of both the Slabtown and the city of Portland as a whole.

A block south of the Peterson Machine Shop near the river was G. W. Weidler's sawmill. Slabtown's industrial base began with lumber milling; Weidler's was the first, founded in 1870. Other mills, such as Eastern and Western Sawmill and North Pacific Company

² Steven Dotterer, "Cities and Towns," *Space, Style and Structure, Building in Northwest America*, 2 vols. (Portland: Oregon Historical Society, 1974), vol. 1, p. 184.

³ Karl Kloosler, *Round the Roses II, More Portland Past Perspectives*, (Portland: Karl Klooster, 1992) p. 164. The name was never the name of an actual town or real estate development.

⁴ Carl Abbot, *Portland, Gateway to the Northwest* (Tarzana: American Historical Press, 1977), p. 71.

⁵ George McMath, "After the Fair," *Space, Style and Structure*, 2 vols. (Portland; Oregon Historical Society, 1974) vol. 1, p. 324.

⁶ Karl Kloosler, *Round the Roses II*, p. 20.

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

**National Register of Historic Places
Continuation Sheet**

Section number 8

Page 7 of 8

followed. Many Slabtown residents worked in the mills.⁷ The manufacture of iron and steel also had roots in Slabtown. Willamette Iron and Steel located on Front Street and the Willamette River began operation in 1903. They made logging, mining and marine equipment and built ships for the war effort in 1916. Four blocks from the Peterson Machine Shop, at Sixteenth and Northrup Street, Portland Iron Works made decorative architectural ironwork for construction. The Pottery Yards, which made sewer pipes and employed many Scottish immigrants, was a block away. Electric Steel Company began business one year before Peterson built his shop.⁸ Located a few blocks to the northwest, ESCO is still in operation today. Boilerworks, stove works, roofing, storage and transfer, flour milling and warehousing surrounded the Machine Shop. The noise, smoke and smells of industry were all around. People were making ropes and hoists, fixing wagons, and later automobiles and trucks, making carriages and castings, baking bricks and making reservoir conduit. The aroma of coffee and spice milling on Pettygrove and Fifteenth mixed with the smell of tobacco from the cigar factory at Eighteenth and Thurman. Between the years 1908-1926, Slabtown was a mix of housing, manufacturing and industry.⁹ This building was a part of Slabtown's industrial base. During that time, it functioned as a Machine Shop, a Machine and Pipe Shop, and an Ice Machine Works.

The sensual and physical milieu of this neighborhood was the result of its close, complex and vital interconnection between its residential and industrial base; it was what made Slabtown prosperous and interesting; and that relationship gave it a distinct identity as a part of Portland. Only a few blocks from the sound and fury of thriving industry and manufacturing entities is a residential street lined with simple wood frame homes and boarding houses. The residents were mainly immigrants; first the Irish, then many from Eastern Europe; Slavs, Russians, Germans, Poles and Croations.¹⁰ Saint Patrick's Church on Northwest 19th between Raleigh and Savier Streets was a spiritual and social center for the area, and their school, located across the street, educated many neighborhood children. The residents of Slabtown provided a ready labor pool for the many industries in the area¹¹, and a consumer base for the services that flourished in and around the vicinity. Some recall it as a rough and ready place, but in the words of one resident it was "an industrial, prosperous district" and a place where many noted Portland residents began their lives.¹² Residents shopped at T.J. Nealond's store on Sixteenth and Raleigh with its huge red coffee grinder, or at Groce's on Seventeenth, Richardson's, Neilsen's, Sullivan's or Uegelisichs, all within a six-block area. There were two hotels, the Phoenix and the Svea House. Above Northwest Twentieth were a

⁷ Susan Kristoff, *Slabtown's Prosperous Prime* (NHP Publication: Time Image, 1979).

⁸ Ruby Fay Purdy, *The Rose City of the World* (Portland: Binford and Mort, 1947) p. 128.

⁹ D.R. Wilson, "A Historical Land Use Survey: Northwest Portland: Slabtown," Oregon Historical Society files.

¹⁰ Carl Abbot, *Portland, Gateway to the Northwest*, p. 61.

¹¹ *Ibid*, p. 61.

¹² Mrs. Frank L. Smith, Letter to the Editor, *Oregonian*, August 9, 1952.

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

**National Register of Historic Places
Continuation Sheet**

Section number 8

Page 8 of 8

pair of drug stores, Hagens and Spreitzers, the Ideal Theater and an ice arena, and if one walked just a few blocks more to Twenty-fourth and Vaughn one could take in a baseball game. Neighborhood services included tailors, dentists and bakers, casket makers, shoe repair shops and laundries.

As with most of the industrial buildings of this time, the building is made of brick. Portland's first brick building was built in 1853. Portland suffered two major fires in the early 1870s, one in December of 1872 and another in August of 1873. The latter destroyed 22 blocks downtown; it burned the wooden buildings on the riverfront and then moved to the north and west. Losses were estimated at 1.25 million dollars. The use of brick as a construction material for commercial buildings was in response to the need for a more fireproof building material than wood. Many small brick works were located throughout the area and used the dense native clay soil which provided a good base for making bricks. Brick was more commonly used for commercial building rather residential building. In *Space Style and Structure*¹³, the authors make a distinction between commercial buildings built in what they call the Railroad Era (1890-1919) which were mainly brick construction, and those built in the Motor Age (1920-1950) which made use of the growing availability of mass production building materials. By the mid 1920's, transit or ready-mixed concrete became available for industrial construction. This building took advantage of the availability of that technology by replacing the original wood floor with concrete in 1925.

Conclusion

The continued existence of the J.H. Peterson Machine Shop building provides a connection to the rich history of a neighborhood that was distinguished and defined by its relationship to its industrial neighbors. It also provides a vignette of the economic life of the City of Portland at the turn of twentieth century. Its architectural character, integrity and detail make it a unique example of its type and also provide a connection to its specific industrial past, and the industrial past of the surrounding area.

¹³ Thomas Vaughan, ed. *Space Style and Structure, Building in Northwest America*, 2 vols. (Portland: Oregon Historical Society, 1974) vol. 1, pp. 324-340, vol. 2, pp. 673-683.

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

**National Register of Historic Places
Continuation Sheet**

Section number 9

1626 N.W. Thurman Street, Portland, Multnomah County, Oregon

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

**National Register of Historic Places
Continuation Sheet**

Section number 10

Boundary Description

Legal Description:

The East 1/2 of Lots 6 and 7, Block 11, Watson's Addition to the City of Portland, in the County of Multnomah and State of Oregon.

Location:

SW ¼ of the SE ¼ of Section 28, Township 1 North, Range 1 East of the Willamette Meridian (WM)
Multnomah County, Oregon.

Assessor's Information:

Multnomah County Tax Assessment Office Records: Tax Lot 700 of Map 1N1E28DC.

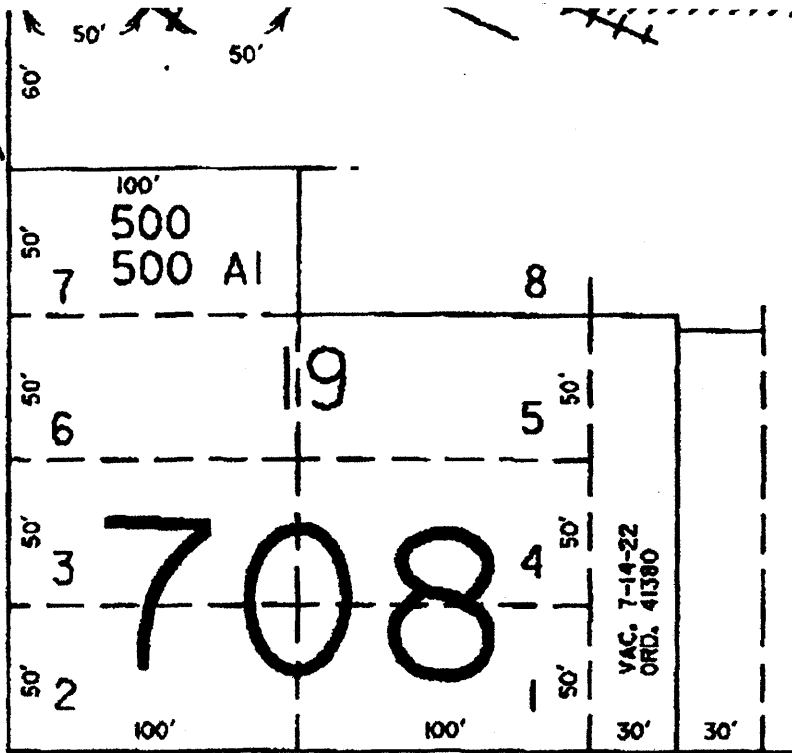
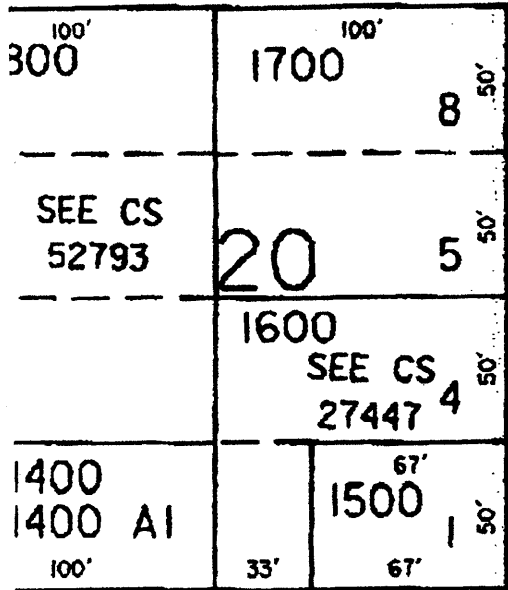
Boundary Justification

The legal description reflects the historic boundary of the property when the building was constructed in 1913.

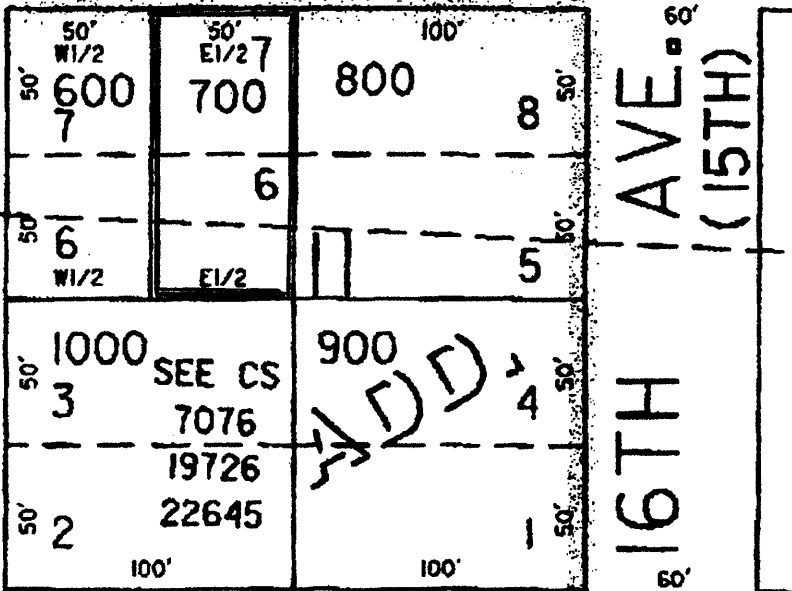
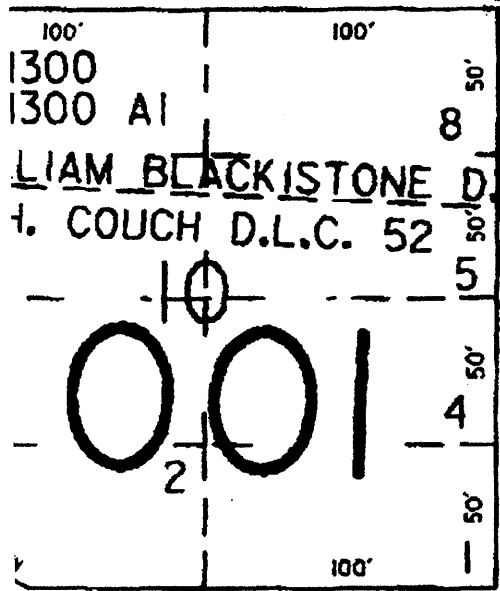
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ST.

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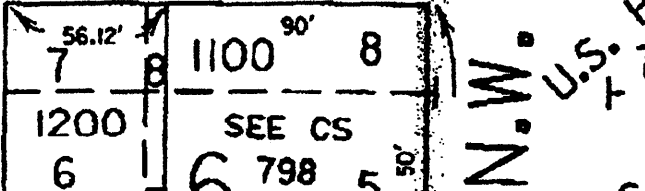
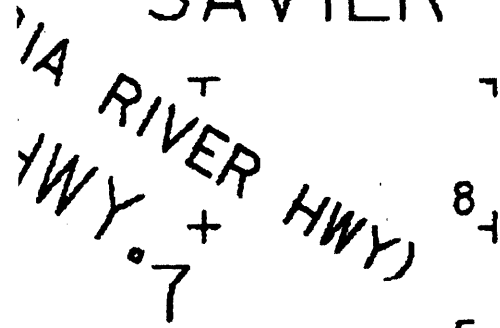


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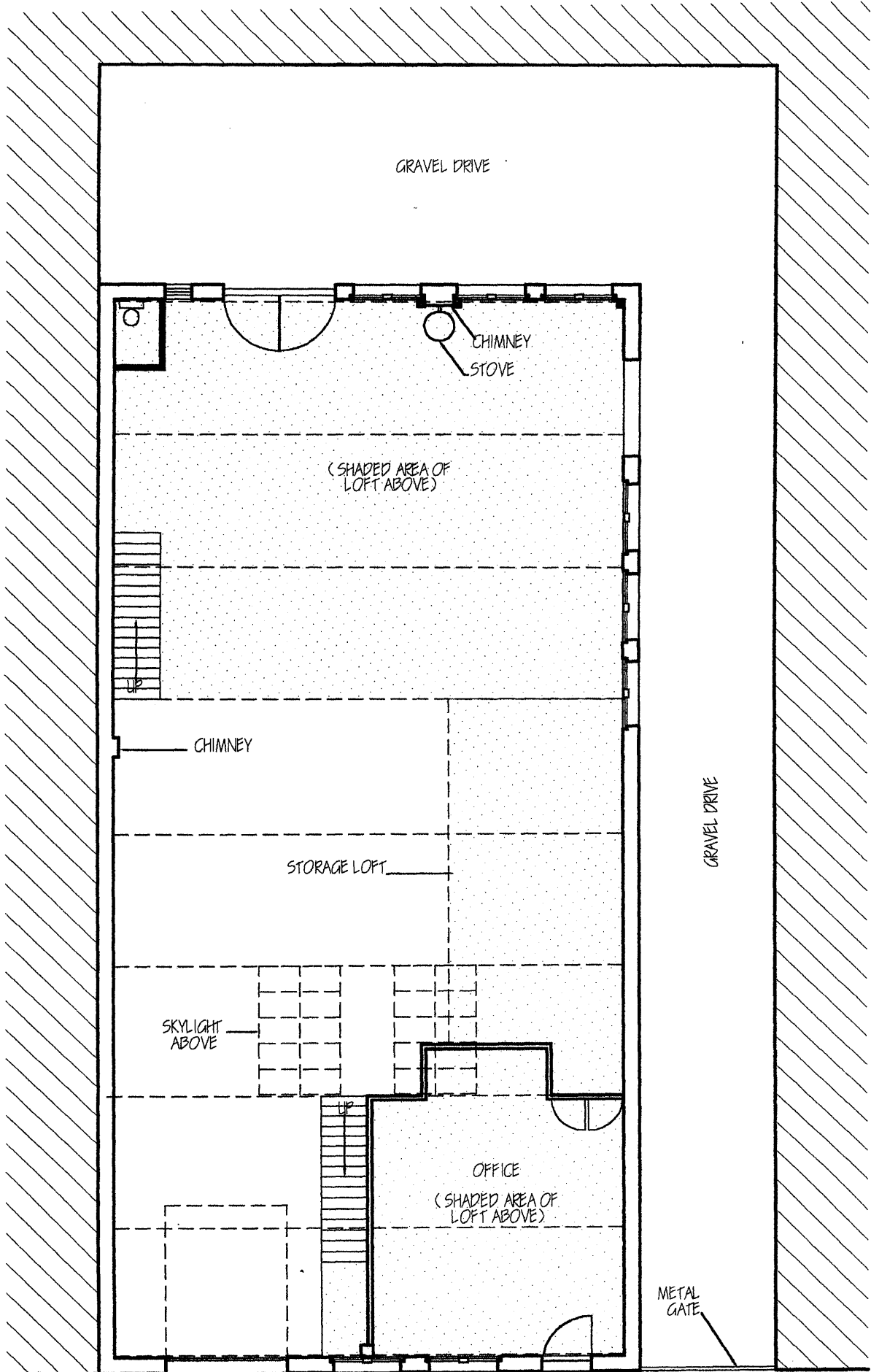


SAVIER

ST.



The Machine Shop, 1626 NW Thurman Street, Portland, Multnomah County, Oregon



GRAVEL DRIVE

CHIMNEY
STOVE

(SHADED AREA OF
LOFT ABOVE)

UP

CHIMNEY

STORAGE LOFT

SKYLIGHT
ABOVE

UP

OFFICE
(SHADED AREA OF
LOFT ABOVE)

GRAVEL DRIVE

METAL
GATE



FLOOR PLAN
SCALE: 3/32"=1'-0"

THE MACHINE SHOP
1626 NW TURMAN
PORTLAND, MULTNOMAH, OR
MARCH 1, 2002