

United States Department of the Interior
National Park Service

RECEIVED

MAY 23 1988

National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Ford Motor Company Assembly Plant
other names/site number N/A

2. Location

street & number 1414-22 Harbour Way South N/A not for publication
city, town Richmond N/A vicinity
state California code CA county Contra Costa code 013 zip code 94804

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>2</u>	<u>3</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		_____	_____ Total

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

Kathryn Swatten 5/12/88
Signature of certifying official Date

State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____ Date _____

State or Federal agency and bureau _____

5. 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:) _____

Alonso Byers Entered in the National Register 6-23-88
Signature of the Keeper Date of Action

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Industry/Processing/ExtractionManufacturing Facility

Current Functions (enter categories from instructions)

Vacant/Not In Use**7. Description**

Architectural Classification

(enter categories from instructions)

Other: Industrial

Materials (enter categories from instructions)

foundation Concretewalls Brick/glassroof Asbestos: Corrugated Panelother Steel

Describe present and historic physical appearance.

DESCRIPTION

The Ford Motor Company Assembly Plant in Richmond, California is an outstanding example of twentieth century industrial architecture designed by Architect Albert Kahn. Located next to the Santa Fe Channel off San Francisco Bay, the complex was designed as a Ford assembly line factory, to accept parts and distribute the assembled automobiles either by rail or ship, and used the theories Kahn developed of "daylighted" factories "all under one roof". The main building, all under one roof, is made up of a two-story section, a single-story section, a craneway, a boiler house, and shed canopy structure over the railroad track. The craneway portion sits on wood pilings that extend to form a deep water dock. All areas are naturally lit by large steel windows and skylights. The original complex, which also includes a detached Oil House, has retained all its integrity of design, location, setting, materials, and workmanship, even though half vacant at this time. The stucco warehouse, entry guard house, and tugboat service building all appear to be built much later and are not contributors to the original complex. Some railroad tracks and the railroad trestle have been removed, and the grounds and exterior wood members are in need of repair.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

MAIN BUILDING

The original plant has 496,000 square feet of floor space; 344,000 square feet on the ground floor and 152,000 square feet on the second floor. The first floor is a pile supported concrete slab, and the second floor is a steel frame supported concrete slab. The roof consists of 260,000 square feet of corrugated cement asbestos panels, 40,000 square feet of skylights in north facing sawtooth roof monitors, north and south facing corrugated fiberglass panels (not original) in the Craneway area and 50,000 square feet of built-up roofing. A small amount of clay tile roofing and cast iron ornamental cresting above the first floor wood windows decorate the northwest corner. The columns are faced with a natural buff colored brick veneer, and the upper parapet is decorated with brick dentils. The brick on the north and east faces of the main structure is set in various patterns for decoration. The in-fill walls consist of unreinforced brick and large areas of fixed and operable sashes in steel windows. Vertical lift panel doors close in the craneway from the main dock at the Santa Fe Channel.

The older office space has resilient tile over concrete floors, acoustic pegboard ceilings and painted wood walls. The majority of the offices are air conditioned. The second floor offices are very similar to that on the ground level but have been altered more extensively. The lab spaces have furred down ceilings and concrete floors. Virtually all of the walls are partitions and nonbearing. Access to the second level of the main building is provided by interior stairwells. For loading purposes, there are two freight elevators which have a 12,000 pound capacity. The building is fully sprinklered, and heat is provided by suspended gas-fired space heaters. Originally, the structure was heated by means of boilers. However, these boilers as well as compressors and pumps are no longer in use.

Situated at the southerly end of the main structure is the one-story brick and concrete craneway building containing 40,000 square feet. The building includes two 15-ton overhead cranes. The clear height to the bottom of the cranes is approximately 20 feet. The structure has a substantial amount of window space but does not have heat. The wood floor in this part of the building is supported on wood piles. This system continues out the roll up doors to form the loading dock at the channel.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 7 Page 2

The structure includes two rail loading facilities. The first is an interior rail line which extends into the building. The second rail facility is outside and parallel to the rear of the structure. Most of the rails have been removed in this area. This exterior loading area is covered with a shed canopy and is largely constructed of wood and concrete. Various truck doors are located around the building. Most are wood and have dimensions of 10 by 15 feet.

OIL HOUSE

The Oil House, a small 63 by 113 foot free-standing building near the Boiler House, is not shown on the original architectural or structural drawings. The construction is similar to that of the main buildings. The brickwork is less detailed than the main building but a stone sculpture sits on the roof overlooking the craneway dock. The ground is settling around the building, indicating that it is supported on piles. The structure is in good condition except for needed paint and general maintenance on the wood windows and doors. This building contributes to the architectural integrity of the entire complex.

WAREHOUSE

South of the Railroad Shed Canopy is a detached Warehouse of wood frame construction. The roofing is supported by wood purlins and trusses on wood posts. Several of the walls are open and others are enclosed with stucco applied over wood sheathing. The structure is lacking any ornamentation and does not appear to be of the same design or time period of the original structures, and does not contribute to the original complex.

OUTBUILDINGS AND SURROUNDINGS

The property line boundary includes a large amount of paved parking on the north and east sides of the property. In front of the main building at the West side is a large lawn area that is maintained by the City of Richmond, owner of the property. Across Harbor Way (previously 10th Street) is a large parcel not part of the current operations of the building that is leased to a tug boat operator that includes a small temporary building and slips to tie up the tugs. The property to the south of the Dock is currently an active channel for small boat access to Marina Bay. The train trestle shown on the 1983 site map was not maintained, deteriorated, collapsed in a storm, and was removed in 1986.

Note: All non-contributing buildings were constructed after 1951.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Period of Significance

Significant Dates

Architecture
Industry
Transportation
Commerce

1930 - 1938

1930

Cultural Affiliation

Significant Person

Architect/Builder

N/A

Kahn, Albert

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Ford Motor Company Assembly Plant is significant both for its architecture and its history. It was designed by internationally famed architect, Albert Kahn, and employed a revolutionary factory design. It is also the largest assembly plant built on the West Coast. The factory was a major stimulant to the local and regional economy and was an important development in Richmond's inner harbor and port plan. Its conversion to wartime production during World War II aided the nation's war effort.

Henry Ford built the largest auto assembly plant in the West in Richmond, California during the Depression, in 1930. The buildings were designed by Albert Kahn, the architect noted for his "daylight factory", employing the extensive window openings which were to be his trademark. The Ford Plant is the only Kahn designed building in the San Francisco Bay Area. Ford became Richmond's third largest employer, behind Standard Oil and Santa Fe Railroad. The plant was built at a time when other plants across the nation were being closed. By July of 1942, military combat vehicles began flowing into the Richmond Ford plant to get final processing before being transported out the deep-water channel to the war zones. The "Richmond Tank Depot", as the Ford plant was then called, helped keep American fighting men supplied with up-to-the-minute improvements in their battle equipment. After the war, the devastation to the local economy as a result of the closing of the Kaiser shipyards would have been totally crippling had it not been for the continued production at the Richmond Plant. The last Ford was assembled in February of 1953, with the plant being closed in 1956 because of its inability to accommodate increased production demands -- this was a crippling blow to an already faltering local economy. Although the period significance lasted through this date, exceptional significance has not been documented. For this reason the period has been arbitrarily ended in 1938, fifty years in the past.

See continuation sheet

9. Major Bibliographical References

Hildebrand, Grant; Designing for Industry, The Architecture of Albert Kahn.
Andrews, Wayne; Architecture, Ambition and Americans, A Social History of American Architecture; Free Press.
Richards, J. M.; Who's Who in Architecture from 1400 to the Present; Holt, Rinehart and Winston, 1977.
"Richmond Fame is Broadcast by Dedication", Richmond Unified, Vol 5, Sept, 1931, pp1-2.
"Ford Spends Big Sum in Bay Area", San Francisco Chronicle, Feb. 24, 1935, p.7.
Whitnah, Joseph C., "A History of Richmond, California", published by Richmond Chamber of Commerce, 1944.
Temco, Allan; San Francisco Chronicle, Nov. 6, 1978.
Post Enquirer, August 1, 1931; Oakland, California.

See continuation sheet

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

Specify repository:

Richmond Museum, Interactive Resources

10. Geographical Data

Acreage of property 29.96

UTM References

A

1	0	5	5	6	4	8	0	4	1	9	5	2	4	0
Zone			Easting				Northing							

C

1	0	5	5	6	8	0	0	4	1	9	5	6	9	0
Zone			Easting				Northing							

B

1	0	5	5	6	8	0	0	4	1	9	6	2	4	0
Zone			Easting				Northing							

D

1	0	5	5	6	3	7	0	4	1	9	5	6	9	0
Zone			Easting				Northing							

See continuation sheet

Verbal Boundary Description

Lot line as delineated on A1 Site Plan (attached) as taken from Contra Costa County Assessors Parcel Map APN 560-270-004, APN 560-270-024

See continuation sheet

Boundary Justification

The boundary includes the entire city lot that has historically been associated with the property.

See continuation sheet

11. Form Prepared By

name/title	<u>Lois H. Boyle</u>	date	<u>9/15/87</u>
organization	<u>Richmond Museum</u>	telephone	<u>(415) 235-7387</u>
street & number	<u>P.O. Box 1267</u>	state	<u>California</u>
city or town	<u>Richmond</u>	zip code	<u>94802</u>

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 1

DESCRIPTION OF AREAS OF SIGNIFICANCE

Allan Temko, Architecture Critic for the San Francisco Chronicle referred to the Ford Building as "... what if easily Richmond's most significant architecture" and "... a true museum of the industrial revolution and World War II ...". The Richmond Ford Motor Company Assembly Plant was designed by Albert Kahn, one of two plants designed by Kahn (pre-1935) that is still standing. The other is the River Rouge Plant in Dearborn, Michigan.

Ford realized early on after the turn of the century that a new kind of plant would be required for the production he was proposing. It meant craneways, conveyors, and a highly coordinated linear organization - the moving assembly line. It was Kahn that took Ford's ideas and needs and created "industrial masterpieces": huge buildings made of steel, concrete, and glass. The skeleton frame allowed Kahn to use the whole wall for windows, and since the walls were no longer load-bearing, they could be removed easily and without harm to the structure's integrity. Kahn inaugurated the all-under-one-roof design as found in Richmond. All operations, from production to assembly to distribution, were under one roof and completed vehicles made their way onto the internal railways and out to ships at the docks.

Grant Hildebrand in Designing for Industry, The Architecture of Albert Kahn, describes Kahn as "... The foremost industrial architect of the early twentieth century," and noted that:

When Kahn founded his practice in 1896, the automobile was being made only as an isolated experiment, almost as a toy, in small backyard garages and shops... The invention of the airplane was seven years in the future. By the end of Kahn's career this picture had changed dramatically; the automobile had been produced in quantities of millions per year, transcontinental and transoceanic aircraft of large capacity were commonplace, and the most mechanized war in history was underway. Thus, Kahn's career coincided with the period in which the heavy mechanized industries of the world grew to maturity.

It was because of the factories that he was a unique figure. Here his work was far from being merely tasteful; it was genuinely and boldly inventive.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

The Pierce Plant of 1906 proposed for the first time the one-story roof-lit scheme of unlimited horizontal extension...

... By comparison with any other industrial buildings of their time, all of these structures could be properly called revolutionary...

Many of the decisions Kahn made in the design of these factories vastly improved the worker's lot. With better light and ventilation he felt more refreshed and was less likely to develop health problems and less prone to injury through accidents.¹

The building of the Ford Plant along Richmond's waterfront was an important event in a long list of events in the development of Richmond's harbor and the economic growth of the area.

In the 1920's Richmond was a small town with big ideas, including even challenging San Francisco for domination of industrial and port development in the Bay Area. Leader among the visionaries was Fred D. Parr, a West Coast entrepreneur and expanding operator of port facilities in Richmond. In 1926 the Parr Terminal Company negotiated an agreement with the City of Richmond to assume control and management of harbor affairs. Because state law prohibited municipal leases beyond 10 years, a special act had to be passed by the Legislature to make the 50-year agreement legal. In 1925, Parr read that Ford Motor Company was looking for a waterfront site for a new west coast assembly plant. One of the conditions of Parr's lease was that he should locate at least one national industry in the inner harbor zone. As early as 1925 the City had a "shoreline strategy" for the development of a deep water channel to the Richmond Inner Harbor which linked to the Santa Fe Harbor. (see Plot Plan RR-12-8675-SH.2) Parr personally negotiated the deal with Mr. Edsel Ford that would bring the assembly plant to Richmond.

Many conditions had to be fulfilled by both Parr and the City, including streets, utilities, deep water channel dredging, and transcontinental rail service. In 1928, a cloud on the title of the land resulted in an \$18,000 law suit against The Parr Company and the Ford Company which was settled for \$15,000 in 1929.

The 500,000 square foot plant was built on 72 acres of land, reclaimed from the Bay, that was not there 12 months before. The building was supported on 3,500 concrete pilings, and the site development included a 1,600 foot long ship channel, 32 feet deep and 200 feet wide, and a 520-foot wharf, large enough to dock two Ford ships at the same time.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 3

The dedication was August 1, 1931, before an audience of 20,000, and the subsequent week-long open house drew 101,070 persons. United States Senator Samuel M. Shortridge was the principal speaker at the dedication.

The **Ford Times** describes the ceremony. "They jam the area where neat lawns will soon be growing; and while they wait for things to start happening, they thumb through the 40 page special edition of the **Richmond Independent**. They read about the importance of the new Ford factory to Richmond's industrial life, how 800 Ford employees are already seeking Richmond homes...and more to follow. They note that this new factory is the largest Ford Plant on the Pacific Coast, that its capacity is 400 cars and trucks a day. Its customers are the Ford dealers in Montana, Washington, Oregon, Idaho, Nevada, Northern California, and the Territories of Hawaii and Alaska."

In the ten depression years after it opened, the Richmond Ford Plant built 398,000 passenger cars and trucks, including the 27 millionth Ford. At the depths of the Depression when Ford closed plants in Seattle and Long Beach, the Richmond plant became the sole source of Ford vehicles in the Western United States.

By 1935, the Plant's annual payroll reached \$3,500,000, at a production level of 400 cars per day. The families and dependents of those employed by Ford in Richmond were approximately 10,000. Under the supervision of the Richmond manager there were 202 Ford dealers, employing approximately 2,000 salesmen, mechanics, and clerks. With their dependents, numbering about 8,000, and those of the Plant, a total of 18,000 people were being maintained by wages and earnings directly attributable to the Ford Motor Company's Assembly Plant in Richmond. The Plant purchased more than \$170,000 worth of raw materials and equipment from manufacturers and suppliers located in the Bay Region. In the **POST ENQUIRER**, the editor said, "This magnificent new automobile plant, dedicated today in Richmond, bringing wealth and employment here, is a splendid new pledge to the industrial future of this metropolitan area. It is a new guarantee of economic stability and sound values in this community."

According to the Museum of American History, Smithsonian Institute, Washington D.C., 1987, the Ford Motor Company was the first manufacturing company to hire Afro-Americans on the assembly line, and had a good labor relationship with this population. Included with its nomination are photos of Afro-Americans at the Richmond Plant.

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

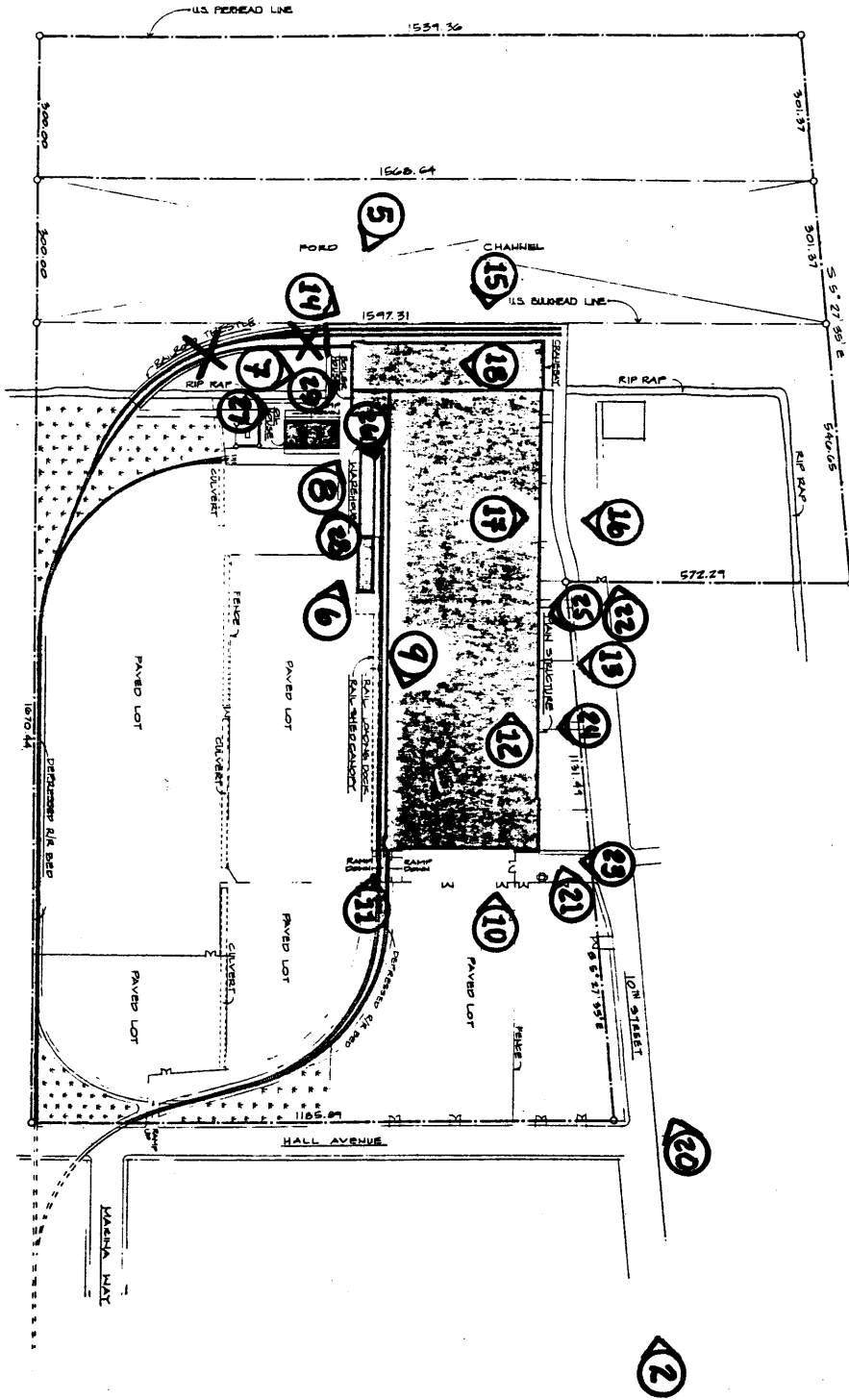
**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 4

"... The Southern Pacific and Santa Fe engines that whistled the signal for the factory to begin operations, now chug into the yards pulling long strings of freight cars loaded with army trucks, half-tracks, tanks, tank destroyers, personnel carriers, scout cars, amphibious tanks, lift trucks, snow plows, bomb lift trucks, jeeps, and other vehicles of war."

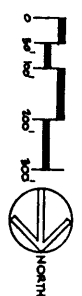
After the war, Richmond is the city said to have "won the Purple Heart". The shipyards closed and hundreds of workers were laid off. The Ford Plant continued. In 1954, the Richmond factory was one of fifteen assembly plants, and it employed 1,650 workers who assembled 50,000 cars and trucks that year. Thirty railroad cars of parts were required each day for the assembly of 200 cars per day. Lack of space to enlarge the plant, and its inability to handle increased production demands, necessitated its closure in 1955.

Key to Photograph Views



○ SITE PLAN
1"=100'-0"

- SITE PLAN SOURCE:**
1. LOT LINES, ADJACENT TO, EAST END, 200' x 100', 1911 & 1912.
 2. BUILDING FOOTPRINT, FROM 1911 & 1912, PLAN REVISED BY ARCHITECT, INTERACTIVE RESOURCES, INC., 1981. THIS NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION SHOWN ON THIS PLAN.



④

③

⑯

①

②

Interactive Resources, Inc.

A1

SITE PLAN

SURVEY OF THE FORMER

Ford Motor Company

ASSEMBLY BUILDING RICHMOND, CALIFORNIA

Contra Costa County

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page 1
Photographs

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Edward J. Anisman, A.I.A.
4. Date of Photograph: 1987
5. Location of Negative: Interactive Resources, Inc.
6. Description of View:
Aerial view of the Ford Plant in the foreground.
Photographer facing east, Santa Fe channel in
front, Marina Bay Yacht Harbor just beyond, San
Francisco Bay and East Bay hills in background.
7. Photo number: 01

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Edward J. Anisman, A.I.A.
4. Date of Photograph: 1987
5. Location of Negative: Interactive Resources, Inc.
6. Looking south, exterior view of north and west
elevations. Railroad canopy at far left, two
storey section at corner.
7. Photo number: 02

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Edward J. Anisman, A.I.A.
4. Date of Photograph: 1987
5. Location of Negative: Interactive Resources, Inc.
6. Looking east, view of craneway and main dock at the
south end of the building. Tug boat dock in
foreground.
7. Photo number: 03

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page 2
Photographs

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Edward J. Anisman, A.I.A.
4. Date of Photograph: 1987
5. Location of Negative: Interactive Resources, Inc.
6. Looking northwest, view of craneway and main dock, boiler house and oil house.
7. Photo number: **04**

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Thomas K. Butt, A.I.A.
4. Date of Photograph: 1983
5. Location of Negative: Interactive Resources, Inc.
6. Oil House, south facade looking northeast.
7. Photo number: **05** (005-01)

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Thomas K. Butt, A.I.A.
4. Date of Photograph: 1983
5. Location of Negative: Interactive Resources, Inc.
6. Looking south, east facade of warehouse at right, north facade of Boiler house with stack, north facade of Oil house at left.
7. Photo number: **06** (001-22)

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Thomas K. Butt, A.I.A.
4. Date of Photograph: 1983
5. Location of Negative: Interactive Resources, Inc.
6. East facade of Boiler house.
7. Photo number: **07** (005-00)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page 3
Photographs

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Thomas K. Butt, A.I.A.
4. Date of Photograph: 1983
5. Location of Negative: Interactive Resources, Inc.
6. North facade of Boiler house.
7. Photo number: **08** (001-24)

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Thomas K. Butt, A.I.A.
4. Date of Photograph: 1983
5. Location of Negative: Interactive Resources, Inc.
6. Typical interior of unreinforced brick infill wall and north facing sawtooth roof monitors, main building.
7. Photo number: **09** (008-18)

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Thomas K. Butt, A.I.A.
4. Date of Photograph: 1983
5. Location of Negative: Interactive Resources, Inc.
6. Cast iron ornamental cresting above first floor wood windows typical at the north east corner, main building.
7. Photo number: **10** (005-11)

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Thomas K. Butt, A.I.A.
4. Date of Photograph: 1983
5. Location of Negative: Interactive Resources, Inc.
6. Looking south, wood railroad canopy off the east side of the main building.
7. Photo number: **11** (001-18)

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

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page 4
Photographs

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Thomas K. Butt, A.I.A.
4. Date of Photograph: 1983
5. Location of Negative: Interactive Resources, Inc.
6. Looking south, roof monitors and built up roof over main assembly area. Roof monitor of craneway at rear.
7. Photo number: 12 (011-14)

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Thomas K. Butt, A.I.A.
4. Date of Photograph: 1983
5. Location of Negative: Interactive Resources, Inc.
6. Main entrance at office area, west elevation.
7. Photo number: 13 (003-10)

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Thomas K. Butt, A.I.A.
4. Date of Photograph: 1983
5. Location of Negative: Interactive Resources, Inc.
6. Looking northwest, east elevation of craneway showing wood folding panel doors and steel windows.
7. Photo number: 14 (005-05)

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Thomas K. Butt, A.I.A.
4. Date of Photograph: 1983
5. Location of Negative: Interactive Resources, Inc.
6. Vertical lift panel doors at dock entrance, south elevation of craneway.
7. Photo number: 15 (006-15)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page 5
Photographs

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Thomas K. Butt, A.I.A.
4. Date of Photograph: 1983
5. Location of Negative: Interactive Resources, Inc.
6. Steel windows at west elevation, main building, second level.
7. Photo number: 16 (003-13)

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Thomas K. Butt, A.I.A.
4. Date of Photograph: 1983
5. Location of Negative: Interactive Resources, Inc.
6. Interior view of main assembly space looking west showing roof monitors, trusses and natural daylighting.
7. Photo number: 17 (003-21)

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Thomas K. Butt, A.I.A.
4. Date of Photograph: 1983
5. Location of Negative: Interactive Resources, Inc.
6. Interior view of craneway looking southwest showing roof monitors, trusses, rails, vertical lift doors and moving cranes.
7. Photo number: 18 (003-17)

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Thomas K. Butt, A.I.A.
4. Date of Photograph: 1983
5. Location of Negative: Interactive Resources, Inc.
6. Overview of Ford Plant Peninsula, Marina Bay, Richmond, El Cerrito and East Bay Hills.
7. Photo number: 19 (4x5)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page 6
Photographs

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Geraldine Peterson
4. Date of Photograph: 1988
5. Location of Negative: Interactive Resources, Inc.
6. Front Elevation looking southeast from Harbour Way South.
7. Photo number: **20** (X03-08)

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Geraldine Peterson
4. Date of Photograph: 1988
5. Location of Negative: Interactive Resources, Inc.
6. Front facade looking south
7. Photo number: **21** (X02-03)

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Geraldine Peterson
4. Date of Photograph: 1988
5. Location of Negative: Interactive Resources, Inc.
6. Looking south, west facade of craneway, tug boat dock and temporary building housing tug operations.
7. Photo number: **22** (X02-05)

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Geraldine Peterson
4. Date of Photograph: 1988
5. Location of Negative: Interactive Resources, Inc.
6. Looking west, north west corner at two storey office portion.
7. Photo number: **23** (X02-02)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page 7
Photographs

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Geraldine Peterson
4. Date of Photograph: 1988
5. Location of Negative: Interactive Resources, Inc.
6. Looking east, main entrance door at front facade.
7. Photo number: 24 (X02-04)

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Geraldine Peterson
4. Date of Photograph: 1988
5. Location of Negative: Interactive Resources, Inc.
6. Looking east, secondary entrances, one original, one remodeled, main facade.
7. Photo number: 25 (X03-07)

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Geraldine Peterson
4. Date of Photograph: 1988
5. Location of Negative: Interactive Resources, Inc.
6. Looking north, rear elevation of main building, railroad canopy shed at rear, non-contributing warehouse at right.
7. Photo number: 26 (X05-22)

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Geraldine Peterson
4. Date of Photograph: 1988
5. Location of Negative: Interactive Resources, Inc.
6. Looking west, oil house at right with stone sculpture on roof, boiler house attached to craneway at rear.
7. Photo number: 27 (X05-19)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page 8
Photographs _____

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Geraldine Peterson
4. Date of Photograph: 1988
5. Location of Negative: Interactive Resources, Inc.
6. Looking south east, oil house facade facing boiler house, dock at north side.
7. Photo number: **28** (X06-24)

1. Name of Property: Ford Motor Company Assembly Plant
2. City and State: Richmond, California
3. Photographer: Geraldine Peterson
4. Date of Photograph: 1988
5. Location of Negative: Interactive Resources, Inc.
6. Looking west, dock outside craneway, trestle removed.
7. Photo number: **29** (X04-18)