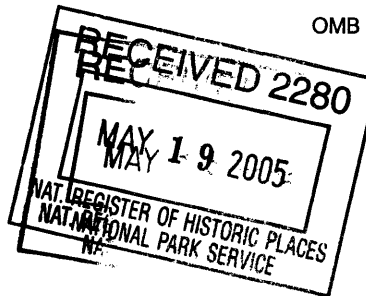


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United States Department of the Interior
National Park Service



National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instruction in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classifications, 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 Auto Freight Transport Building of Oregon and Washington

other names/site number East Side Terminal, Eastbank Commerce Center

2. Location

street & number 1001 S.E. Water Avenue not for publication

city or town Portland vicinity

state Oregon code OR county Multnomah code 051 zip code 97207

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X 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 X meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide X locally.

James Hamrick
Signature of certifying official/Title - Deputy SHPO

17 May 05
Date

Oregon State Historic Preservation Office
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:
Action

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):

Edson W. Beall
Signature of the Keeper
Date of 6/30/05

Auto Transport Building of Oregon and Washington
Name of Property

Multnomah, Oregon
County and State

5. Classification

Ownership of Property
(check as many as apply)

Category of Property
(check only one box)

Number of Resources within Property
(Do not include previously listed resources in the count)

- private
- public - local
- public - state
- public - Federal

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

Contributing	Noncontributing	
<u>2</u>		buildings
		sites
		structures
		objects
<u>2</u>		Total

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

Number of contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Functions
(enter categories from instructions)

Current Functions
(Enter categories from instructions)

COMMERCE/TRADE: warehouse

COMMERCE/TRADE: business, professional

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

LATE 19TH AND EARLY 20TH CENTURY
AMERICAN MOVEMENTS: Commercial

foundation: CONCRETE
walls: CONCRETE

roof: ASPHALT
Other: METAL: steel, GLASS

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

See continuation sheets.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Number 7 Page 1

Property Name Auto Freight Transport Building of OR and WA County and State Multnomah, OR

Summary

The Auto Freight Transportation Building is located at 1001 SE Water Avenue in the Central Eastside Industrial District of Portland. The four-story, 64,892 square foot, Commercial Style building, designed by the architecture firm of Houghtaling and Dougan, has a "U" shaped footprint. It is constructed of reinforced concrete and has large, rolled steel frame industrial windows. The roof is flat with a low parapet and a small decorative penthouse centered on the east elevation. The interior of the building is unembellished and utilitarian, with concrete floors and walls. Originally open warehouse space with some offices on the second floor, it is now divided into office and light industrial/commercial flex spaces. The building is in good condition, having recently undergoing a major rehabilitation, and retains a high degree of historic integrity.

Setting

The Auto Freight Transport Building is located at 1001 SE Water Avenue in the Central Eastside Industrial District of Portland. This district consists of 680 acres of relatively flat land between the Willamette River on the west and SE 12th Avenue on the east and from Interstate 84 on the north to the Ross Island Bridge on the south. The area between SE Third Avenue and the Willamette River north of Division Street is called the Eastbank. The Auto Freight Transport Building is surrounded by large warehouses and industrial buildings in various states of rehabilitation and decay. Loading docks line many streets, and a working rail line still runs through the district. Interstate 5 runs along and above the waterfront to the west of the building. The area is densely developed, and the construction of the Eastbank Esplanade has revitalized the river front, which at one time was a major transportation source for the industry on the east side of the river.

The Auto Freight Transport Building occupies a full block bound by Water Avenue on the east, Yamhill Street to the north, Taylor Street to the south, and the Interstate 5 to the west. In its early years, the building shared the site with several smaller buildings, including a shop and a service station. The Until the construction of I-5, the building was served by huge docks, some with rail spurs which predated the building. These docks, located about 75-100 feet from the west side of the building, and extending about 250 feet into the river, could accommodate large ships. This area was filled in the early 1960s when I-5 was relocated to the east side of the river. Portland Electric Power Co. (PEPCO) operated a rail line from 1924 until 1930 (subsequently Portland Traction Co.) along Water Avenue, which served the Auto Freight Transport Building as well.

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Property Name Auto Freight Transport Building of OR and WA County and State Multnomah, OR

A 100 foot section of Water Avenue is included in this nomination, to connect the Auto Freight Terminal Building and Service Station. Within this section of street there are no curbs on the west side, to provide access to the loading docks on the Auto Freight Building. An out-of-service rail spur cuts from Water Avenue to the northwest and along the front of the Auto Freight Transport Building. On the south side of the street there is one vehicular curb cut at the north end of the Auto Freight Service Station, providing access to the garage.

Today the Auto Freight Transport Building has its main entrance on the east side, facing a newly paved and landscaped parking lot within its courtyard. The courtyard is accessed from SE Taylor Street to the south. South of Taylor Street is a vacant lot. North of the building is an exit ramp from the Morrison Bridge, and across Water Avenue to the east are other commercial, industrial and warehouse buildings.

Exterior

The Auto Freight Transport Building is a four story, reinforced concrete building with a "U" shaped footprint and a flat roof. The building is 200 feet long and 134 feet wide, with its courtyard cut into the west side, facing the Willamette River. It is in the Commercial style, and its utilitarian appearance belies its historical use as a warehouse.

The building is surrounded on the first floor by a continuous series of loading bays which were originally covered with "Vananco" counter-balanced steel roll-up doors. The original doors were replaced in the 1950s, and these replacement doors were removed recently and replaced by glass and metal roll-up doors. Original drawings show a small window under every third loading dock, most likely providing illumination to the basement level. These windows are now gone. The southeast corner of the building at one time had a cutaway corner with a pedestrian door. This corner has been squared off to match the rest of the building, and has a steel pedestrian door and two glass block windows.

The main entrance to the building is now located on the west side of the building, in the center of the courtyard. A one story glass pavilion has been added in this location, directly in front of the five story elevator tower, which now has a clock on it. The loading docks within the courtyard project from the building, while those of the other elevations are flush. These loading docks now have steel railings and serve as raised sidewalks for the building. A stair tower is located in the southeast corner of the "U", and has small steel windows. In the northeast corner is a two story, one bay projecting block which contains offices.

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Property Name Auto Freight Transport Building of OR and WA County and State Multnomah, OR

The upper floors of the building are marked by large, steel frame, industrial style windows. Each window has 44 lights, including three six-light cantilevered horizontal pivoting sections. A galvanized iron "marquis" on a steel frame originally shaded the second floor windows and protected the loading docks, but this has been removed. The north and south elevations of the building originally had fire escapes in their easternmost bays.

Other decorative elements which are now missing include marble triangles and colored marble discs, which were inlaid in the concrete above the fourth floor windows of each bay of the building.

The flat roof of the building is marked by a raised parapet which at one time was capped with decorative clay tiles. Now it has an aluminum cap. The parapet is slightly raised in the corner bays of the building. The roofline of the east elevation, which was originally the primary elevation, is marked by a one-story penthouse. This decorative penthouse has low flanking false buttress walls which once supported decorative urns, now missing. This penthouse has a single 12 light steel window with a decorative wrought iron balcony in front. A pair of oval cartouches flank the window.

Interior

The interior of the Auto Freight Transport Building is as straight-forward as its exterior. Used primarily as a warehouse for most of its existence, the interior spaces were primarily utilitarian open storage. Huge poured concrete columns run down the center of each wing of the building, and the floors, walls and ceilings were exposed, unpainted concrete. The vast windows make the space bright and open. In the last two years, the building has become business/industrial flex space, and the open spaces have been divided into smaller tenant spaces and finished to varying levels.

The original freight elevator is located in the center of the east wall of the building, and has doors on the interior and exterior of the building. This freight elevator is due to be replaced for safety reasons with a new freight elevator. Across from the freight elevator on the west wall of the building is a passenger elevator.

Two staircases serve the building, both in original condition. One is located in the northeast corner of the building, and the other is located in the south interior corner of the "U". Both are of concrete and have original pipe railings which are both industrial and decorative.

Perhaps the most interesting feature of the interior is the office in the north wing on the second floor. These offices appear to be original to the building. On original drawings, these rooms contained offices, women's and men's toilets, showers, a locker room, a vault, a lounge, a kitchen, a dining room and a cigar

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Property Name Auto Freight Transport Building of OR and WA County and State Multnomah, OR

room. Today, the vault remains, and some interior partitions along with the hallway walls. Simple door trim still exists, along with a couple doors and transoms.

Changes to the Building

The Auto Freight Transport Building has retained a high degree of integrity throughout its history, having always served as a warehouse. Design has not been a consideration, and therefore changes over the years have been minor and maintenance oriented. Two years ago the building changed hands and has evolved into a business/light industrial flex space, and has undergone what is likely the most significant rehabilitation of its history. It has had its roll up doors replaced, windows cleaned of paint and restored, interior spaces divided, and an entrance pavilion added to the west side. The building has a new life, and still has a great deal of integrity and industrial character.

The Auto Freight Terminal Service Station

Across Water Avenue from the Auto Freight Building was the Auto Freight Terminal Service Station, a two story reinforced masonry building filling the southwest corner of the block. This currently vacant building, which retains a high degree of integrity, is a contributing structure to the nomination. It has decorative window openings with a stylized arch detail at the upper corners, and the original wood window frames are extant although deteriorated. The first story windows consist of large fixed lower panes topped by operable transoms. Some have original vertical wood slat screens. The main entrance is on the west side. It has a flat molded concrete surround and a wood door with sidelights and transoms. The second story has replacement windows. Along the flat roofline is a parapet marked with vertical Deco style molded concrete decoration. On the south side of the building are two drive-in entrances, one at either end of the elevation. The eastern entrance led to an interior drive-on ramp to the second floor. The western entrance led to the first floor.

The interior of the Service Station is essentially open space. Both levels were open to accommodate automotive services. The floors are concrete and wood. The roof and second floor are supported by massive 18 inch square beams which span the entire space and support the floor joists and roof structure. A ramp along the east side of the building originally led to the second story. Another ramp led from the north side of the building down to the basement level. Both of these ramps are now gone. An enclosed wood staircase is now located in the southeast corner of the building. The Service Station contributes to the nomination as an important adjunct to the services offered at the Auto Freight Transport Building across the street.

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Property Name Auto Freight Transport Building of OR and WA County and State Multnomah, OR

The Service Station retains a high degree of integrity, having remained in industrial use for most of its history. The existing garage doors are non-historic metal roll-up doors. The changes made to The building include the removal of the original upper windows and replacement with small aluminum frame windows with awnings, ca. 1970, and the covering over of the first floor windows with plywood and stucco. The second story windows have been replaced again in 2004 with steel frame windows which fill the entire original window openings. The building is currently (2005) undergoing rehabilitation.

Auto Transport Building of Oregon and Washington
Name of Property

Multnomah, Oregon
County and State

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)

COMMERCE
TRANSPORTATION

Period of Significance

1924-1953

Significant Dates

1924, 1929

Criteria Considerations
(Mark "x" in all the boxes that apply)

Property is:

- A owned by a religious institution or used for religious purposes
- B removed from its original location
- C a birthplace or grave
- D a cemetery
- E a reconstructed building, object, or structure
- F a commemorative property
- G less than 50 years of age or achieved significance Within the past 50 years

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Houghtaling and Dougan

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets)

9. Major Bibliographical References

Bibliography (Cite books, articles, and other sources used in preparing the form on one or more continuation sheets) See continuation sheets

- Previous documentation on file (NPS):
- preliminary determination of individual listing (36CFR67) 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: _____

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Section Number 8 Page 1

Property Name Auto Freight Transport Building of OR and WA County and State Multnomah, OR

Summary

The Auto Freight Transport Building is significant under criterion A for its association with early 20th century industrial development of the east bank of the Willamette River, and its importance to transportation and commerce of its time. It was the first east side freight terminal in Portland, and is the oldest remaining resource of those which once lined the bank of the river (on the west side of Water Avenue).

Development of the Central East Side

The east side of the city of Portland developed as a separate city called East Portland, which was incorporated in 1870, after expansive growth due to the development of the railroad. The city continued to grow rapidly through the early 20th century because of the influence of the railroad, the growth of streetcar lines, and the completion of bridges across the Willamette (Zisman et. al.)

East Portland was annexed to Portland in June of 1891, a move supported by the majority of East Portland leaders and businesses. Before 1900, the eastside waterfront was dominated by several early industries, including Abram and Hogue's Sawmill, the Standard Box Company, and the Wolff and Zwicker Iron Works (Zisman et. al.) These manufacturing activities constructed large wood frame buildings, wharves and trestles along the east bank of the river.

The Downtown waterfront was Portland's initial shipping area, lined with wharves along the river. The opening of the Panama Canal in 1914, however, stimulated intercoastal trade and caused harbor congestion in Portland. This forced the relocation of shipping facilities downstream toward the Columbia, where large ships could more easily navigate and dock. By 1915, large ships were no longer docking in downtown Portland (Price).

As Portland expanded and grew, the ever increasing volume of sewage and industrial waste made the waterfront a terribly polluted place, and frequent floods near the river caused businesses to abandon riverfront locations. Finally, a seawall and sewer system was built along the west waterfront to prevent

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Property Name Auto Freight Transport Building of OR and WA County and State Multnomah, OR

flooding and alleviate pollution. Still, by 1929, the river was so polluted that water related recreation was severely curtailed and virtually nothing lived in the poisonous water. It was not until the early 1970s that the sewage problem was corrected (Price).

The east bank of the Willamette River has long held second class status to the west bank. A seawall was never constructed on the east bank, as it was on the west bank, because it was deemed unnecessary for the railroad docks, warehouses and industry along that shore. In 1932 a study noted that the east bank presented an unattractive view from the city center across the river. The east industrial area was also difficult to access because bridge approaches were built over the railroad tracks, separating rail and road traffic (Price).

In 1905, the Lewis and Clark Centennial Exposition caused explosive growth in the city of Portland. Many businesses were displaced from downtown because of rising real estate prices, and relocated to the relatively abundant and inexpensive land on the inner east side. The marshy areas along the river were filled, opening up large tracts of land with easy rail access (Zisman et. al.)

Early twentieth century businesses in East Portland focused on produce wholesalers, agricultural implement businesses, seed companies, grocery wholesalers, a cheese factory, a meat packing company and flour mills, as well as ice and cold storage facilities (Zisman et. al.) The waterfront mills and foundries were replaced by wharves and moorage facilities related to shipping, small boat landings and boat building yards, as well as sand and gravel businesses (Price). The Columbia Contract Company located between Salmon and Main on the river, while between Morrison and Taylor were the testing labs, slips and bunkers of the Pacific Bridge Company, which constructed bridges, landfills, sewer systems and roads (Zisman et. al.)

Just before and after World War I, the automobile began to exert its influence on Portland. Roads were paved, and by 1915, all the primary arterials on the east side had been paved, and sidewalks constructed (Zisman et. al.) During the 1920s many of the landmark buildings of the east side were constructed, including the Olympic Cereal Mill at First and Washington, the Weatherly Building at Morrison and Grand, and the Grand Central Public Market at Morrison and Ninth Streets (Zisman et. al.)

The Eastbank area of the Central East Side was dominated by a variety of businesses in the 1920s. From Burnside Street south to about Oak Street was a large rail yard. Between Oak and Washington Streets was Municipal Dock No. 2. Fireboat State No. 1 was located at the foot of Washington Street. The block between Washington and Alder Streets was occupied by Nickum & Kelly Co., a sand and gravel plant. Between Belmont and Yamhill Streets were a large supply warehouse and several small industrial

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Property Name Auto Freight Transport Building of OR and WA County and State Multnomah, OR

operations, including the International Motor Truck Co., Great Western Smelting & Refining Co., and the American Belting & Hose Co. The block between Taylor and Salmon Streets was occupied by the Pacific Bridge Company operations. Directly to the south, between Salmon and Main Streets was the Columbia Contract Company plant. Between Madison and Hawthorne Streets was the Hawthorne Dock Co., another sand and gravel company. Creighton Boiler and Welding Warehouse and the Caravan Motors Co. occupied the block between Hawthorne and Clay Streets. South of Clay was the Portland Electric Power Company plant. Along the entire waterfront were working docks and slips. All of the businesses on the waterfront were also served by The East Portland Industrial Track electric railroad running along Water Street (Sanborn).

In 1964, Interstate 5 was relocated from the west bank of the Willamette to the east bank, in an effort to improve the downtown waterfront (Price). It was built on fill that replaced most of the docks and other waterfront facilities, and many old industrial buildings were removed. Many in the city welcomed the removal of what was considered unsightly blight on the east bank, seeing the highway and an improvement. The relocation of the highway effectively cut off the central east side from the riverfront, eliminating any use of the river except for the recently constructed Eastbank Esplanade.

The Auto Freight Transport Building

Business men and civic groups began to rally for a new east side freight terminal at least by 1912. In that year, the Hill Lines rail system laid out a proposal to develop a new terminal and rail system that would "revolutionize the freight transportation scheme of the entire city", and incidentally allow the Hill Lines to take over the lines of their major rival, the Harriman Lines (Oregon Journal 5/8/12). Harriman owned and operated the majority of the lines on the east side. Business men claimed that they "waited for freight service more than 20 years. We have asked the Harriman interests for service and the Hill interests are to grant our requests" (Oregon Journal 5/8/12). Although this plan was not realized, the idea of an east side terminal appears to have attracted many supporters, who frequently cited the increasing congestion from truck traffic on the west side.

The following year, the East Side Business Men's Club, which supported the Hill plan, began to agitate for a Portland Railway, Light & Power station at the corner of East Morrison and Water Streets. This terminal would serve as the Estacada, Gresham, Mt. Hood, Milwaukie, the Oaks and Oregon City rail lines. The club chairman, L. M. Lepper, speculated that "within two years, practically every commission house in Portland will be located on the east side of the river, and inasmuch as most of the produce comes from the eastern part of the county, the coming of the commission houses makes the need of an east side terminal station almost imperative" (Oregon Journal 8/19/13). Again, it appears that this plan was not implemented, and the discussion of an east side terminal continued for another ten years.

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Property Name Auto Freight Transport Building of OR and WA County and State Multnomah, OR

In April of 1923, the Portland Tractor and Implement Association sent the following letter to the Portland City Council:

“At a meeting of the Portland Tractor and Implement Association, held at the Portland Hotel April 9, resolutions were passed requesting the Portland city council and Interurban Truck company to give consideration to the establishment of a common terminal on the east side, such terminal to have adequate facilities to handle in an efficient way this growing freight transportation system.

“It has been found increasingly difficult to deliver shipments to the now separate receiving stations, as they are mostly located in old store buildings on Front street or other west side congested districts. It requires sending an additional man with the truck to carry in heavy shipments, and there are long waits to secure parking facilities.

“Our arguments in favor of an east side terminal are:

“1—It would make it unnecessary for our east side trucks to cross the bridges or stand on west side streets.

“2—Nearly all the interurban truck lines cross to the east side as a start on their routes. Therefore, it would not be necessary for them to cross the bridges to the west side or stand on west side streets.

“3—It would be only a short additional haul for west side shippers and require no stops on the west side and would relieve congestion” (Oregon Journal 4/19/1923).

The increasing need for an east side terminal and an interested private company finally appears to have compelled the construction of the Auto Freight Transport Building. City Council granted a permit for the construction of an auto freight terminal by the Auto Freight Transportation Association of Oregon and Washington in November of 1923 (Oregon Journal 11/14/23). Initially it appears that plans were to build it on Water Avenue between Ankeny and Ash Streets, but within weeks the site was moved to its current location between Taylor and Yamhill Streets (Oregon Journal 11/14/23). The Oregon Journal reported that work was begun on the building in early December, and that plans included a \$50,000 first phase. Plans for this phase, drawn by Edward A. Miller, included a “two-story concrete building with facilities for rapid handling and storage of miscellaneous freight. Administration offices, lounging rooms and locker rooms will be located on the upper floor.” A filling station was planned on the first floor. Further additions to the building would be made as needed to meet demand (Oregon Journal 12/2/23).

Actual construction appears to have been limited to clearing the site and excavating for utilities, because in February a hearing was held by the City Council to consider revoking the building permits because of

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Property Name Auto Freight Transport Building of OR and WA County and State Multnomah, OR

“procrastination” (Oregon Journal 2/8/24). By this time the Auto Freight Transportation Association of Oregon & Washington had joined forces with the Willamette and Columbia Towing Company in the project. 160 freight truck operators had shown interest in the terminal, and three separate sets of plans had been drawn to deal with the increased interest in the project. The council urged that construction commence, “in the interest of the public.” They noted that there were “12-15 separate terminals for auto freight in Portland, and the results are confusing and expensive to the business men, as well as tending to increase traffic congestion” (Oregon Journal 2/8/24).

By September of 1924, the terminal was partially constructed from plans drawn by Houghtaling and Dougan, architects. The land and improvements were owned by Meier and Frank Company and leased by the Auto Freight Transportation Association of Oregon and Washington for a period of ten years. The building, estimated to cost \$185,000, was described as a four-story fireproof structure which could accommodate 200 freight trucks. It had facilities for rapid handling of freight and more than 51,000 square feet of space for jobbers and manufacturers’ agents. The truck companies which leased space in the building shipped to cities and towns in Oregon and Washington within an area of 125 miles from Portland. Promoters of the terminal claimed that “operation of the terminal will strengthen the position of the east side wholesale district and relieve traffic congestion in the west side business district” (Oregon Journal 9/9/24).

Although not much information was found regarding the day to day activities of freight terminals, they probably operated in the following manner. Large shipments of freight were transported by rail or ship to freight terminals, where the cargo was unloaded and stored temporarily. Shipping companies then loaded individual shipments of freight from the terminals into trucks to be delivered locally or regionally. Shipments also traveled in the opposite direction, with small shipments being trucked to the terminal and then transferred to trains or ships for transport. The docks along the Willamette River appear to have been functional for as long as the Auto Freight Terminal Company was located here, but the docks fell into disrepair in the 40s and most likely were no longer used.

The Auto Freight Transport Building was the home to many small freight companies, which used it for receiving, storage and loading of freight as well as for office space and lounge space for their employees. The approximately 40 loading docks accommodated the smaller trucks of the era, which made deliveries both locally and regionally. Before the construction of terminals on the east side, all of the local and regional delivery trucks had to go over the river to the west side to pick up and deliver freight, and then return to the east side, delaying shipments and causing congestion on the west side. This is why it was viewed by east side businesses as imperative to establish an east side terminal (Oregon Journal 4/19/1923).

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Property Name Auto Freight Transport Building of OR and WA County and State Multnomah, OR

The Auto Freight Transportation Association of Oregon and Washington was a group of small trucking companies which joined together to operate the terminal. The first president of the group was George B. Bishop, about whom little is known. By 1928, Raymond C. Kelsey was president, a position he maintained at least through 1944 (Portland City Directories). Kelsey was also a partner in Portland Albany Truck Co., from 1921-1927, when the company was renamed Silver Wheel Motor Freight Company (Capitol's Who's Who for Oregon). After that he was listed as the Secretary/Treasurer of the firm. Kelsey died in 1950, but Silver Wheel Freightliners continued to operate at least through the 1970s (Oregonian 8/29/72).

The Auto Freight Transportation Association operated out of its terminal building until 1938. That year, the company changed its name to East Side Terminal, Inc., and moved to a new building located at 1321 SE Water Avenue. After the Auto Freight Transportation Company vacated the terminal building, it became a warehouse for a number of freight transport companies, most notably Alert Transfer Company, United Grocers, and Holman Transfer Company (Portland City Directories).

The filling of the waterfront and the relocation of Interstate 5 to the east bank of the river in 1964 ended the use of the Central Eastside waterfront for industry and restricted commerce. Of the waterfront buildings present on the 1924 Sanborn Maps, none are extant except for some buildings formerly associated with the Portland Electric Power Company Plant, now part of OMSI. A visual survey of existing buildings on the west side of Water Avenue further substantiates that The Auto Freight Transport Building (which, built in 1924, was not on the 1924 Sanborn map) is the oldest and best preserved historic waterfront building in the Central Eastside district. It is an important reminder of the waterfront warehouses and industry which once dominated the Eastbank district.

The Auto Freight Terminal Service Station

The Auto Freight Terminal Service Station is a contributing resource to this nomination as an important adjunct service building associated with the Auto Freight Transport Building. The service station was constructed across the street about five years after the Auto Freight Transport Building, to accommodate the service of the trucks used by the trucking companies located in the Auto Freight Transport building. It was much larger than the small, one-bay garage that was located behind the Auto Freight terminal. The first service station associated with the Auto Freight Terminal was located at 295 E. Taylor Street, on the same lot as the main terminal building (no longer extant). By about 1930, this new building was built across the street at 1036 SE Water Ave. (Old # 194). In 1931, it began to be called the Auto Service Station Inc (Portland City Directories).

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Section Number 8 Page 7

Property Name Auto Freight Transport Building of OR and WA County and State Multnomah, OR

The service station provided gas and mechanical repairs to the vehicles using the Terminal building, as well as to other vehicles which frequented the industrial east side. Having a garage associated with the terminal was imperative to keep shipping operations running smoothly. The functional connection of the Auto Freight Terminal Service Station to the Auto Freight Transport Building is shown by the shared name, and the fact that the manager of the first Auto Freight Service Station became the manager of the second. Earl S. Abbott was the manager of the service station at its first location next to the Auto Freight Terminal, and continued to operate the service station at its new location. In the 1930s it appears that the service station became independent from the Auto Freight Transport Company, because Abbott began to be listed as the president rather than manager (Portland City Directories).

It is not clear how long the Auto Freight Terminal Service Station was associated with the Auto Freight Transport Building, although it appears that the two were no longer related at the time the Auto Freight Transportation Association moved out of the terminal building in 1938. The Auto Freight Terminal Service Station existed until around World War II. After WW II, the building housed Industrial Parts Inc., a tractor parts manufacturer, which continued to occupy the building into the 1950s (Sanborn).

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Number 9 Page 1

Property Name Auto Freight Transport Building of OR and WA County and State Multnomah, OR

Major Bibliographical References

200 Trucks to operate out of new terminal. Oregon Journal, September 9, 1924.

Abbott, Carl. Portland Planning, Politics, and Growth in a Twentieth Century City. University of Nebraska Press, Lincoln and London. 1983.

Capitol's Who's Who for Oregon, 1942-1944. Capitol Publishing Company, Portland, Oregon, 1944.

East end Morrison Bridge is urged for streetcar station. Oregon Journal, August 19, 1913.

East Side Central Portland and Its Aggressive Association for Commerce. The Spectator. January 5, 1935.

Hill Line discloses its plans for building freight terminal upon east side. Oregon Journal, May 8, 1912.

Historic Resource Inventory, City of Portland. Bureau of Planning, City of Portland, Oregon. May 1984.

Houghtaling and Dougan, Architects. *Warehouse for Auto Freight Transportation Association of Oregon and Washington*. Architectural plans, April 14, 1924. Located at the Oregon Historical Society Library.

MacColl, E. Kimbark. The Shaping of a City. The Georgian Press Company, Portland, OR. 1976.

Oregon Historical Society Research Library Photograph Collection.

Permit granted for east side freight depot. Oregon Journal November 14 1923.

Petition filed for terminal on east side. Oregon Journal, April 19, 1923.

Portland City Directories.

Price, Larry W. ed. Portland's Changing Landscape. Department of Geography, Portland State University and the Association of American Geographers. 1987.

R.C. Kelsey, Silver Wheel partner, dies. Oregon Journal, October 7, 1950.

Raymond C. Kelsey (obituary). Oregonian, October 7, 1950.

Sanborn Fire Insurance Maps. Portland, Oregon, Vol. 7, Sheet 725. 1924-1950.

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Number 9 Page 2

Property Name Auto Freight Transport Building of OR and WA County and State Multnomah, OR

Truck firm will expand. Oregonian, August 29, 1972.

Truck line head dies. Oregonian, November 21, 1958.

Truck lines due to move to modern new terminal. Oregonian, May 1, 1938.

Two weeks more granted on two terminal plans. Oregon Journal, February 8, 1924.

Witnesses deny charges of plot. Oregonian, November 25, 1936.

Work started on \$200,000 terminal for auto trucks. Oregon Journal, December 2, 1923.

Zisman, K, J. Koler, J. Morrison, B. Grimala, A. Yost. *Portland Oregon's Eastside Historic and Architectural Resources, 1850-1938*. National Register Multiple Property Documentation Form, 1989.

Auto Transport Building of Oregon and Washington
Name of Property

Multnomah, Oregon
County and State

10. Geographical Data

Acreage of Property .85 acres

UTM References

(Place additional UTM references on a continuation sheet)

1 10 526165 5040072
Zone Easting Northing
2 _____

3 _____
Zone Easting Northing
4 _____

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title Amy McFeeters-Krone

organization Building History, Inc. date December 2003, January 2005

street & number 1831 NE Thompson Street telephone 503-493-0477

city or town Portland state Oregon 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.

Additional items (check with the SHPO or FPO for any additional items)

Property Owner

name Bradley J. Malsin

street & number P.O. Box 157 telephone 503-595-0140

city or town Portland state OR zip code 97207

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO 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 10 Page 1

Property Name Auto Freight Transport Building of OR and WA County and State Multnomah, OR

VERBAL BOUNDARY DESCRIPTION

The Auto Freight Transport Building is located on lots 1-8, block 7, East Portland, Multnomah County, Oregon. The Auto Freight Transportation Service Station is located directly across Water Avenue, on lots 3-4, block 16, East Portland, Multnomah County. For this nomination, the parcels are connected across Water Avenue, as they were associated originally.

BOUNDARY JUSTIFICATION

The boundary encompasses the urban tax lots for both the Auto Freight Transport Building and its associated garage, connected across Water Avenue. This was the original configuration of the buildings. Lots 1-8 of block 7 are the remnants of the waterfront lot which was divided when I-5 was built in 1964. The garage is included as a contributing feature because it retains a direct historic connection with the main Auto Freight Building, as an important service building related to the freight terminal.

SE 1/4 NE 1/4 SEC. 3 T. 15. R. 1E. W.M.
 MULTNOMAH COUNTY

1" = 100'

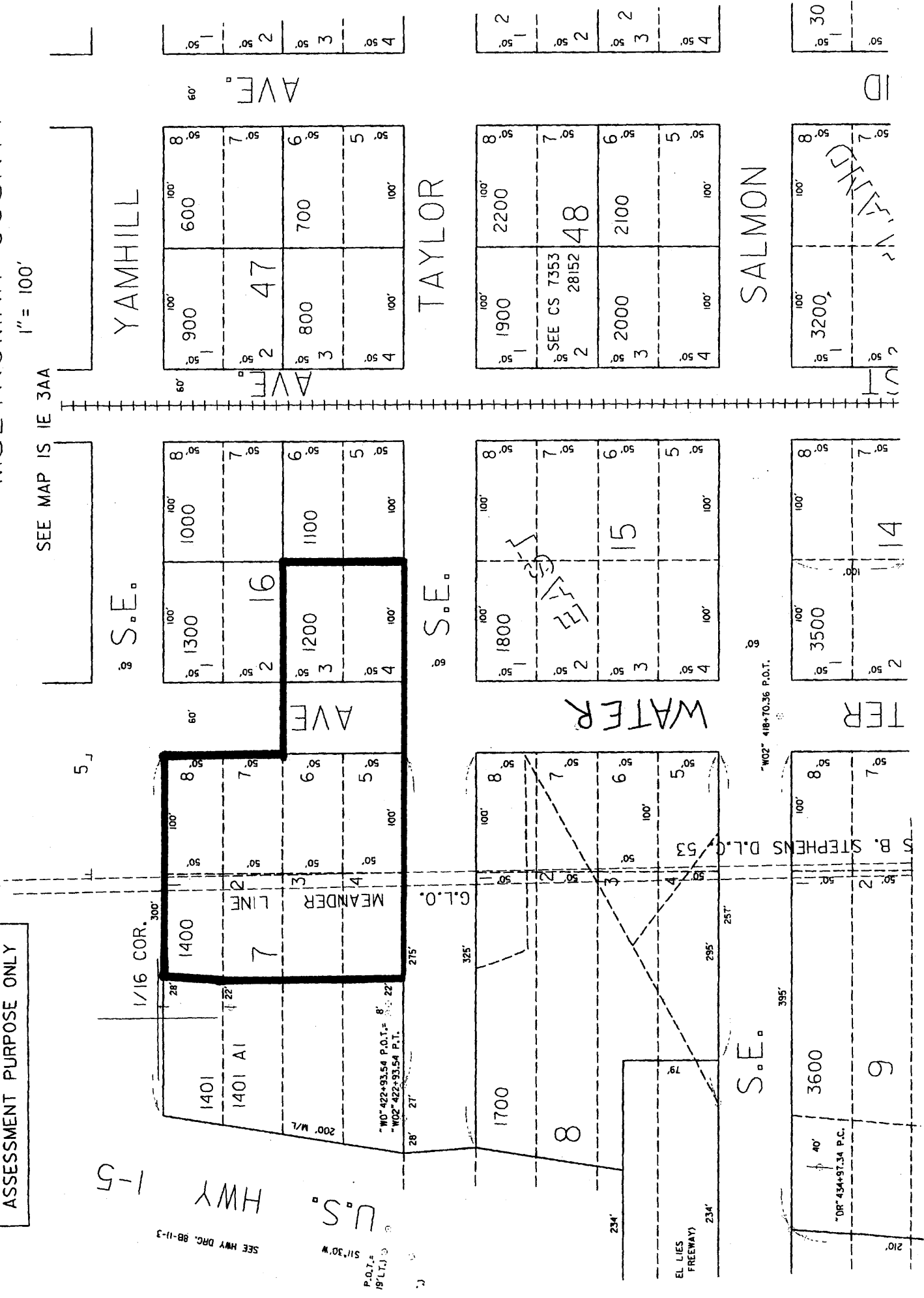
SEE MAP IS IE 3AA

THIS MAP WAS PREPARED FOR
 ASSESSMENT PURPOSE ONLY

1-57 HWY

SEE HWY DRC. 88-11-3

U.S.
 P.O.T. = 19' L.T.J.
 S11°30' W



YAMHILL

TAYLOR

SALMON

WATER

S.E.

S.E.

S.E.

1
.50
2
.50
3
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4
.50

1
.50
2
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3
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4
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1
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2
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3
.50
4
.50

100' 600 100'
 1 900 2 47 3 800 4 100'
 50' 50' 50' 50'

100' 2200 100'
 1 1900 2 28152 48 3 2100 4 100'
 50' 50' 50' 50'

100' 3200 100'
 1 3200 2 3 3 7 4 8
 50' 50' 50' 50'

100' 1000 100'
 1 1300 2 16 3 1200 4 1100
 50' 50' 50' 50'

100' 1800 100'
 1 1800 2 15 3 100' 4 100'
 50' 50' 50' 50'

100' 3500 100'
 1 3500 2 14 3 7 4 8
 50' 50' 50' 50'

100' 1400 100'
 1 1400 2 7 3 4 5 6 7 8
 50' 50' 50' 50' 50' 50' 50' 50'

100' 1700 100'
 1 1700 2 8 3 4 5 6 7 8
 50' 50' 50' 50' 50' 50' 50' 50'

100' 3600 100'
 1 3600 2 9 3 7 4 8
 50' 50' 50' 50' 50' 50' 50' 50'

5

"W02° 418+70.36 P.O.T."

"DR° 434+97.34 P.C."

B. STEPHENS D.L.G. 53

10

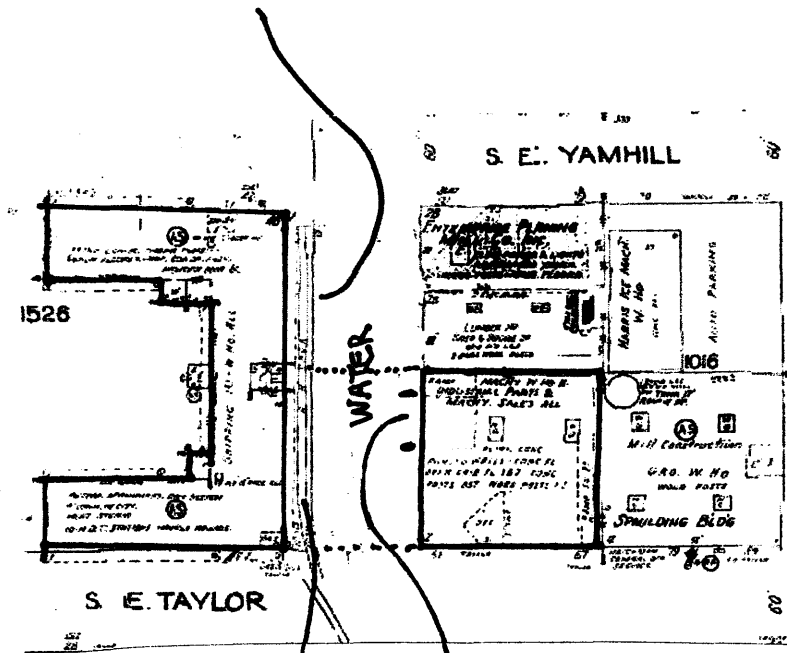
14

14

9

210'

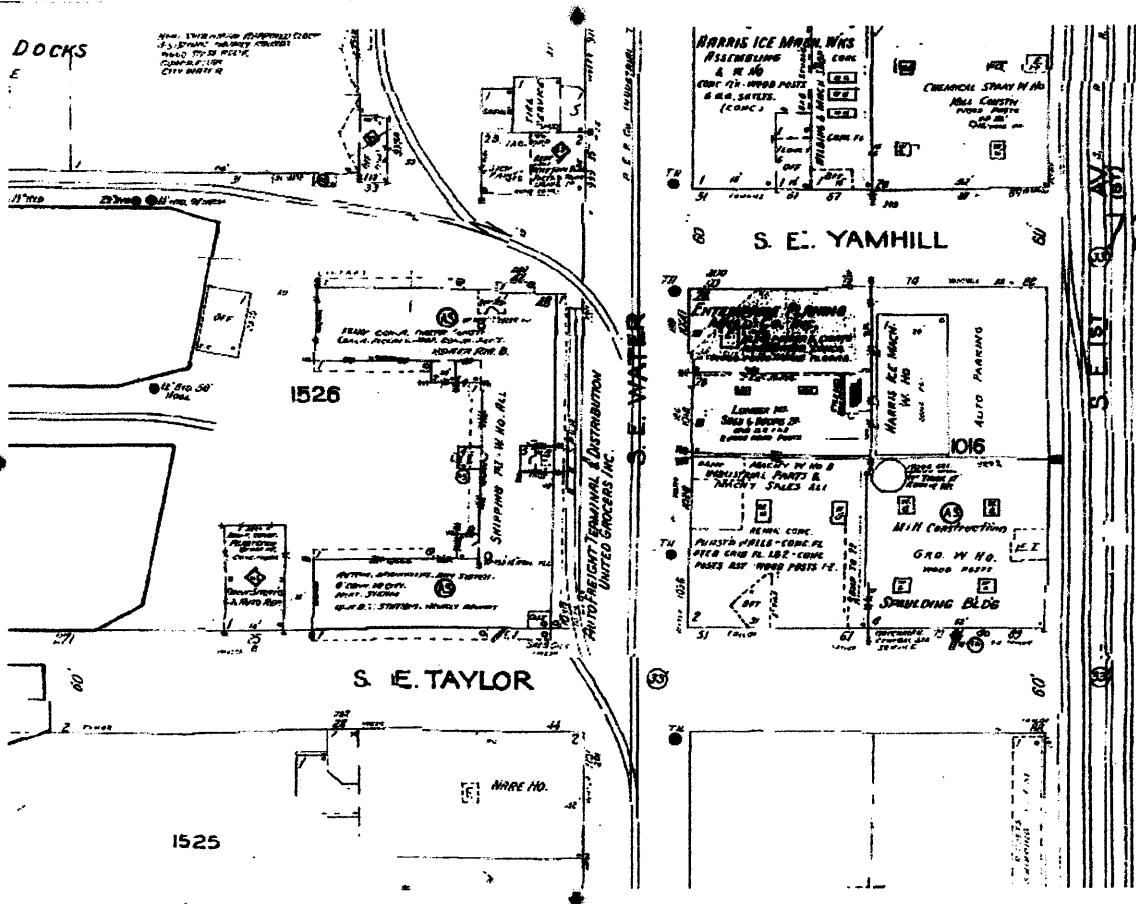
no curb this side



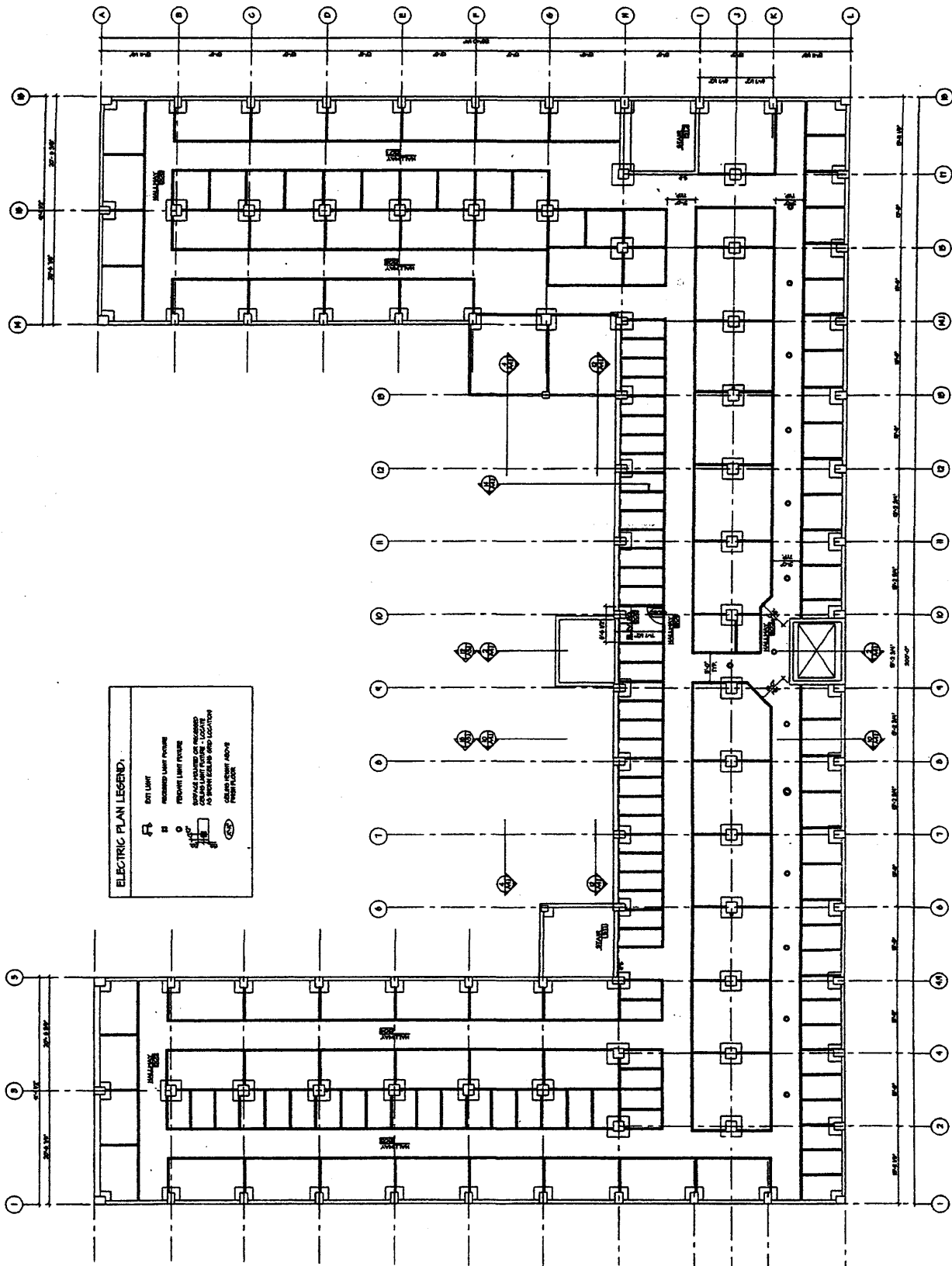
exposed
rail spur

curb cut

Auto Freight Transport Building of Oregon and Washington
Site plan of street features
Not to scale



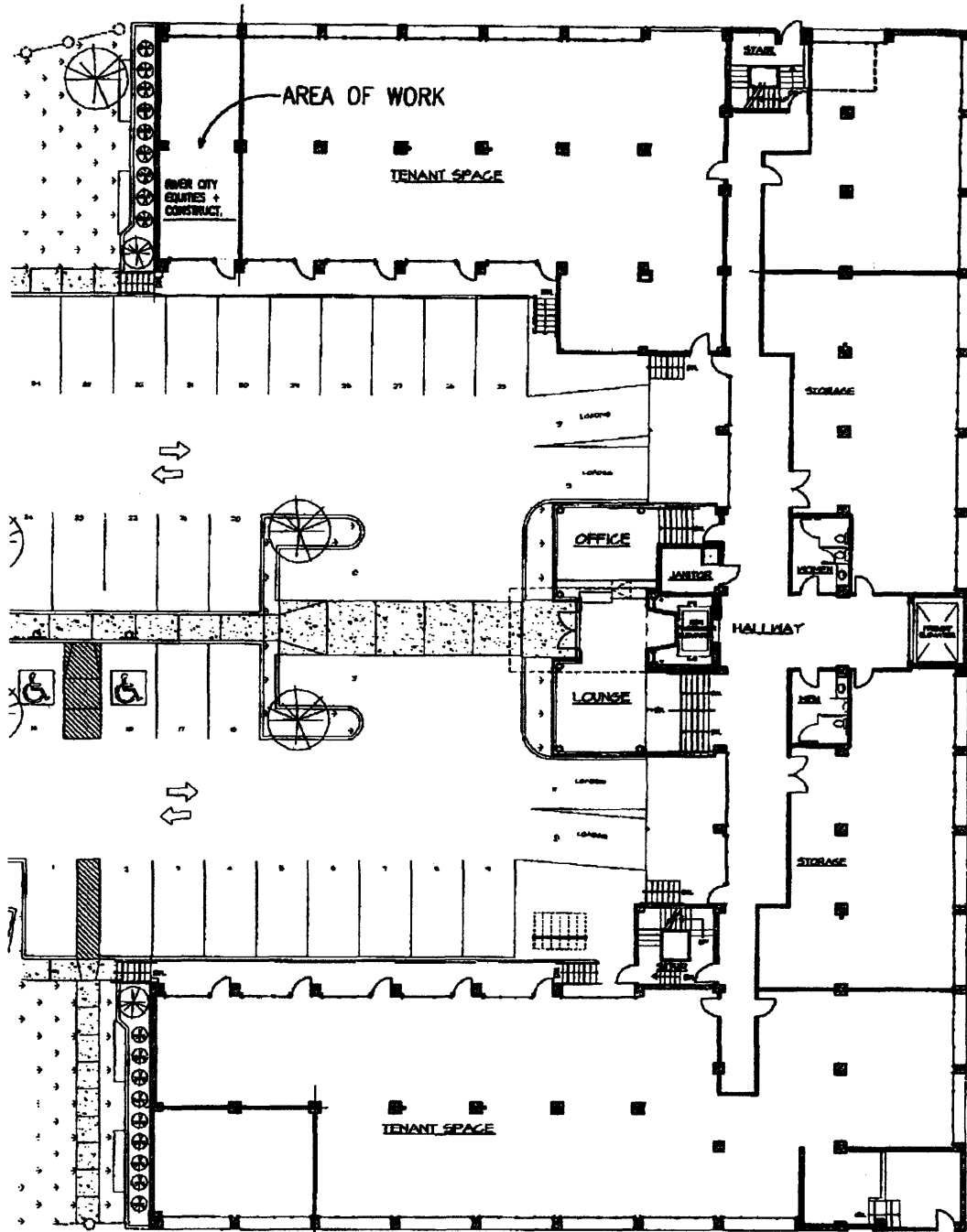
**Auto Freight Transport Building of Oregon and Washington
Sanborn Fire Insurance Map
Portland, 1908-Dec. 1950 vol. 7, 1924-1950, Sheet 725**



**Auto Freight Transport Building of Oregon and Washington
East Bank Commerce Center
Basement Plan**

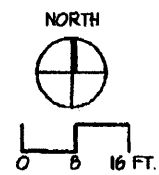
BASMENT ELECTRICAL PLAN / SECOND FLOOR SIMILAR
SCALE 1/8" = 1'-0"

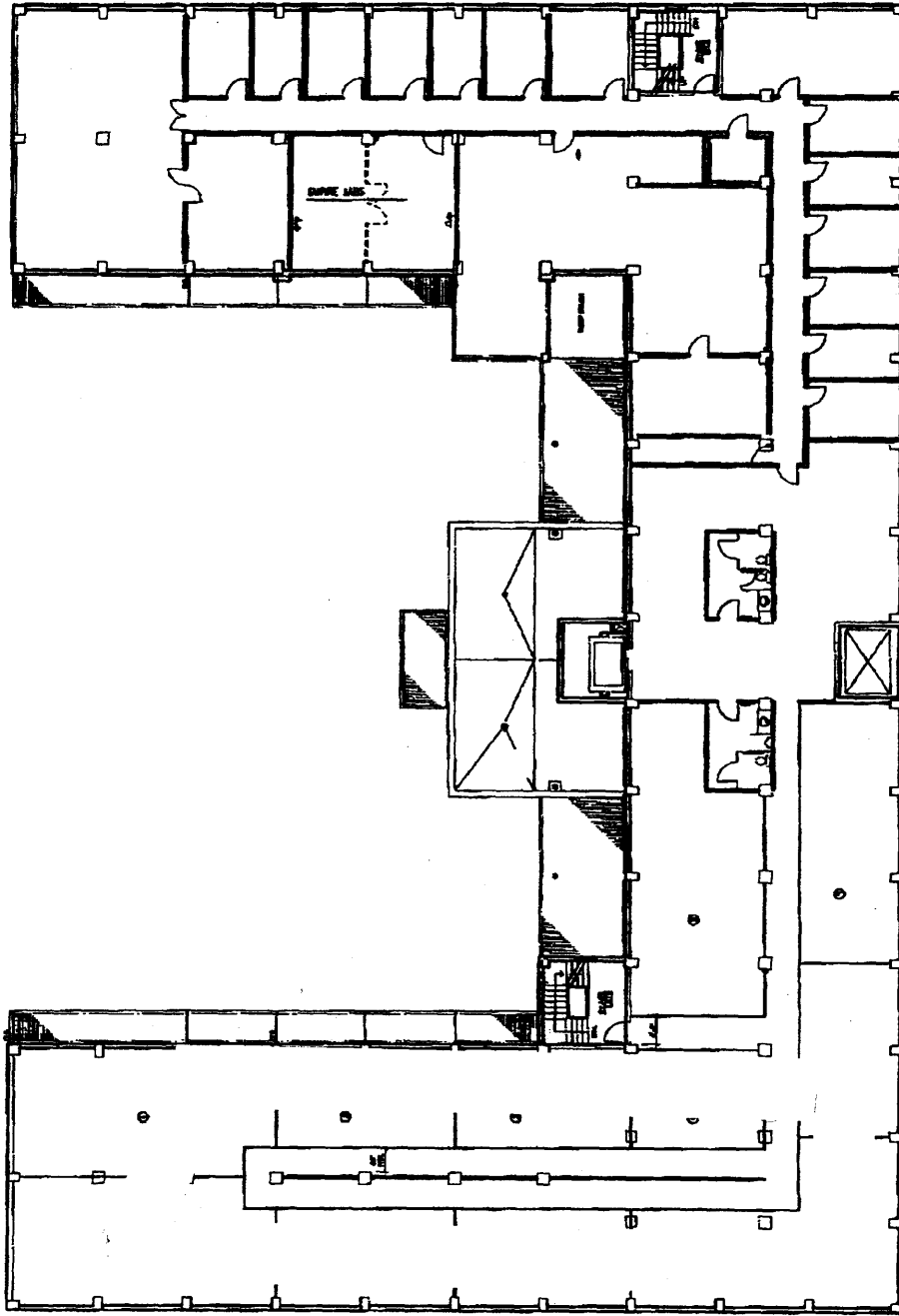




FIRST FLOOR PLAN

EASTBANK COMMERCE CENTER
 1001 SE WATER AVE.
 PORTLAND, OREGON
 13 NOVEMBER 2002





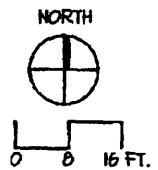
SECOND FLOOR PLAN

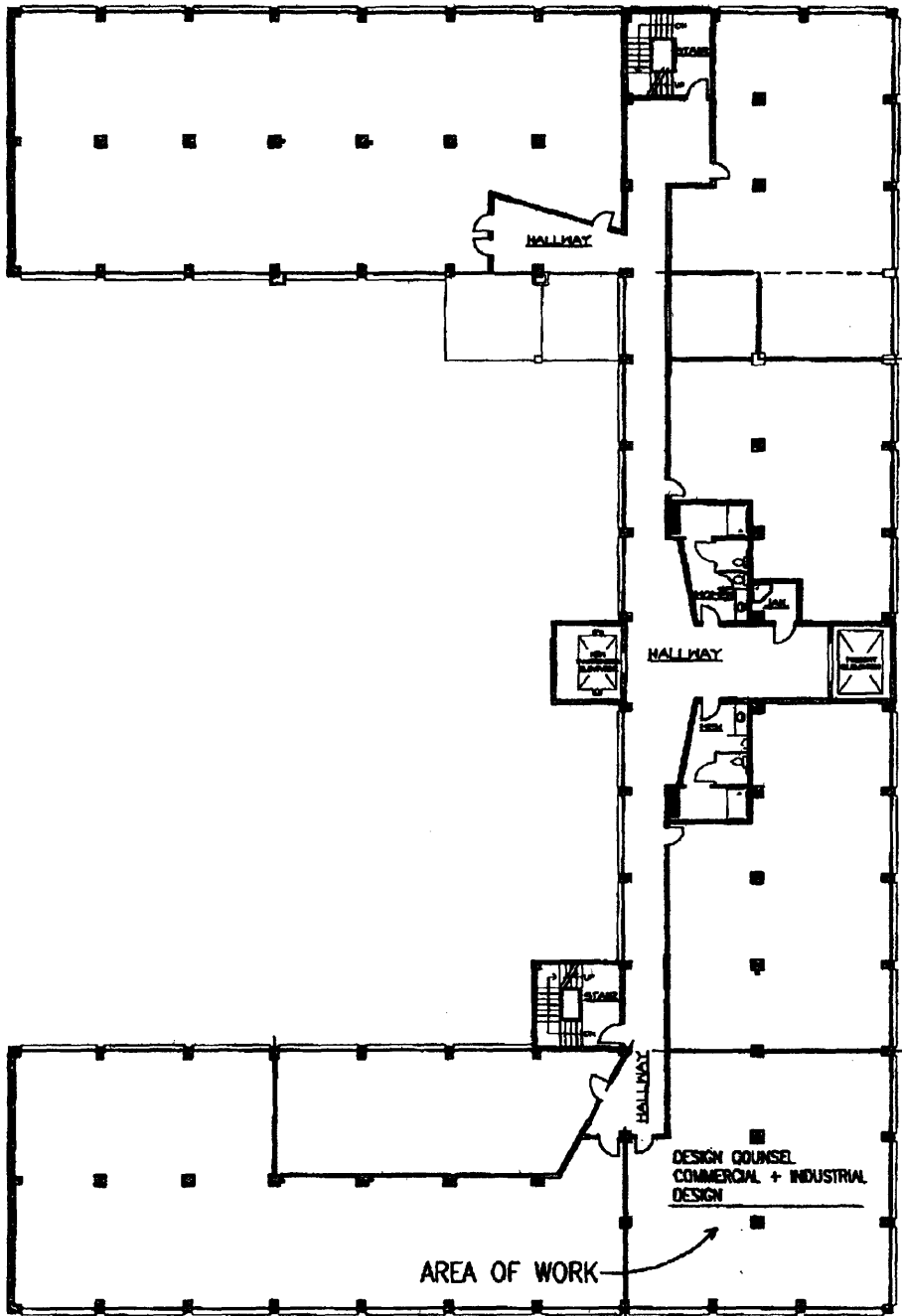

**DILORETO
ARCHITECTS, LLC.**

525 N.E. Oregon St., Suite 310
 Portland, Oregon 97232-2745
 Telephone: 503/736-9979
 FAX: 503/736-9975

EASTBANK COMMERCE CENTER
 1001 SE WATER AVE.
 PORTLAND, OREGON

14 FEBRUARY 2002

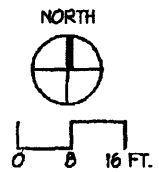


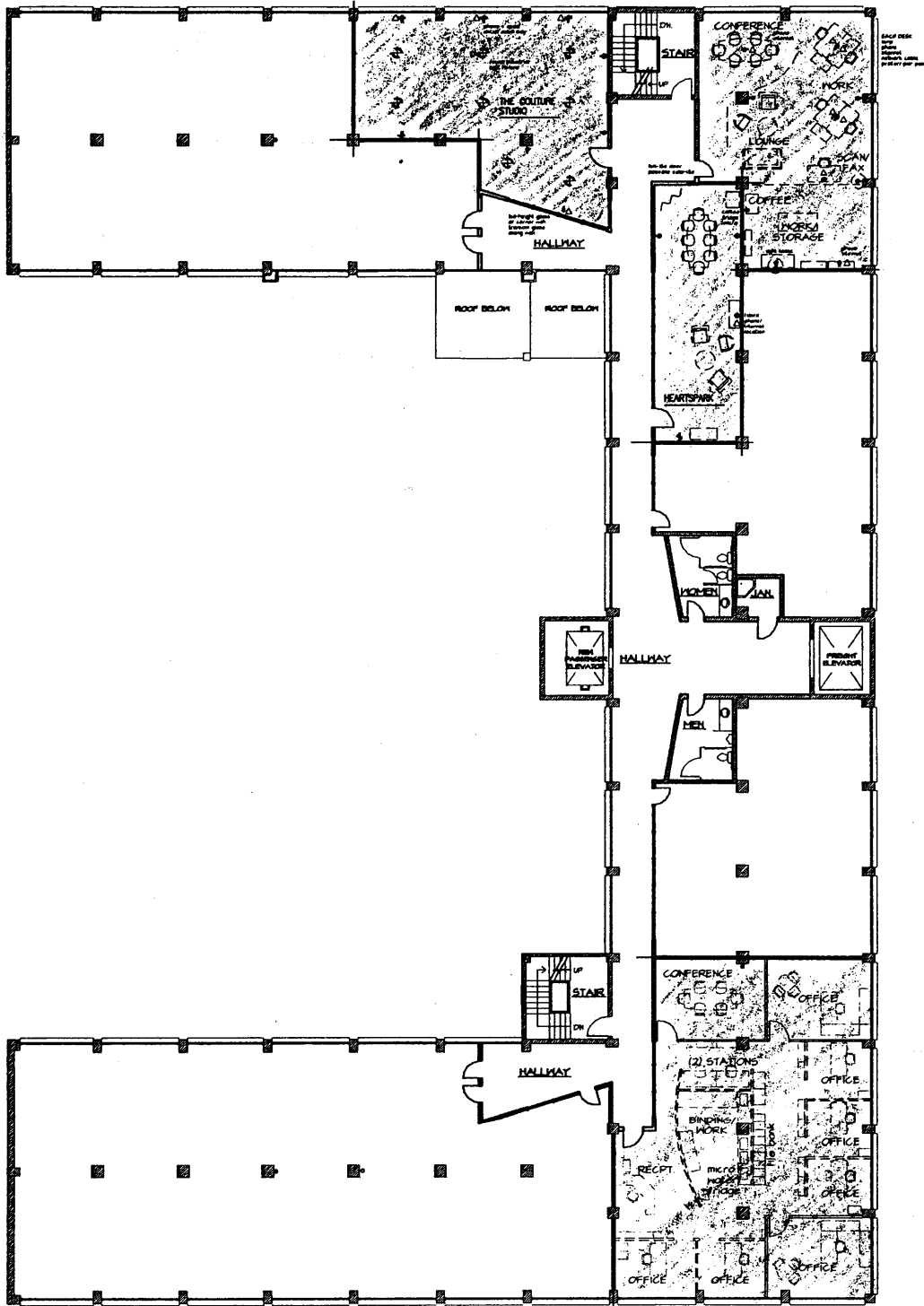


THIRD FLOOR PLAN

EASTBANK COMMERCE CENTER
 1001 SE WATER AVE.
 PORTLAND, OREGON

13 NOVEMBER 2002



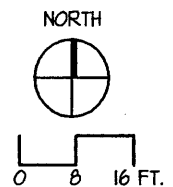


FOURTH FLOOR PLAN


**DILORETO
ARCHITECTS, LLC.**
 525 N.E. Oregon St., Suite 310
 Portland, Oregon 97232-2765
 Telephone: 503/736-9979
 FAX: 503/736-9975

EASTBANK COMMERCE CENTER
 1001 SE WATER AVE.
 PORTLAND, OREGON

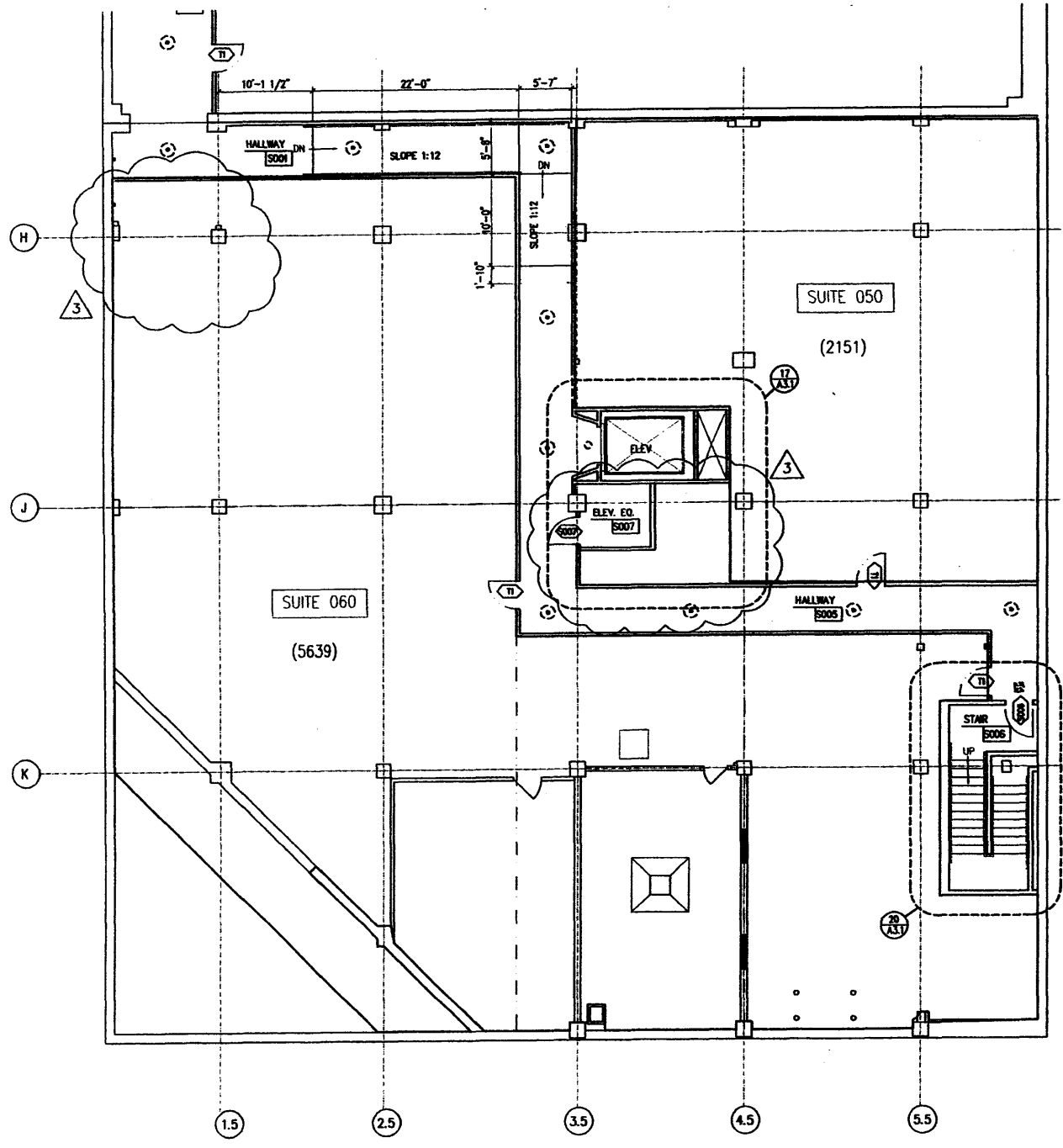
3 JULY 2002



DILORETO ARCHITECTS, LLC
 525 N.E. Oregon St., Suite 330
 Portland, Oregon 97232-5765
 Telephone: 503/726-9777
 FAX: 503/726-9778

WATER AVENUE CENTER

1000 SE WATER AVE PORTLAND, OREGON



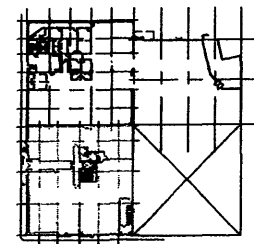
REVISIONS:
 08.02.04 permit rev
 08.18.04 permit rev

19 LOWER LEVEL FLOOR PLAN - SOUTH
 SCALE: 1/8" = 1'-0"

LIGHTING LEGEND:

	STRIP FLUORESCENT LIGHT FIXTURE
	RECESSED CAN FIXTURE
	PENDANT LIGHT FIXTURE
	EXIT LIGHT

NOTE:
 EGRESS LIGHTING 20'-0" O.C.
 MAX TO MEET 1 FOOTCANDLE
 REQUIREMENT.



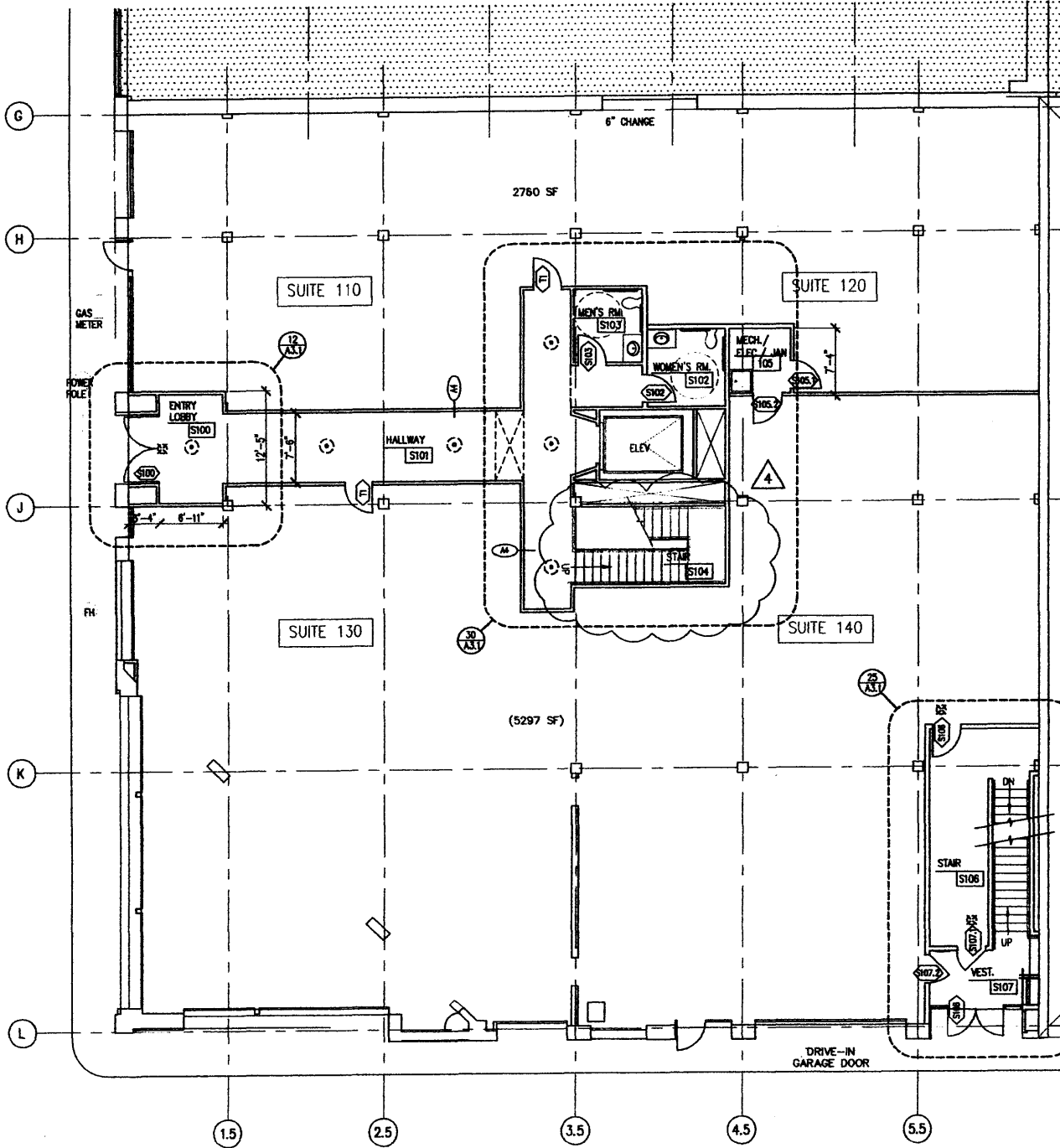
KEY PLAN
 NOT TO SCALE

GENERAL NOTES:
CONSTRUCTIC DOCUMENTS

FLOOR PLANS

A2.1

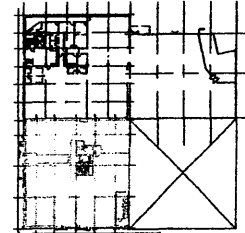
WATER AVENUE CENTER



19 FIRST FLOOR PLAN - SOUTH
 SCALE: 1/8" = 1'-0"

LIGHTING LEGEND:	
	STRIP FLUORESCENT LIGHT FIXTURE
	RECESSED CAN FIXTURE
	PENDANT LIGHT FIXTURE
	EXIT LIGHT

NOTE:
 EGRESS LIGHTING 20'-0" O.C.
 MAX TO MEET 1 FOOTCANDLE
 REQUIREMENT.



KEY PLAN
 NOT TO SCALE

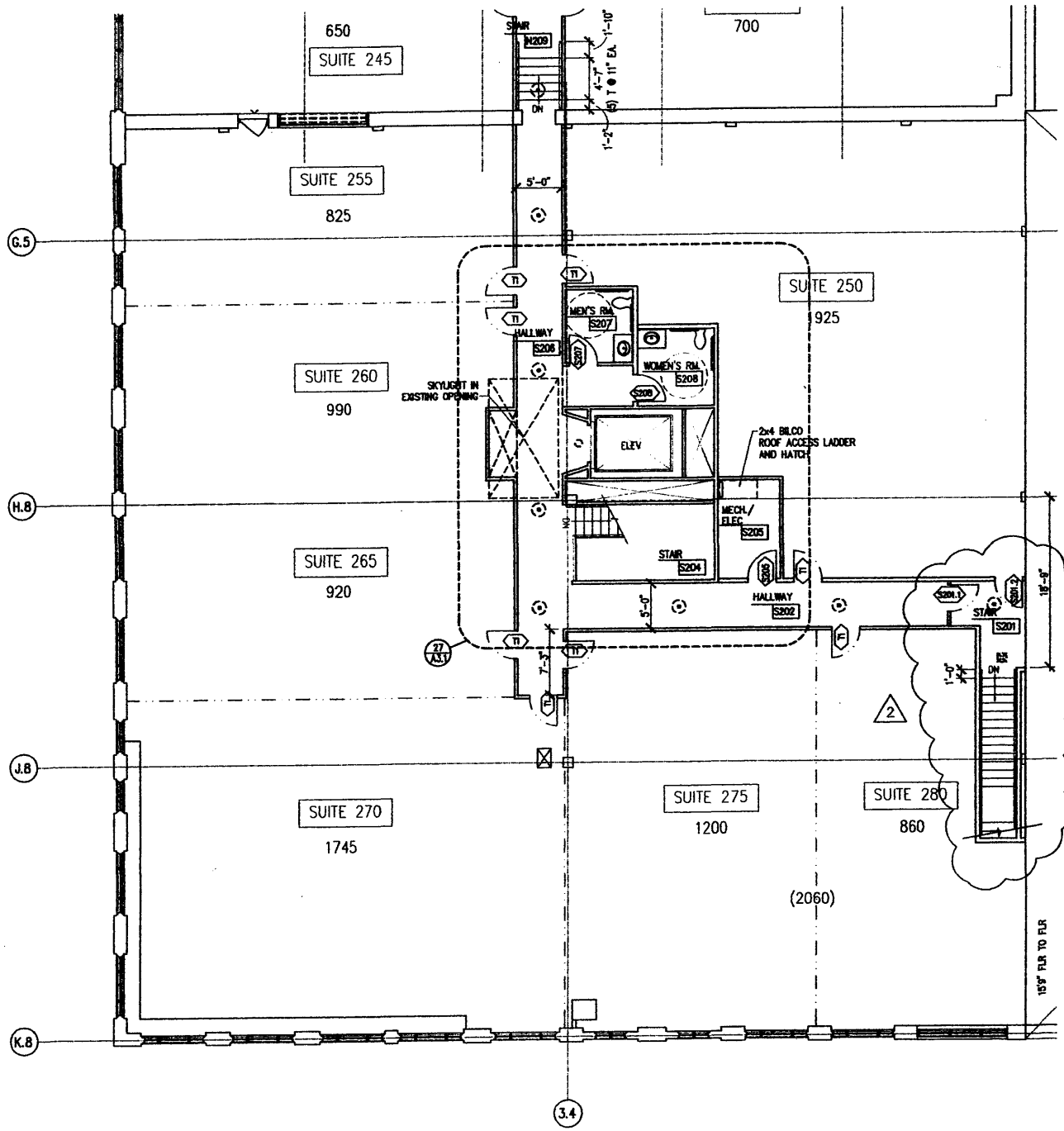
REVISIONS:
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 08.18.04 permit
 08.25.04 permit

GENERAL NOTES:
**CONSTRUC
 DOCUMENT**

FLOOR PLANS

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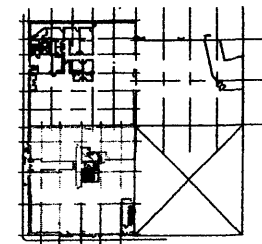
WATER AVENUE CENTER



19 SECOND FLOOR PLAN - SOUTH
 SCALE: 1/8" = 1'-0"

LIGHTING LEGEND:	
	STRIP FLUORESCENT LIGHT FIXTURE
	RECESSED CAN FIXTURE
	PENDANT LIGHT FIXTURE
	EXIT LIGHT

NOTE:
 EGRESS LIGHTING 20'-0" O.C.
 MAX TO MEET 1 FOOTCANDLE
 REQUIREMENT.



KEY PLAN
 NOT TO SCALE

REVISIONS:
 08.02.04 permit

GENERAL NOTES:
 CONSTRUCTION DOCUMENT

FLOOR PLANS

A2.

INDEX COLLECTOR

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PACIFIC TELEPHONE & TELEGRAPH CO.

SINCE 1913

120-122 BUYERS BUILDING
Third and Alder Sts.
PORTLAND, OREGON

PORTLAND HOUSEHOLDERS' DIRECTORY (1930)

2167

WATER E—Cont'd
55 Standard Box & Lumber Co.
E Oak intersects
E Stark intersects
E Washington intersects
103 Independent Welding Works
Senter Tool Works
115 Nickum & Kelly Sand & Gravel Co.
E Alder intersects
121 Portland Top Co.
125 Pacific Pattern Works
E Morrison intersects
151 Roberts Service Sta.
Belmont intersects
174 Panama Cooperage Co.
175 1/2 Willamette & Columbia River Towing Co.
rear Supple Investment Co.
Supple & Martin Lighterage Co.
Supple & Martin Shipbuilding Co.
E Yamhill intersects
177 Salem-Portland Freight Line
181 Auto Freight Terminal Building
Aloha Transfer
Auto Freight Lines
Battle Ground Truck Line
Beaverton Truck Line
Bridal Veil Truck Line
Centralia-Chehalis Truck Line
Cowlitz Valley Truck Line
Dalles Truck Line The East Al Transfer
Emmert Truck Service
Estacada Truck Service
Federal Auto Freight Co.
Goodrich Truck Line
Grays Harbor & Portland Motor Freight Co.
Greenwood Truck Line
Gresham Transfer Inc.
Hall L C Truck Line
Hillsboro Transfer Co.
Hurst Truck Line
Johnson O E Freight Line
Minger Truck Line
Monitor Truck Service
Morgan Line The
Mt Angel Truck Line
Nash Truck Line
Newberg Truck Line
North Plains Truck Line
Philly Truck Line
Portland-Boise Auto Freight Co.
Portland-Stayton-Scio Truck Line
Prineville Truck Service
Rand Truck Line
Red Ball Freight Lines Inc.
Reddaway Truck Line
Reinertson Truck Line
St Paul Truck Line
Sandy Truck Line
Seattle-Portland Auto Freight Co.
Silverton-Portland Truck Line
Tacoma Auto Freight Line
Wagner Truck Service
Weaver Truck Line
Weeks Truck Line
Woodburn Truck Line
Yakima-Portland Truck Line

Auto Frt Term Bldg—Cont'd
Rooms:
1-2 Lee Eastes auto frt
5 Coslett Truck Service
Dallas-Monmouth & Independence Truck Line
Madsen & Son auto frt
Portland-Corvallis Auto Freight Inc
T & H Truck Line
6 Bauer Reinhard barber
7 Oregonian Fast Express
8-10 Auto Freight Terminal Co.
12 Bend-Portland Truck Service Inc
Oregon-Washington Truck Service
13 Willamette Valley-Salem Transfer Co.
14 Willamette Valley Transfer Co (Eugene branch)
15 Owl Freight Line Inc
19 Alert Transfer & Storage Co.
20 1/2 Auto Freight Terminal Restaurant
Auto Freight Terminal Cigar Store
20 Portland-Tacoma Freight Co Inc
21 Parsons Trailer & Body Co.
22 Old Oregon Trail Freight Co Inc
23-25 Bauserman Truck Line Inc
Central Insurance Agency Inc
Terminal Insurance Agency
26 Associated Truck Line
Portland-Albany Truck Line Inc
Portland-Seattle Auto Freight Co.
27 Consolidated Truck Lines Inc
East Oregon Fast Freight Inc
Portland-Medford Truck Line
Portland-Pendleton Truck Line
Portland-Spokane Auto Freight Line Inc
28 Appleton Fast Freight
Farry Truck Service
Patton-Toledo-Newport Auto Freight Line
Portland-Vernonia Truck Line
30 Columbia River Auto Truck Line
John Day Valley Freight Line
Portland-Astoria-Sea-side Auto Freight Line
31 Dalles Truck Line Inc
See continued
180 Swanson's Coffee Shop
194 Auto Freight Terminal Service Sta.
212 Vacant
214 Auto Truck Terminal
Pierce Auto Freight
Mallory Auto Freight
E Salmon intersects
220 Western Farquhar Machinery Co.
222 Carbolineum Wood Preserving Co paint mfrs
223 Dundee Auto Repair & Machine Works
224-26 Vacant
229 Bidwell Truman B excavating contr
231 Nelson Forge Works

233-35 Vacant
E Main intersects
E Madison intersects
264 Rowell Lumber Co.
Hawthorne av intersects
— Creighton Boiler & Welding Works
295 Columbia Fruit & Vegetables
E Clay intersects
WATTS—Fr 1699 Interstate av
11 Keith Emma Mrs
12 Grischow Geo
16 Vanasse Wm
Keltner Gladys Mrs
21 Boylan J Otis
22 Stafford Stanley H
Montana av intersects
39 Travillion Claire E
41 Hansen Hans
48 Strawn Cecil C
48 Brew Frank L
50 Burbach Henry G
52 Cahill Robt J
Minnesota av intersects
78 Bramley Wm H
79 Herrick Marcus E
91 McPherson W F
Mississippi av intersects
110 Johnson B W Mrs
115 May Wm R
122 Anderson Adm
Albina av intersects
Kerby intersects
WATTS W—Fr 1699 Interstate av w
5 Vacant
6 Fox Austin E
7 Copeland Jas W
12 Nashland Thos N
14 Moe Floyd G
17 Lindgren J G Mrs
18 Dolbow Jas H
20 Horton Halbert G
21 Meyn Claus C
25 Sandstrom John A
30 Weaver Wm B
31 Holm Alfd G
33 Topping Earl F
35 Giadden Robt S
36 Conner Walter E
40 Flues Edwin
45 Jennings J D
47 Lamb Saml E
Fenwick intersects
60 Weinmann E A Mrs
66 Roper Cyril J
69 Postlethwaite B K
71 Powers Winslow E
72 Shuss Sarah J Mrs
74 Stratten Albt B
76 Westberg E Mrs
77 Moore John V
79 Ortman Bernard
81 Lee Lloyd L
Denver av intersects
108 Forman R Eldon
112 Knowles Earle H
115 Cortejo Corte Apartments
Apartments:
1 Wall Laura E Mrs beauty shop
2 Nicholson Andrew
3 Borch Richd
4 Vaughn Clyde H
5 Christensen C M
6 Farrell Wynn J
7 Holt T W
8 Girts Walter F
9 Widness Marvin G
10 Septka Kenneth
11 Lehto Ense E
12 Vacant
Street continued
119 Vacant
120 Septka Harold F
123 O'Reilly Terance F
124 Janukaitis Miehli B
125 Loughheed O J W
128 Vacant

INDIAN BURIAL

Permanent, kindly protection under roof—in time-defying

Vaults of Stone

Portland Crematorium and Mausoleum

E. 14th and Bybee Av.

New Perkins Hotel
Fifth at Wash. Streets
PORTLAND OREGON

The House where the 1914

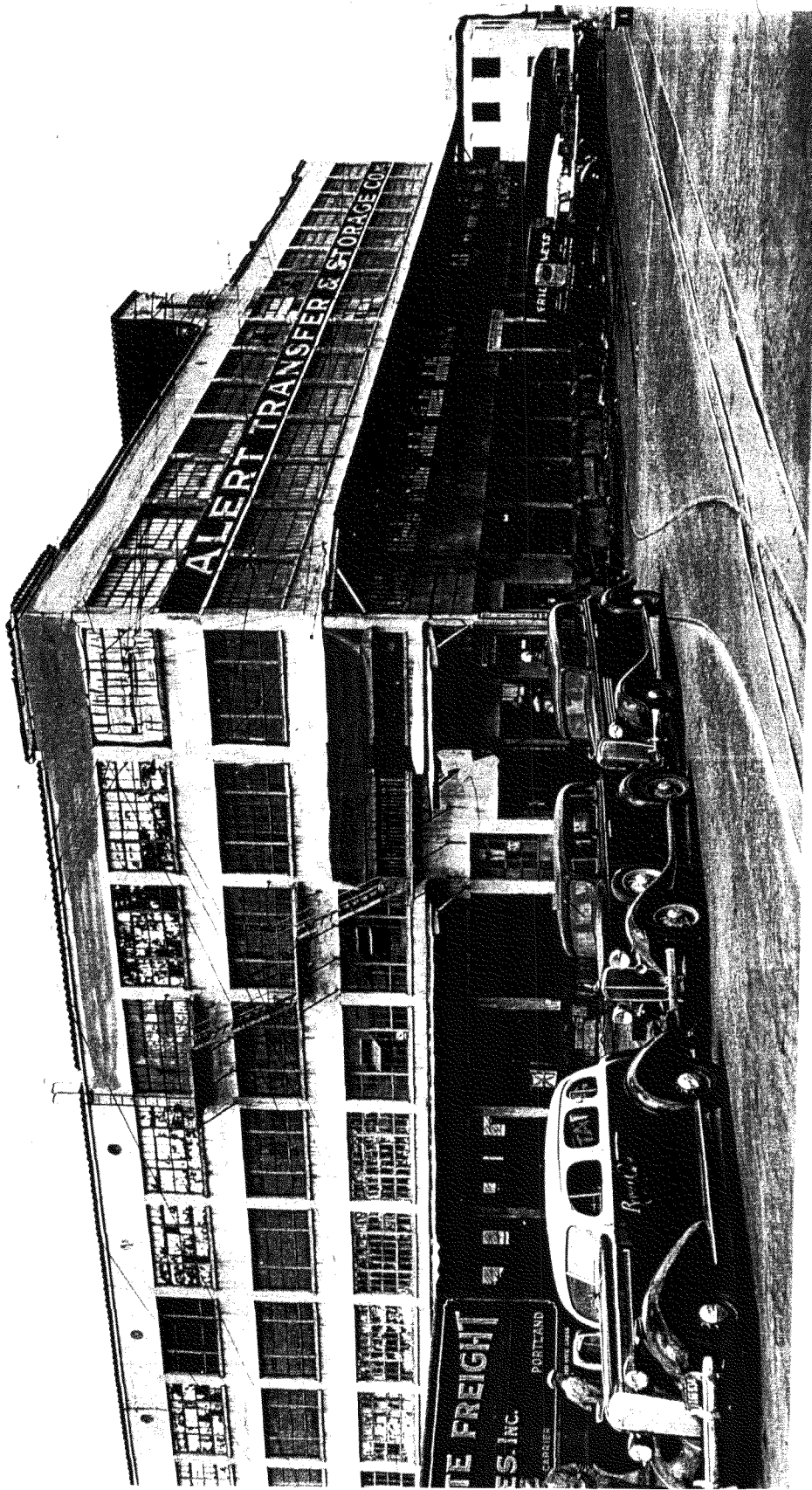


has its full value in 1930

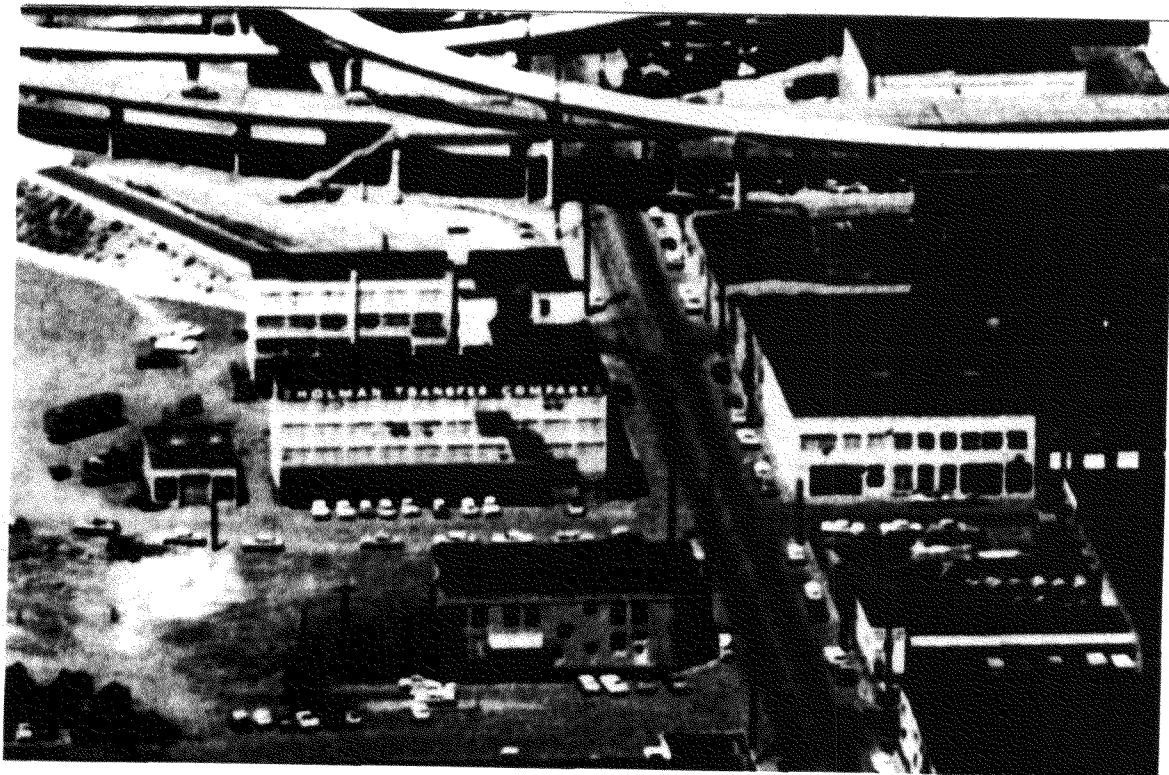
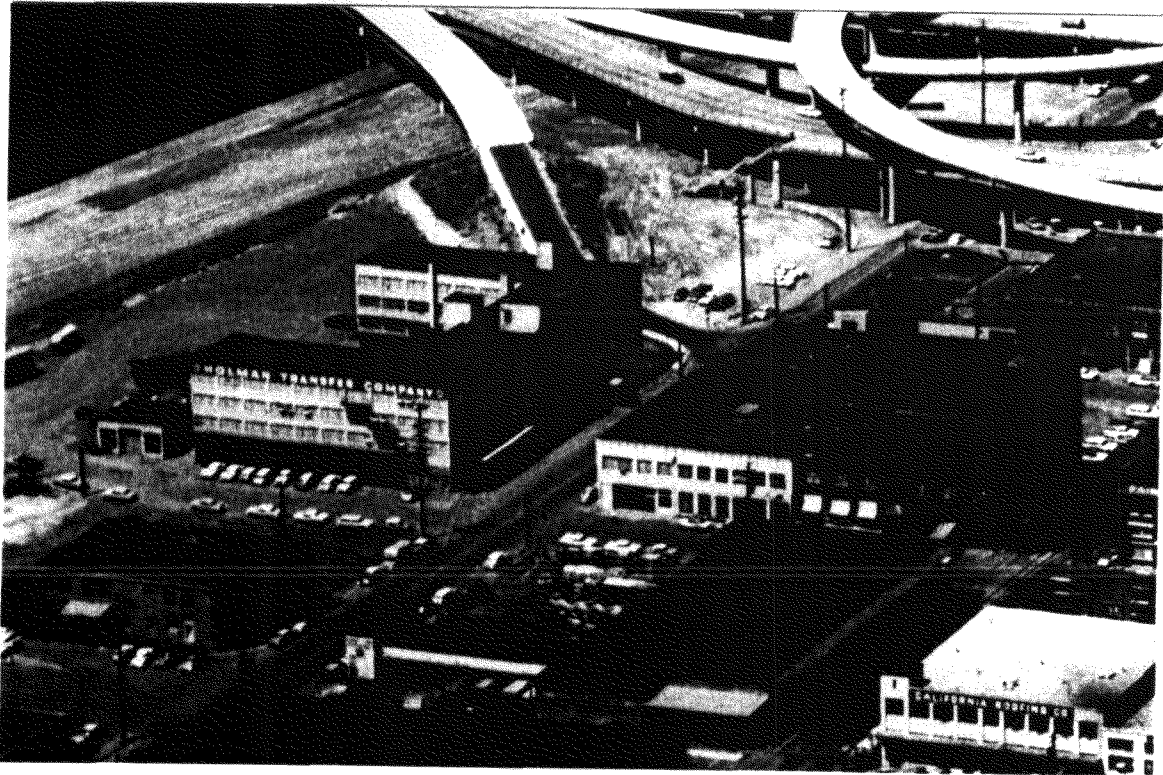
SPECIAL WEEKLY AND MONTHLY RATES

See Our Accommodations

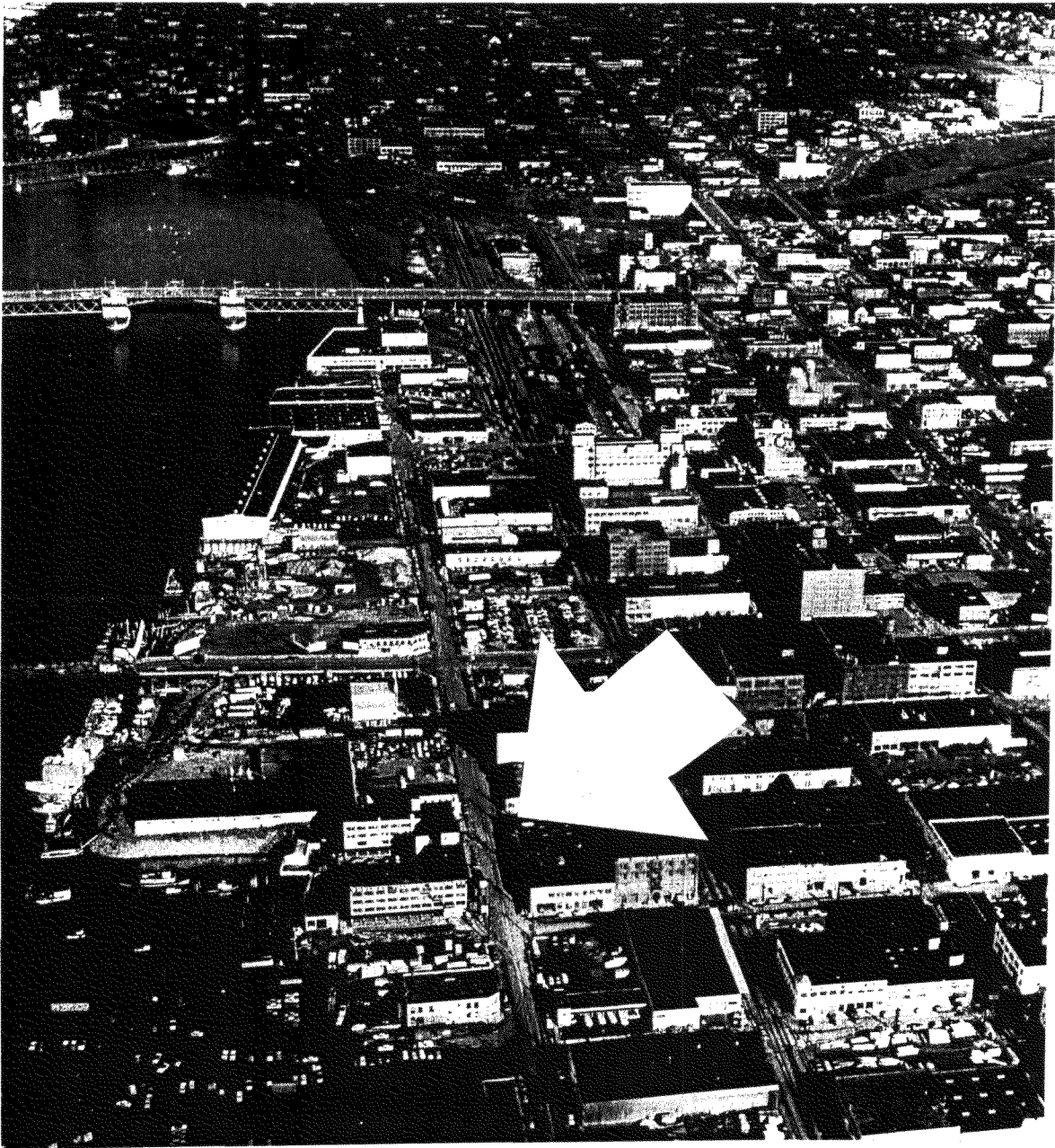
Auto Freight Transport Building of Oregon and Washington
Portland City Directory, 1930
Freight companies located in the Auto Freight Building



Auto Freight Transport Building of Oregon and Washington
Historic Photo. August 1, 1937



Auto Freight Transport Building of Oregon and Washington
Aerial Photographs
1948



**Auto Freight Transport Building of Oregon and Washington
Historic Photo, February 9, 1955**

**AUTO FREIGHT TRANSPORT BUILDING, MULTNOMAH CO., OREGON
PHOTO RECORD**

PHOTOGRAPHER: Amy McFeeters-Krone

NEGATIVES HELD BY: Building History, Inc.
1831 NE Thompson St.
Portland, OR 97212

DATE TAKEN: 11/18/2003

1. east elevation, facing SW
2. north elevation, facing SW
3. west elevation and north interior of the courtyard facade, facing NE
4. west elevation, facing E, inside courtyard. Note new entrance pavilion
5. west elevation and south interior of the courtyard facade, facing SE
6. south elevation, facing NW
7. detail of east elevation showing windows and penthouse
8. detail of west elevation with new entrance pavilion and clock
9. detail of last remaining original steel roll-up loading-bay door
10. basement level showing new storage lockers
11. typical interior hallway with new partitions to left and original poured concrete walls to right
12. unfinished space in south wing, showing concrete columns, floors, ceilings and original windows
13. unfinished space in SE corner of the building
14. original hallway in north wing, second floor, showing original offices
15. original doors which probably led to original restrooms, second floor
16. second floor door with original transom
17. detail of original north staircase
18. typical window interior
19. Auto Freight Transport Co. Garage, west elevation
20. Auto Freight Transport Co. Garage, south elevation
21. Auto Freight Transport Co. Garage, door and window detail, west elevation