

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE:	Oregon
COUNTY:	Multnomah
FOR NPS USE ONLY	
ENTRY DATE	AUG 06 1975

1. NAME

COMMON:
Union Station

AND/OR HISTORIC:
Grand Central Station, *g* Grand Union Depot

2. LOCATION

STREET AND NUMBER:
Foot of NW 6th Avenue Representative Edith Green

CITY OR TOWN:
Portland CONGRESSIONAL DISTRICT: Oregon Third
Congressional District

STATE: Oregon CODE: 41 COUNTY: Multnomah CODE: 051

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____
<input type="checkbox"/> Comments _____ _____ _____			

4. OWNER OF PROPERTY

OWNER'S NAME:
Portland Terminal Railroad Company

STREET AND NUMBER:
1300 NW 9th Avenue

CITY OR TOWN:
Portland STATE: Oregon CODE: 41

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Multnomah County Courthouse

STREET AND NUMBER:

CITY OR TOWN:
Portland STATE: Oregon CODE: 41

6. REPRESENTATION IN EXISTING SURVEYS

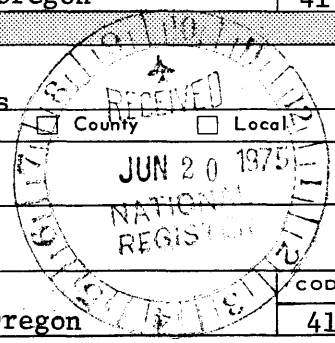
TITLE OF SURVEY:
Statewide Inventory of Historic Sites and Buildings

DATE OF SURVEY: 1970 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Parks and Recreation Section

STREET AND NUMBER:
State Highway Building

CITY OR TOWN:
Salem 97310 STATE: Oregon CODE: 41



SEE INSTRUCTIONS

STATE:	Oregon
COUNTY:	Multnomah
ENTRY NUMBER:	AUG 06 1975
DATE:	

FOR NPS USE ONLY

7 DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Portland's Union Station, started in 1892 and finished in 1894 at a cost of \$400,000, was designed by Van Brunt and Howe of Kansas City, architects much in favor with the management of the Union Pacific Railroad. A contemporary account described it as "modified Romanesque of extremely ornamental exterior, with stone and terra cotta, art moulded bricks, press bricks and carved stone" Far from ornate, it is a clear and handsomely restrained building of pleasing masses and proportions accented by two tall chimneys and a campanile-like clock tower, in what is now known as the Queen Anne style with Roman-esque detail.

The mass of the building is an asymmetrical group of hip-roofed blocks, varying in height from one to three storeys, arranged along a longitudinal axis which sits diagonally at the foot of NW 6th Avenue. Three wings project perpendicularly from this axis, by far the largest of which is apsidal-ended waiting-room wing. The horizontality of this wing, whose roof dominates those of the longitudinal axis, and the verticality of the clock tower counterfail the horizontality of the longitudinal axis. The building is 496 feet long and is from 65 to 135 feet wide. The tower, which provides a sharp focus at the end of 6th Avenue, is 150 feet high.

Exterior walls are of red brick. String courses, window mouldings, and brick quoins project in low relief, leaving panels of wall surface which are stuccoed in exposed-aggregate concrete. The roof is red terra cotta Roman tile. Small inset panels above the second-storey windows contain a terra cotta winged wheel motif. Cast iron columns with flat-iron scrollwork support porch roofs. The exterior retains its original appearance.

The interior originally contained, in addition to the two-storey high waiting room, a smoking room, barber shop, toilet rooms, an emigrants room, dining room, lunch room, baggage room, mail room, express room, telegraph office, ticket office, news room, and baggage checking room on the ground floor with various office spaces on the floors above. The interior was remodeled at great expense in 1930, at which time many of the above facilities were removed or altered. The waiting-room interior with its wood paneling fixtures and ceiling beams supported by Romanesque columns and flat-iron scrollwork was removed and replaced with marble floors, walls, and fixtures, and a bronze beamed and coffered ceiling in a neo-classic style. This remodelling is one of the early works of the noted Pacific Northwest architect Pietro Belluschi, and though somewhat different in appearance than the original, is sensitive to the over-all character of the building.

No terra-plate pan tiles
 & copper on tower
 Saw look 14 June 1979

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian | 16th Century | 18th Century | 20th Century
 15th Century | 17th Century | 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

Portland's Union Station is the only major railroad station built in Oregon, and is one of the major extant stations on the West Coast. A major station was planned for Portland in the 1880s by the architectural firm of McKim, Mead and White, who later designed Pennsylvania Station in New York, when Henry Villard's Northern Pacific Railroad was completed into Portland. Villard, who donated Villard Hall at the University of Oregon in Eugene, was also the financial interest behind the now-demolished Portland Hotel, also designed by McKim, Mead and White. It was to supervise construction of this hotel that William Whidden and Jon Lewis, who later designed Portland's City Hall, a textbook example of the Renaissance Revival of the 1890s, first came to Portland. With the collapse of Villard's financial empire in 1883, work was temporarily stopped on the hotel and plans for the Grand Union Depot were abandoned.

Portlanders were to grumble for a decade at the lack of a terminus befitting the civic dignity before plans for the present structure were announced in 1890 and actual construction began in 1892. The depot was part of a complex including service and storage facilities for locomotives, passenger and dining cars, ice, stores, fuel and freight storage, and a Pintsch gas works. Pintsch gas was made from crude petroleum and was used for lighting passenger cars in the 1890s. The complex was constructed on land obtained by filling in a small lake known as Couch Lake with dredging from the shipping channel of the adjacent Willamette River.

Union Station provided passenger facilities for all the railroads serving Portland: The Southern Pacific, Northern Pacific, Great Northern, Union Pacific, and Spokane, Portland & Seattle. It continues to serve Amtrack trains today. This amounts to only a fraction of the building's capacity, and Union Pacific, the major tenant, entertains a desire to replace it with a more efficient structure. Thus the future of this excellent example by nationally prominent architects remains uncertain.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Ross, Marion Dean, "125 Years of Building." AIA Journal, June, 1968, p. 172.

Ross, Marion Dean, "Architecture in Oregon, 1845-1895." Oregon Historical Quarterly, Vol. 57, March 1956, p. 63.

Vaughn, Thomas, and McMath, George. A Century of Portland Architecture, (Portland: Oregon Historical Society, 1967) pp. 73-74.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		45 ° 31 ' 46 "	122 ° 40 ' 32 "	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 9.30

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Paul Hartwig, Park Historian, and D. W. Powers III, Temporary Assistant

ORGANIZATION: Oregon State Highway Division

DATE: July 25, 1974

STREET AND NUMBER:
State Highway Building

CITY OR TOWN: Salem 97310

STATE: Oregon

CODE: 41

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name: David A. Talbot

Title: State Parks Superintendent

Date: June 16, 1975

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

AB Martensen
Director, Office of Archeology and Historic Preservation

Date: 8/6/75

ATTEST:
W. Hunt
Keeper of The National Register

Date: AUG 4 1975

UTM
10/52534
504158C
HL

SEE INSTRUCTIONS

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet)

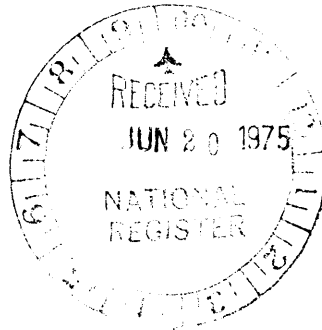
STATE	
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COUNTY	
Multnomah	
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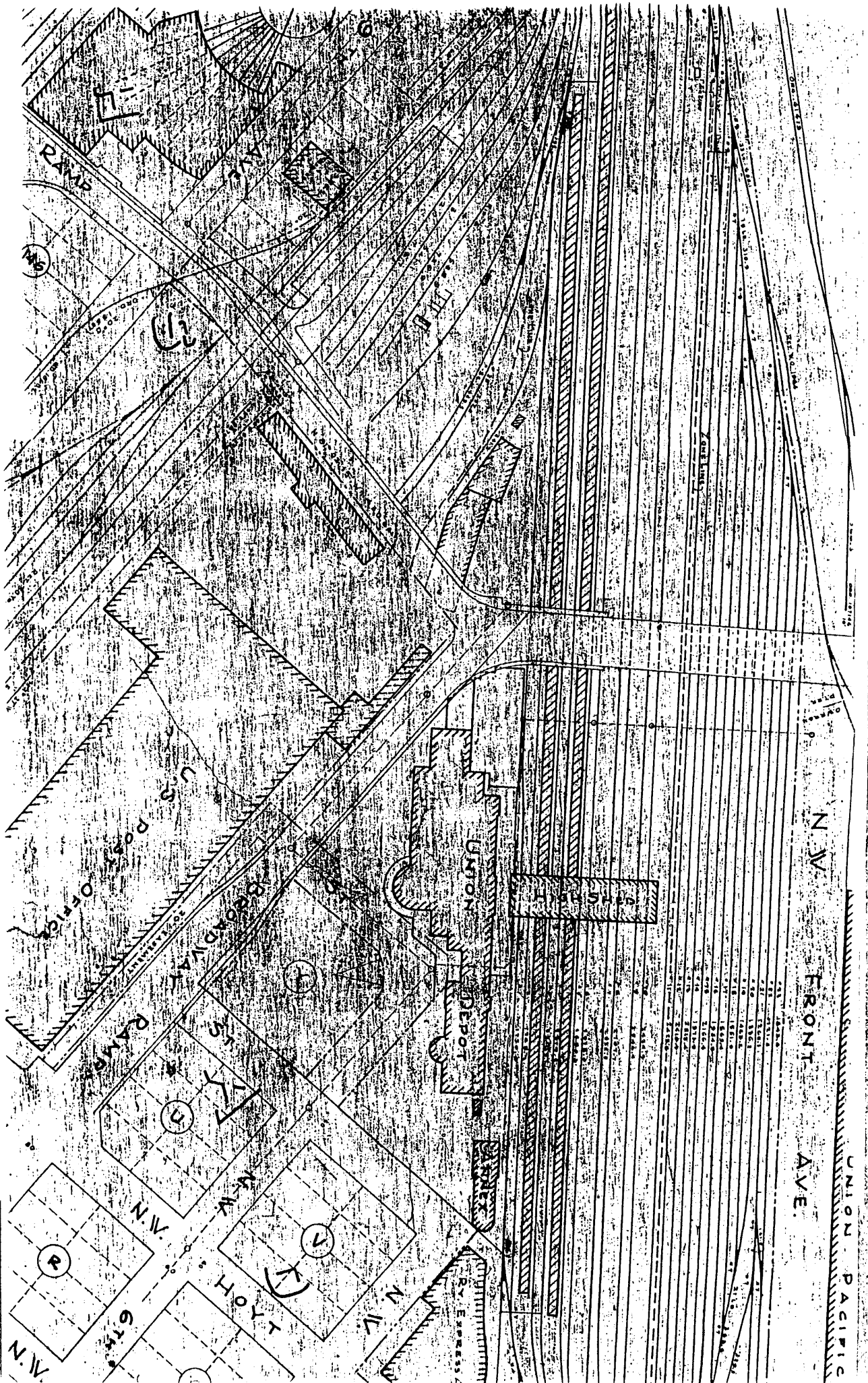
(Number all entries)

UNION STATION (CONTINUED)

2. Location

The Portland Union Station is in the NW 1/4 Sec. 34, T. 1N., R. 1E, of the Willamette Meridian, Multnomah County, Oregon, in Couch's Addition to Portland, Blocks 194, K, and X.





UNION STATION, PORTLAND, MULTNOMAH COUNTY, OREGON 75001595

BOUNDARY OF NOMINATED AREA (7.0 ACRES)

JUN 23 1989

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

Grand Central Station

Multnomah County, OREGON

ADDITIONAL DOCUMENTATION APPROVAL

Keeper

Boyd Berglund

8/3/89

United States Department of the Interior
National Park Service

JUN 23 1989

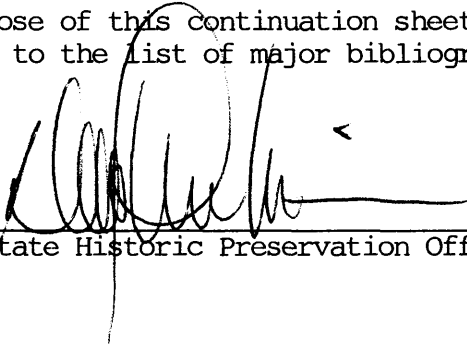
National Register of Historic Places Continuation Sheet

Section number 9 Page 1

Union Station
Portland, Multnomah County, Oregon

75001595

The purpose of this continuation sheet is to add a supplementary citation to the list of major bibliographic references.



June 22, 1989

Deputy State Historic Preservation Officer

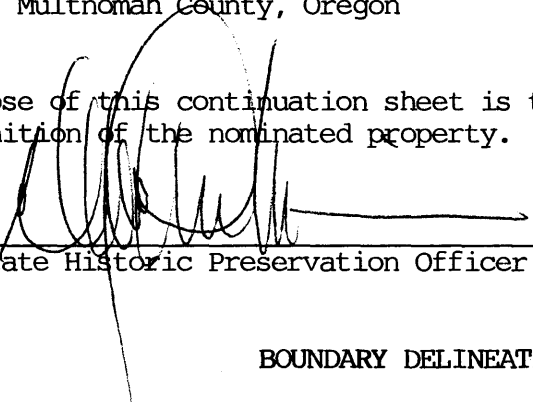
Erigero, Patricia C., A History of Portland Union Station Structures:
Buildings, Architects and Clients. Portland, Oregon: Patricia
C. Erigero for Portland Development Commission, August 1987.

JUN 23 1989

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 10 Page 1Union Station
Portland, Multnomah County, Oregon

75001595

The purpose of this continuation sheet is to make a technical correction of the definition of the nominated property.



June 22, 1989

Deputy State Historic Preservation Officer

BOUNDARY DELINEATION AND JUSTIFICATION

The primary historic period of significance of Union Station extends from 1893, the year construction of the terminal facilities was commenced by the Northern Pacific Terminal Company, to 1922. In the latter year Union Station became accessible to all major passenger railroads serving Portland under terms of the Main Terminal Agreement. A subsequent historic period extends from 1923 through a major episode of renovation in 1929-1930, to 1945, the year which marked peak use of the passenger station at the time of the Second World War.

The boundary of the National Register property is delineated to include all standing features integral to and illustrative of the Northern Pacific Terminal Company's operation of Union Station in Portland, Oregon during the historic period. To comply with the 50-year rule, the historic period of significance may be more conservatively drawn to 1939, the year in which the stage was set for World War. The area thus encompassed is approximately 7.0 acres and contains the following contributing features:

1. Railroad passenger terminal constructed 1893-1896 and enlarged by minor additions in the historic period.
2. Annex, also constructed in 1896; a freestanding steam plant and storeroom/office facility located off the south end of the terminal building.
3. Front yard on the southwest front of the terminal which was improved with lawn and bedding plants in the historic period.
4. A 1,737-foot-long section of trackage (Tracks 1 through 3) to include in its entirety the last complete original passenger train shed of 1905 which remains in its original location parallelling the tracks, and the original section of concourse shed, which is perpendicular to the tracks.

United States Department of the Interior
National Park Service

JUN 23 1989

National Register of Historic Places
Continuation SheetSection number 10 Page 2Union Station
Portland, Multnomah County, Oregon

75001595

5. Parking forecourt (Block "Y," Couch's Addition), a parcel acquired by the Terminal Company in 1917. Under lease arrangement, from the 1920s onward, the open space created by razing of commercial improvements was used as a parking area defined by minor landscape amenities. The essential character-defining feature of the parcel, established early in the property's secondary period of significance, is its general openness. The use of plant materials as a means of beautification is traditional for the parcel, but nothing remains of the earliest planting schemes of modest scale.

Current plans of the Portland Development Commission for the parking forecourt call for changes in the parking and circulation scheme to improve access to the Station and future development in adjacent areas. While the forecourt may be improved for low-rise parking or other purposes, the Development Commission's stated intent is "to preserve the open character of the site and to avoid significant obstruction of the visual corridor" of the terminal. Following historical precedent, plant materials will be incorporated into the redevelopment plans.

The boundary of the National Register property is described as follows:

Beginning at a point on the southwest corner of Block "Y," Couch's Addition to the City of Portland, in Multnomah County, Oregon, thence north approximately 712.5' in a line parallel with the east edge of the Broadway Bridge Ramp to the point of intersection with Track No. 1; thence northwesterly along the west edge of said Track No. 1 approximately 750'; thence northeasterly in a line perpendicular to Track No. 1 approximately 37.5' to the west edge of Track No. 4; thence southeasterly in a line parallel with Tracks 1 through 3 approximately 1,737.5' to the point of intersection with the south edge of NW Irving Street, extended; thence southwesterly approximately 56' to the west edge of Track No. 1; thence northwesterly along the west edge of Track No. 1 approximately 80' to the north edge of NW Irving Street; thence west along the north edge of NW Irving Street approximately 557.5' to the point of beginning (southwest corner of Block "Y," Couch's Addition), containing in all 7.0 acres, more or less.