

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

AUG 11 2005

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 McCracken Brothers Motor Freight Building

other names/site number _____

2. Location

street & number 375 West 4th St. not for publication

city or town Eugene vicinity

state Oregon code OR county Lane code 039 zip code 97401

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.

[Signature] 9 August 2005
Signature of certifying official/Title: Deputy SHPO 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): _____

[Signature] 9/21/05
Signature of the Keeper Date of

McCracken Bros. Motor Freight Building
Name of Property

Lane, 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>1</u>		buildings
		sites
		structures
		objects
<u>1</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

Work in Progress: Professional office,
specialty store, warehouse

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

Industrial/Art Deco

foundation: concrete
walls: concrete

roof: asphalt
Other: wood, metal

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

See continuation sheets.

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McCracken Brothers Motor Freight Building
name of property
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Narrative Description:

The McCracken Brothers Motor Freight Building is a two story Industrial style warehouse building with some Art Deco detailing. It is located in a mixed-use area of light industrial and medium density residential structures. It is located in the Whitaker neighborhood, west of Skinner Butte in downtown Eugene. The building stands at the northeast corner where West 4th Avenue and Lawrence Street intersect. The building sits on a flat lot with its primary façade facing south. A concrete sidewalk borders the south elevation, while asphalt pavement abuts the building on the east and west. The north elevation faces the Southern Pacific Railroad right-of-way and gravel surfacing abuts the building on that elevation. Another building is attached to the warehouse on the west side, obscuring the northern half of that elevation. There is no landscaping or vegetation present on the site. The building is a large concrete structure with a rectangular plan. Few alterations have been made to the building, giving it strong historic integrity. Hard use as a motor freight warehouse has caused incidental wear to the structure, though it is in relatively good condition.

Exterior:

The warehouse sits on a poured concrete foundation that contains a full basement. The foundation is not visible above grade, though its top surface is exposed on the south elevation, extending approximately six inches from the base of the wall and level with the surrounding pavement. On the east and west elevations, glass block windows provide light to the basement, though most have been painted over. They are located in the lower wall, the sill created by the top surface of the foundation. On these elevations, the asphalt paving (a non-historic surface) meets the base of the wall above the foundation. The windows themselves extend below the level of the surrounding paving by a few inches. Particle board, used as a form for the asphalt paving, is set vertically against the base of the walls. It extends a few inches above the paving and the window sills. The windows on the east elevation are covered by metal grid screens. The foundation on the north side of the building is not visible due to a concrete loading dock that projects from that elevation.

The building's principal façade faces south and is defined by the main entry door. This standard-sized door is non-historic. It is a flat metal door, fitted with a metal kick plate and modern hardware consisting of two round locks and a round knob. A metal flap covers a mail slot in the center of the door and metal address numbers, reading 375, are affixed to the upper center portion of the door. A single step of poured concrete represents the threshold of the entry, while an Art Deco style frame surrounds the door. This element is formed of concrete and consists of a wide, flat, shallow frame around the door opening from which projects a square pilaster, on each side of the doorway. These pilasters protrude at the top to support a shallow, flat, horizontal pent roof. Above this, a sign reading "McCRACKEN BROS." surmounts the entry. The raised Art Deco style lettering is formed into the concrete and lies between two horizontal inscribed lines. The general effect of the entry way is geometric and angular, as is appropriate to the Art Deco style. The south wall is otherwise a flat, undecorated surface, with the exception of four horizontal inscribed lines that span the width of the façade between the windows in the upper walls. The wall surface

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consists of parged concrete, in which the pattern of the boards used in the pour process is readily apparent. The wall is pierced by five windows. Four of these windows are located in a band at the second story level, while the fifth is set high at the first story level. All are six-pane steel sash windows. The two bottom panes are fixed, while the four upper panes operate on a horizontal pivot mechanism. The first story window is fitted with clear glass, while the windows in the upper story are fitted with wire glass. The top of the wall forms the parapet around the roof. Two metal drainage spouts pierce the wall at the corners of the building, above the roof line. Also mounted at the southwest corner of the upper wall are various utility cables that reach the building from the street corner. From this point, a conduit runs down the wall to an electric meter. A round "Viking" fire alarm bell is mounted to the wall near the electric meter, while a two spigot fire hydrant projects from the lower wall to the left of the entry door.

The west elevation of the McCracken Brothers Motor Freight Building is partially obscured by an adjoining structure. The part that is visible, however, is dominated by a loading dock and many large garage doors. The wall consists of parged, board formed concrete and is divided into bays. The bays are divided by square pilasters that extend from the foundation to the parapet. They step in slightly at the top of the wall, creating a geometric Art Deco emphasis. Each bay consists of three basic levels: the lower wall, containing two basement windows, the first story level, containing two garage door openings, and the second story level containing one window. On the west elevation, three of these bays are present. A large dimension horizontal wood beam, meant to act as a bumper to protect the wall from damage as trucks backed up to the loading dock, differentiates the lower wall from the first story level. At the north end of the wall, abutting the neighboring building is a concrete ramp, which serves one garage door in the northernmost bay. There are a total of six garage doors along the west elevation. They consist of articulated roll-up doors. They are made of wood and are detailed with many small square panels; thirty per door. Simple horizontal metal handles are the hardware on these doors. The thin portions of wall between the garage doors are fitted with heavy metal plates to protect the structure. Above the garage doors, a flat, horizontal awning divides the first and second stories. The awning is made of frequently spaced wood rafters and board sheathing. Metal flashing caps the edge of the awning, while metal tie rods connect its outer edge to the pilasters at the second story level, giving it support as it projects from the side of the building. The awning spans the width of the west elevation. Above the awning, the second story portion of the wall is pierced by windows, one per bay. These windows, like the others on the building, consist of steel sashes fitted with wire glass. They have a six-pane configuration, with two fixed lower panes and four upper panes that pivot horizontally. Between the windows, four horizontal lines incised in the wall surface create a band that spans the width of the west elevation.

The north elevation, which faces the railroad tracks, is dominated by a concrete loading dock. This platform, made of unfinished poured concrete, is wedge shaped according to the shape of the lot on which the building sits and the border created by the railroad right-of-way. It is deeper at the west side than at the east and is approximately four feet high with metal flashing wrapping the edge of the platform. The west side of the loading dock is partially bordered by the adjacent building. A flat, horizontal awning covers the loading dock and is supported by five round metal posts. Like the other awnings, it is made of wood rafters and board sheathing, though it is the only awning that has X-bracing between rafters. Pipes for a fire

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suppression system are suspended from the underside of the awning. The wall of the building that lies at the back of the loading dock is made of board formed concrete that is not parged like the other exterior walls. It is also not divided into bays, but is pierced by two garage doors. These doors are made of wood and paneled like the others. One door is set close to the east corner of the building, while the other is set slightly west of center. Four windows pierce the second story portion of the wall. Like the others they consist of steel sashes fitted with wire glass. They have a six-pane configuration, with two fixed lower panes and four upper panes that pivot horizontally. Between the windows, four horizontal lines incised in the wall surface create a band that spans the width of the north elevation. The wall is divided by triangular buttress, however, that create the effect of bays as seen on the east and west elevations. Though no pilasters span the height of the wall, these buttresses are spaced in sequence with the metal posts supporting the awning, to give the elevation four bays, with a garage door in every other bay, and a second story window in each. The buttresses begin just above the awning and project out from the wall. They are supported on small piers that rest on the awning, leaving some clear space below the actual bulk of the buttress. The buttress then tapers up to meet the wall near the top of the parapet. The upper portion of the wall, including the buttresses, is not finished or even painted.

The east elevation of the building is nearly identical to the west elevation, though the absence of an adjoining structure on this side means that the pattern of bays, and the constituent elements of each, continues down the length of the building. There are seven bays divided by square pilasters that extend from the foundation to the parapet. They step in slightly at the top of the wall in Art Deco fashion. As on the west elevation, each bay consists of three basic levels: the lower wall, containing two basement windows, the first story level, containing two garage door openings, and the second story level containing one window. A large dimension horizontal wood beam, meant to act as a bumper to protect the wall from damage as trucks backed up to the loading dock, differentiates the lower wall from the first story level. There are a total of fourteen garage doors along the east elevation. They consist of articulated roll-up doors. They are made of wood and are detailed with many small square panels; thirty per door. Simple horizontal metal handles are the hardware on these doors. The thin portions of wall between the garage doors are fitted with heavy metal plates to protect the structure. Above the garage doors, a flat, horizontal awning divides the first and second stories. The awning is made of wood rafters, less frequently spaced than those on the west awning, and the sheathing is made of plywood, perhaps indicating that this awning was altered or repaired at some point. Metal flashing caps the edge of the awning, while metal tie rods connect its outer edge to the pilasters at the second story level, giving it support as it projects from the side of the building. The awning spans the entire width of the east elevation and has pipes for a fire suppression system suspended from its underside. Above the awning, the second story portion of the wall is pierced by windows, one per bay. These windows, like the others on the building, consist of steel sashes fitted with wire glass. They have a six-pane configuration, with two fixed lower panes and four upper panes that pivot horizontally. Between the windows, four horizontal lines incised in the wall surface create a band that spans the width of the west elevation. The top of the wall, which forms the parapet of the roof, is capped with metal flashing.

The parapet roof on the building is virtually flat, sloping gradually in all directions for drainage

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purposes. The roof has a built-up asphalt surface. A trap door on the west side of the roof accesses the interior of the building, near a monitor that marks the top of the elevator shaft. A brick chimney also protrudes from the roof at the southwest corner of this monitor. Two heat pumps are located near the south parapet and drains are located at each corner of the roof.

Interior:

The interior of the first story consists of a large open warehouse space accessible from the north, east and west through the many garage doors. The main entry door on the south elevation accesses an interior stair vestibule. A short flight of steps rises to the first story level. A small hallway, passing between three small rooms, accesses the main warehouse space. The single room to the west of the hall is a non-historic addition created from simple partition walls finished with wood paneling. Non-historic vinyl flooring covers the floor and the dropped ceiling is covered with acoustic tiles. Two aluminum sliding windows look into the warehouse space. The two rooms lying to the east of the hall are original to the building, as is evident in the historic finishes. Though the floor is covered with non-historic vinyl flooring, the walls likely consist of original sheet rock. They exhibit historic trim, such as baseboards made of various wood molding types. The doors, too, are original wood panel doors, primarily with a single panel on the bottom and three horizontal panes of glass on the top, divided by horizontal munitns. Also notable are the original cabinets in these rooms. Consisting of heavy wood construction, they have simple metal hardware typical of the era, and are topped by a non-historic laminate counter. A door and an aluminum sliding window exist between the two rooms, while another door and two single pane wood windows provide access and a view into the warehouse space. A narrow door in the west wall of the north room allows passage into the hall, while a six-pane window located in the south room, slides up to access a small counter in the stair vestibule. One exterior window of the primary type exists in the south wall of the south room. The exterior walls of the rooms, those which face into the warehouse space are clad in original wood V-notch siding, except for that of the west room, which is covered with plywood.

The warehouse space dominates the remainder of the first story. It is purely utilitarian, as is apparent in its finishes. The floor, made of wood boards, is protected by large rectangular plates of metal, which cover the entire area of the warehouse floor. The walls consist of the interior surface of the poured concrete structure, though only narrow portions of it exist between the garage doors. The north portion of the west wall is an exception, however. Here, the McCracken Brothers Motor Freight Building abuts a neighboring building, using a portion of that wall as its own, and the brick structure is exposed. The ceiling consists of beams and floor joists and the underside of the second story wood floor. The joists run north to south and are interspersed with X-bracing, while large beams run east to west dividing each bay of the structure. These beams are supported by thick square wood posts that rise from the floor and are affixed to the beams by metal brackets. Pipes for a fire suppression system are suspended from the joists, as are various other fixtures and conduits. There are no exterior windows in the warehouse space, though twenty-two garage doors access the exterior. These articulated roll-up doors are made of wood and have many square panels that are apparent from the interior as well as the exterior. From the interior, the metal tracks are also visible, affixed to the concrete walls between the doors and arching up to attach to the ceiling

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structure above.

Near the center of the west wall, a stair vestibule and elevator shaft project into the warehouse space. A portion of the chimney is also located next to the stair. This is made of brick, visible from within the stair well, and the structure of the freight elevator shaft is made of poured concrete. The stair, however, is housed within partition walls clad in V-notch wood siding. This siding is also present around the stair at the second story level.

At the first story level, the opening to the elevator shaft is covered by chain link fencing and plywood. An east-facing door to the south of the elevator shaft accesses stairs to the basement, while another door facing south leads to stairs to the second story of the building.

The second story, too, consists of a single open space. The floor, made of wood boards, is unfinished. The boards run east to west, except for wide strip near the center where the boards run north to south. This may denote a later replacement. The walls of the second story consist of the interior surface of the poured concrete structure. They exhibit pilaster-like projections dividing each bay, and a similar horizontal projection above the level of the windows; all part of the original pour. The ceiling consists of beams and roof joists and the underside of the roof structure. The joists run north to south and are interspersed with X-bracing, while large beams run east to west dividing each bay of the structure. The ceiling is flat near the center, but slopes downward slightly to each corner, indicating the drainage system of the roof. The ceiling beams are supported by thick square wood posts that rise from the floor to the beams. Pipes for the fire suppression system are suspended from the joists, as are various other fixtures and conduits. Windows are present in all walls, amounting to eighteen around the space. They are of the primary type consisting of steel sashes fitted with wire glass. They have a six-pane configuration, with two fixed lower panes and four upper panes that pivot horizontally.

The second story opening to the elevator shaft is covered by large wooden gates that may be original. The stair from the first story lies to the south of the elevator shaft and has an east-facing doorway. A continuation of the stair, which is accessible through a south-facing door in the stair/elevator shaft, rises to terminate at the ceiling level where a trap door accesses the roof.

The basement of the building is accessed by way of the stair vestibule off the main entry, and the west stair and freight elevator. The north half of the basement is dominated by more open warehouse space, while the southern end is broken up into approximately fifteen small rooms. These rooms are arranged along the exterior walls, with a few rooms to the interior and a narrow hallway creating a U-shaped path of circulation between them. The basement floor consists of concrete slab in the warehouse area, original linoleum in the corridor and some rooms, and non-historic carpeting or vinyl flooring in many of the rooms. The exterior walls of the warehouse space consist of the interior surface of the poured concrete structure. The partition walls making up the many rooms are made of drywall, while the exterior walls in these areas are finished with drywall. The ceiling in the basement warehouse space is similar to that on other floors; namely, the joists and boards of the floor above supported by large beams and vertical posts. In the rooms, dropped ceilings have been installed and are covered with acoustic tiles. Basement windows are present in the exterior walls and consist of long, thin bands of glass block set high in the wall; two per structural bay. There are many wood panel doors among the basement rooms; either three panel,

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or single panel with three horizontal panes of glass in the upper half.

Alterations:

Past alterations made to this building are few, resulting in strong historic integrity. On the exterior, changes include the replacement of the entry door on the south elevation and possible replacement of portions of the concrete ramp on the west elevation, made to accommodate an oil tank located beneath the ramp. All other exterior changes are the result of routine maintenance and have simply replicated the existing fabric. Interior changes consist primarily of the addition of a number of small rooms in the basement and an additional office on the first floor. These additions took place circa 1970, a date reinforced by the non-historic construction and finish materials in these spaces. The floor of the second story has undergone some repair that included the replacement of some wood boards, though all material was replaced in kind. Aside from these changes, the interior of the building has also undergone little alteration.

Property owners are currently undertaking rehabilitation efforts for the purpose of obtaining tax act incentives. Changes being made include the removal of non-historic rooms at the first floor and basement level and the partitioning of warehouse space on the first and second floors for retail and office use. Many of these partitions will show sensitivity to the unity of the warehouse spaces by being transparent in the upper portions. Two new stairways will be added to bring current second floor access up to code, and a new elevator will be installed within the historic elevator shaft. Finishes will be updated and improved with sensitivity to historic materials and expression of the building's historic use. The majority of the original garage doors will be retained, and along with the insulation of second floor walls, will be appropriately covered on the interior to meet energy conservation standards. The steel sash windows will be rehabilitated and fitted with thermal panes to satisfy energy codes as well. All work will be done with attention to the Secretary of the Interior's Standards for Rehabilitation and the guidance of various National Park Service Preservation Briefs.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing).

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions)

Architecture
Transportation

Period of Significance

1946

Significant Dates

1946

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

Wayne Shields (Builder)

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: McCracken Family

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Narrative Statement of Significance:

The McCracken Building is being nominated under criterion C as a significant example of an early motor freight warehouse in Eugene, Oregon. McCracken Brothers' Motor Freight was an early and elemental player in the trucking and storage industry and became one of the leading companies of its type in Eugene. The function and architecture of its primary terminal and warehouse illustrate the evolution of motor freight and warehousing technology in the years between 1946 and 1957.

The history of freight transportation in Eugene began in 1898 when the stern wheeler, *City of Eugene*, traveled north on the Willamette River to Oregon City. It was the first time that merchants and residents of Eugene and the Willamette Valley had been offered a means of transporting freight that was more efficient than overland, which was both costly and time consuming. The ship was sponsored by the Eugene Transfer Company. Later operating under the name Eugene Moving and Storage, the company was first founded in 1880. McClanahan, the company's owner, had the first pair of "trucks" in Eugene, and though they were horse drawn, he provided the only drayage service in the city for many years. (Velasco)

From river transportation, methods of moving freight over long distances evolved with developments in transportation technology. With the coming of the railroads in the 1870s a reliable new form of transportation was achieved and one that could reach a broader geographical area than local waterways. Steamboat use finally died out in 1905 and the railroads became dominant, sharing a beneficial relationship with agricultural and industrial commerce in Eugene. Originally operated by the Oregon & California Railroad company, lines through Eugene were purchased by Southern Pacific Railroad company in 1887 and continue under that ownership to the present. Trains still transport a large amount of freight, however, they now compete with semi-trucks and other motor-driven vehicles. These trucks carry freight on roads and highway systems that were established and improved in the 1920s.

Pacific Highway was the first major paved thoroughfare on the West Coast, linking Mexico, California, Oregon, Washington and Canada. It passed directly through Eugene and was completed in 1923. Due to flooding problems, it was relocated to the west side of the railroad tracks in 1936, but still served a neighborhood that was important to Eugene's freight and warehousing business. (Carter, 83) The Whitaker neighborhood is bisected by Blair Boulevard and other significant streets that formed the Pacific Highway. This was no doubt influential in the placement of the McCracken building on a lot bracketed by the Southern Pacific railroad right of way and Pacific Highway; easily accessible by trucks and trains carrying goods throughout Oregon and beyond.

The automobile was introduced to the area in 1904 and heralded the rise of what has been termed "the motor age." (Carter, 82) For many years, this focus on transportation was restricted to automobiles. Many businesses were established to serve the auto industry, including gasoline and service stations and auto dealerships. Many of these could be found in the Whitaker neighborhood surrounding the McCracken Brothers' Motor Freight building, including Klamm's Harness Dealer and Auto Repair shop, Sam Bond's Garage, and Tobey's Auto Service Garage, to name but a few. (Pinyerd) These businesses stood as testament to the motor age focus brought to the neighborhood by the major thoroughfares running through it.

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Freight trucks, akin to modern semi trucks, were first devised in the late 1920s. World War I had lead to the development of trucks suitable for heavy hauling, however, the poor condition of highways was limiting. Once a national highway system had been created, trucks began to be built lighter, faster and more fuel-efficient. In time, developments like enclosed cabs and improved braking systems gave the freight industry great potential that eventually had to be limited by standard weight and length restrictions. (Baker)

The McCracken Brothers' joined the industry in the 1930s, as freight trucking was experiencing its initial development. John William McCracken, recognized as the founder of McCracken Brothers' Motor Freight, was born in 1905 in Applegate, Oregon. His brother, Edmund Earl McCracken later became his partner in business. They began a common carrier transit line that ran the length of the Willamette Valley, from Portland to Eugene, during the Great Depression. Many questioned the success of such a business undertaking in the midst of a volatile economy; however, the brothers persisted and the McCracken Brothers' Motor Freight Company was officially founded in 1935. (McCracken)

At first, the brothers served as both proprietors and labor force for their undertaking. Traveling between Eugene and Portland, they would make pick-ups and deliveries during the day and drive by night. They would meet at a halfway point, in Turner (southeast of Salem), where they would switch trucks and complete the second leg of their routes. (McCracken)

The McCracken's business grew during its initial years and even more so after World War II. In 1942, the company was advertised in the city directory classified section as providing "complete freight coverage to all points out of Eugene." J.W. McCracken and his wife, Minnie, were listed as the company's proprietors. (J.W. later became "manager and partner" and his brother was listed as the second partner.)

In a 1952 city directory, McCracken Brothers' Motor Freight is listed along with five other trucking companies, all at the address 375 West 4th Street. E.J. Bartell Co., Oregon Nevada California Fast Freight, Los Angeles Seattle Motor Express, Acme Fast Freight, and Siuslaw Motor Transport operated from the smaller loading dock on the west side of the McCracken building. It is likely that they distributed freight to such places as Cottage Grove, Florence, and other local destinations. As partners, they expanded the influence of McCracken Brothers' Motor Freight, allowing goods brought south from Portland to be distributed more locally. (McCracken) The fact that these other companies were spearheaded by the McCracken Brothers' and operated out of a McCracken-owned facility, is evidence of the influence that McCracken Brothers' Motor Freight had on the Eugene freight and warehousing industry.

From 1935 through World War II, the company had operated out of a small warehouse located at 556 Charnelton Street in Eugene. This was a simple, one-story, gable roofed building made of poured concrete. No larger or more complex than a small barn, the building still stands, though it appears to have undergone alterations, including a modern two-story addition at the rear. The facility would appear to be sufficient for a modest warehousing business, particularly during times of economic hardship and war when the McCrackens were first starting out. It was decommissioned in the mid-1940s, however, in favor of a larger, more versatile warehouse that could also act as a truck terminal.

Another reason for the McCrackens' move to a new warehouse was the new availability of building materials after years of wartime scarcity. In 1944, the McCrackens took the opportunity to purchase a plot

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of land on the northeast corner of West 4th Street and Lawrence Street from Calla and Oliver L. Dorsey. (deeds) Local builder, Wayne Shields, who was responsible for the construction of the Valley River Inn and other Eugene buildings, was hired to build a combination truck terminal and warehouse for the company. (McCracken)

The McCracken Brothers' Motor Freight building thus became the second of three warehouses used consecutively by the company. It acted as the primary facility for shipping and storage during the company's heyday and is certainly the most architecturally significant of the three structures. Through elements of its design it also demonstrates changes that took place in trucking and warehousing operations between 1946 and 1957.

The site on which the McCracken Brothers' Motor Freight building now stands was once part of the original land claim belonging to Eugene Skinner. Established in 1847, Skinner's claim became the core from which grew the present day city of Eugene. The railroad came to Eugene in 1871 and encouraged commercial growth near the downtown area. The Whitaker neighborhood, located along the tracks, served first by the Oregon & California Railroad and later by the Southern Pacific Railroad, boomed and a propensity for industrial construction in the area was established. (Pincus, 10.) Mills and agricultural processing plants were numerous; however, on the site where the McCracken Building now stands, there were originally three residences. According to Sanborn insurance maps, one of the houses, at 373 West 4th Street, was constructed prior to 1890. It was altered and added to over the years, and houses sprang up on either side of it; one circa 1900 and the other sometime between 1902 and 1912. By 1925, those residences were gone. A commercial building was constructed on the northwest corner of the block sometime in the 1920s. Owned by L.H. Dery (deeds), this building served a number of uses, functioning as a beer storage warehouse and apartments, and may have possibly housed a green grocer on the first floor. In 1946, it became the adjoined neighbor of the McCracken Building.

Illustrating the sleek modernity of the motor age through its clean-lined styling, the McCracken Brothers' Motor Freight building also served the company's operation methods well. McCracken Brothers' Motor Freight used the east side of the building, with its fourteen large doors, for the receipt and distribution of cargo coming and going on the main route to Portland. An essentially 24-hour operation, the cargo was delivered or picked up during the day and would be sorted and distributed during the night, either to storage space in the basement and second floor, or to the east side of the warehouse for further transport. (McCracken)

The loading dock on the north side of the building was associated with the Southern Pacific railroad tracks and was primarily used for receiving goods delivered via train, which would then be transported further by truck. The building consists primarily of open warehouse space, though a few smaller rooms exist. It is noted that an office in the basement was used as the primary business office for the McCrackens' company. A small office also existed at the truck terminal in Portland; however, it only processed basic paperwork and the company functioned primarily out of the Eugene terminal. (McCracken)

The McCracken Brothers Motor Freight building was decommissioned as the company's primary terminal and warehouse in 1957. This change is attributed to the inception of lift trucks (i.e. fork lifts), which were not compatible with the two story warehouse design. (McCracken) The Yale company invented the

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first modern lift truck with forks that could elevate in 1925. Despite its labor saving technology, however, this machine did not catch on quickly in the warehousing industry. It was not until the coming of World War II, when labor was scarce and efficiency was needed to load supplies and equipment onto trucks and ships, that the fork lift became widely used. After the war, it found its way into the private sector and began to be used by companies like McCracken Brothers' Motor Freight. (Thomas)

With the ability to store large containers and cargo in a stacked arrangement with increased height and narrower aisles, the need for warehouses with multiple levels accessible by freight elevator became obsolete. Though new and more technologically compatible warehouses supplanted those like the McCracken Brothers Motor Freight Building, the change lends significance to those pre-fork lift warehouses still in existence. The nature of their obsolescence and their disuse by the freight industry lead to the demolition or alteration of most of these structures, leaving those that still stand as markers of a distinct era and technological stage in the motor freight and warehousing industry.

The McCracken Brothers' Motor Freight Building remained in the company's ownership, but was used for household storage purposes, secondary to the company's transit business. (McCracken) In a 1982 city directory, the 375 West 4th Street address is listed under "McCracken Van and Storage – Household Division." Later, the building was leased, with tenants using it for various operations, including a local package delivery service. Plans developed to convert the building into apartments; however, the conversion never came to fruition. (McCracken) Instead, the building has stood vacant and is used in a cursory manner as studio and workshop space by individual renters.

After leaving the 375 West 4th Street warehouse in 1957, McCracken Brothers' Motor Freight moved its operations to a new warehouse on West 7th Place, where it operates today. The new warehouse is a large, flat-roofed, poured concrete building. It bears some resemblance to the McCracken Brothers' Motor Freight building in its form and in certain elements dictated by use, such as multiple garage doors, loading docks, etc. It is approximately three stories high, though it lacks interim floor levels, thus making it compatible with modern stacked storage systems. Not only did this new building give the company increased storage space over what was available at the 375 West 4th Street warehouse, but it catered to current methods of storage and the modern equipment used in the industry.

Most of the warehouses once used by transit companies between 1946 and 1957 are now gone, leaving the McCracken Brothers' Motor Freight Building as one of the last of its kind. The Eugene Moving and Storage warehouse (belonging to that first transit company in Eugene, mentioned earlier) still stands at 260 Ferry Street. This building was constructed some time after 1942 according to a change of address in city directories, and judging by architectural style is a close contemporary of the McCracken Brothers' Motor Freight Building. Like the McCracken Building, it is a two-story, flat roofed building of poured concrete. It has wood panel garage doors, and steel sash windows, and most notably the scored horizontal lines between second floor windows, giving it a similar Art Deco styling. This would seem to put it in contention with the McCracken Brothers Motor Freight building in terms of its significance as a building type. Much to its detriment, however, the Eugene Storage and Moving warehouse has been drastically altered, suffering a major modern addition to its south façade and possible door and window infill. These changes dilute the building's significance as an early motor freight warehouse and obscure its function in accordance with

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freight and storage technology during its period of significance.

This leaves the McCracken Brothers' Motor Freight building as a purer example of the building type being exemplified by this nomination. Relatively unaltered, it stands as a representation of many other warehouses that are now gone. According to city directories, many prominent motor freight companies moved their warehouse facilities, as the McCrackens did, in the years around (and presumably after) World War II. The warehouses of two companies that conducted business for a decade concurrent with the McCrackens' tenure in the 365 West 4th Street warehouse still exist. These are located in the Whitaker neighborhood, enabling them to create a brief but appropriate context for the McCracken Brothers' Motor Freight building and prove its significance and integrity over other comparable warehouses.

During the McCracken Brothers' Motor Freight building's period of significance, Consolidated Freightways was located at 150 Adams Street, a building that is still apparently still in existence (though now addressed as 951 West 2nd Street and owned by GI Trucking Company). It lacks any obvious architectural style and demonstrates a different form than that defined by the pre-fork lift oriented storage methods used in the McCracken Building. The building possesses multiple wood panel garage doors and prominent loading docks, marking it as a functioning truck terminal. It is a one-story, poured concrete building that has undergone what appear to be a number of enlarging additions. This may have been a response to the lack of height in the building, forcing storage arrangements to remain primarily horizontal, but in doing so, affecting the building's integrity through expansion. Though its form is compatible with pre-fork lift operations, it does not demonstrate such function as clearly as the two-story design of the McCracken building, and its alterations further obscure such design intents.

No longer in operation, Pierce Freight Lines was located at 439 West 4th Street, one block west of the McCracken Brothers' Motor Freight building. Its warehouse appears to still be in existence (now addressed as 499 West 4th Street) and is a one story, poured concrete structure with a flat parapet roof on the west side of the building and a gable roof on the east. The building has an industrial Art Deco style that is exhibited in regularly spaced, vertically scored pilasters along the building's south and west façades and a single horizontal scored line running around the parapet. Like the Consolidated Freightways building, its one story design is not particularly indicative of its response to pre-fork lift storage methods, and even more undefined is its function as a truck terminal. One large sliding garage door exists at the east side of the front façade and is set at ground level. However, the multiple garage doors and obvious loading dock elements are absent from this building's design. It also appears that the rear of the building may have been reconstructed using concrete block, thus lessening its integrity.

Many other transit and warehouse facilities that existed in Eugene between 1946 and 1957 are remembered today only by their listings in city directories. With the focus on industry and heavy commerce being reoriented west of town, historic warehouses in the Whitaker area have been demolished or detrimentally altered. The particular case of obsolescence brought about by the advent of the fork lift, palette stacking systems and other storage technology makes an important case for those buildings still left that demonstrate not only a historic physical form, but represent a historic way of doing things. The McCracken Brothers Motor Freight building achieves significance by being a rare and intact example of an important evolution in freight and storage methods. It represents a short but crucial span of time between

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the advent of freight trucks and the advent of fork lifts, when warehouse form and design was dictated by the technological advancements of the industry it served.

McCracken Bros. Motor Freight Building
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10. Geographical Data

Acreage of Property 0.69

UTM References

(Place additional UTM references on a continuation sheet)

1 10 492220 4877872
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 Caitlin Harvey, Historic Preservation Consultant

organization _____ date March 2005

street & number 530 Oakdale Ave. telephone 949-422-1558

city or town Springfield state OR zip code 97477

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 McCracken Building, LLC

street & number PO Box 11906 telephone _____

city or town Eugene state OR zip code 97440

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.

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Verbal Boundary Description:

The boundaries of the nominated property follow the contours of the current tax lot #11000. This is an irregularly shaped lot beginning at the northeast corner of Lawrence Street running north to south, and West 4th Street running east to west. Proceed east 279.15' along the curblin of West 4th Street. Then proceed north 146', more or less, along the property line of taxlot #10500. Then proceed east 161.5' along the Southern Pacific Railroad right of way, which runs roughly east northeast. Then proceed south 105.1', more or less, along the property line of taxlot # 10900. At the southeast corner of taxlot #10900, turn west and proceed west 60.3' to the east side of Lawrence Street. Then proceed south along the curblin of Lawrence Street to the point of origin. This plot comprises three unnumbered city lots and the majority of a fourth.

Boundary Justification:

The current McCracken Brothers Motor Freight Building boundaries are partially comprised of those specified in the 1944 Warranty Deed, which transferred neighboring tax lot #10900 and the 60' by 69' piece of land just south of it from Calla and Oliver Dorsey to the McCracken Brothers Motor Freight Company. The other portion of the current plot is made up of land that was obtained sometime after 1944, though the fact that the warehouse building sits on this portion of the lot means that it must have been obtained before 1946. A Bargain and Sale Deed dated 1963 that transfers ownership to various McCracken family members, describes the property in its current form, minus tax lot #10900, which was built on in the late 1920s, but is not related to the building being nominated.

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Slide List: Photographer: Caitlin Harvey, Date: December 2004.

Slide #1: Exterior of garage door, including basement window and awning.

Slide#2: North elevation.

Slide #3: West elevation.

Slide #4: Entry door, south elevation.

Slide #5: South elevation.

Slide #6: East elevation.

Slide #7: Interior of basement warehouse space, looking north.

Slide #8: Basement room, west side of building.

Slide #9: Basement corridor.

Slide #10: Basement room, southeast corner of building, showing basement window.

Slide #11: Stair vestibule, from entry looking to first floor level.

Slide #12: Interior of non-historic west room, first floor.

Slide #13: Interior of south room on east side of stair vestibule, first floor.

Slide #14: Interior of north room on east side of stair vestibule, first floor.

Slide #15: View of first floor rooms, south end of building.

Slide #16: Warehouse space, first floor.

Slide #17: Interior of garage door, showing mechanisms.

Slide #18: Stair well and elevator shaft at first floor level.

Slide #19: Stair well to second floor.

Slide #20: Stair well and elevator shaft at second floor level.

Slide #21: Interior of second floor warehouse space, looking north.

Slide #22: East wall, second floor, showing concrete forms.

Slide #23: Interior of second floor warehouse space, looking south.

Slide #24: Monitor and chimney from roof, looking northwest.

Slide #25: Roof, looking south.

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Photograph List: Photographer: Caitlin Harvey, Date: December 2004. (Negatives in possession of Caitlin Harvey.)

- #1: South elevation.
- #2: Entry door, south elevation.
- #3: West elevation.
- #4: North elevation.
- #5: East elevation.
- #6: Garage door from exterior, showing basement window.
- #7: Stair vestibule, looking from entry to first floor level.
- #8: First floor rooms, looking south.
- #9: Interior of west room, first floor.
- #10: Interior of north room on east side of hall, first floor.
- #11: Interior of south room on east side of hall, first floor.
- #12: Interior of first floor warehouse space, looking north.
- #13: Stairwell and elevator shaft, first floor level, looking west.
- #14: Garage door from interior, showing mechanisms.
- #15: Interior of second floor warehouse space, looking south.
- #16: East wall of second floor warehouse space.
- #17: Interior of second floor warehouse space, looking north.
- #18: Stairwell and elevator shaft, second floor level, looking west.
- #19: Roof, looking south.
- #20: Roof monitor and chimney, looking northwest.
- #21: Basement warehouse space, looking north.
- #22: Basement corridor.
- #23: Interior of basement room, west side of building.
- #24: Interior of basement room, southeast corner of building.