

United States Department of the Interior  
National Park Service

For NPS use only

National Register of Historic Places  
Inventory—Nomination Form

received FEB 5 1987  
date entered MAR 12 1987

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

1. Name

historic Portland Fire Station No. 17 No. of contributing features: 1  
and/or common Same No. of non-contributing features: 0

2. Location

street & number 824 NW 24th Avenue N/A not for publication  
city, town Portland N/A vicinity of First Congressional District  
state Oregon code 41 county Multnomah code 051

3. Classification

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> object	<input type="checkbox"/> N/A in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> religious
	<input type="checkbox"/> N/A being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> other:

4. Owner of Property

name Bruce B. Kegg  
street & number 846 SW Vista  
city, town Portland N/A vicinity of state Oregon 97205

5. Location of Legal Description

courthouse, registry of deeds, etc. Multnomah County Recorder's Office  
street & number 610 SW Alder, Room #300  
city, town Portland state Oregon 97205

6. Representation in Existing Surveys

title City of Portland Historic Resource Inventory has this property been determined eligible?  yes  no  
date 1983  federal  state  county  local  
depository for survey records Portland Bureau of Planning, 1120 SW 5th Avenue  
city, town Portland state Oregon 97204

# 7. Description

**Condition**

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

**Check one**

unaltered  
 altered

**Check one**

original site  
 moved date \_\_\_\_\_ N/A

**Describe the present and original (if known) physical appearance**

**Opening Statement:**

Fire Station No. 17 was opened for use in 1912 in the days of horse-drawn steam pumper engines and ladder trucks. Its design is a free adaptation of the Georgian style. It is in excellent condition and is presently being restored and adapted as a combination metal and woodworking shop and private residence. Owing to the conversion of the firehouse to motorized service and subsequent alteration, the interior faintly reflects its original specialized functions on the ground story. The sanitary tile wainscoting remains, but the watchroom is gone and steel kick plates are the only remaining evidence of the former horse stalls behind the engine room. The two-story hose drier is intact on the rear elevation. Upstairs, the dormitory and sitting room and captain's suite between are essentially intact.

**Site:**

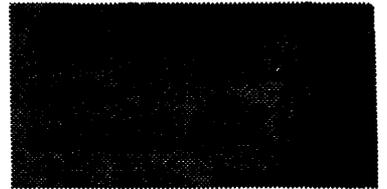
The firehouse occupies Lot 16, Block 3, King's Second Addition to the City of Portland in Multnomah County, Oregon. The structure faces west and fronts NW 24th Avenue. The lot measures 50' x 100'. The neighborhood is characterized by large, turn-of-the-century houses and newer multi-unit apartments. The cost of building construction was \$12,000, and the purchase cost of Lot 16 was \$2,250.

**Basic Shape and Dimensions of Plan:**

The building's ground plan, oriented longitudinally on the lot, measures 38 x 68 feet. The building is set back 10 feet from the 24th Avenue right-of-way, 6 feet on each side, and 22 feet from the back lot line. It is two stories in height with a basement under the front half of the structure. The structure stands 34 feet in height from grade level to the peak of the roof.

**Basic Structural Details:**

A. FOUNDATION: The building's foundation footings, basement walls, aerial walls, piers, basement columns supporting the first floor and basement beams are of poured concrete. Reinforcing steel rods were used extensively in the understructure. The first floor is a slab of reinforced poured concrete. A basement doorway, lintels and windows are steel reinforced poured concrete.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Inventory—Nomination Form

Continuation sheet      PORTLAND FIRE      Item number      7      Page      2  
STATION NO. 17

B. WALL CONSTRUCTION: Exterior walls are of selected, hard, well-burned common brick and mortar approximately 12' thick faced on the exterior sides and back of the structure by cement plaster. Interior walls are of wood frame construction and were covered with patent plaster.

C. ROOF: The low pitched roof is surrounded by parapets with a light well (sky light) situated in the middle at the peak of the roof. The roof was originally of flat soldered seam tin over 2 x 8 tongue and groove decking construction. Many layers of differing roofing materials were laid over the original roof until the original roof was buried under approximately 4' of later added roofing materials. The flashing on the edge of the roof and those roofing materials were very deteriorated and were removed by the present owner and replaced by the present owner with four ply composition roof with a mineral cap. The present owner's tear down and reroofing of that roof took a great deal of weight off the supporting trusses and purlins.

Salient Features of Exterior:

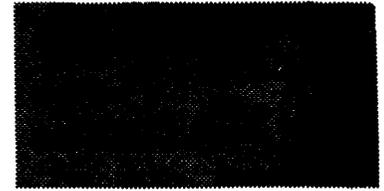
Engine #17 has a peaked roof with step-gabled parapet with a diamond design of cream colored brick above the painted galvanized iron embossed initials of the Portland Fire Department (PFD). It has a wide cornice of painted galvanized iron set on painted galvanized iron consoles (brackets). Between the consoles are diamond in rectangle cream colored brick decorative panels set out from the face of the background red clinker bricks. Two cream colored brick pilasters are set out from the surface red brick work on either side of the two large windows on the second floor. Both the large windows and the small windows have lintels and sills of cream colored brick. A central recessed pair of windows on the second story has a semi-circular cream brick headed opening with an Ionic column on each side. The date of construction is embossed in painted in galvanized iron and set over the two smaller windows of the second story. Both truck bay openings have cream brick lintels. The front doorway is sheltered by a pedimented portico supported by Ionic columns. Cream colored brick dresses the bottom brick courses of the front facade. Architectural sheet metal work of high quality, both machine and hand formed, includes tile-patterned roof cover for the portico

Subsequent Additions:

The original swing out doors were replaced by the Portland Fire Bureau with roll-up overhead doors due to age and to accommodate larger motorized units stationed there. The owner intends to add swing out doors and hardware identical with those shown in the photographs accompanying this form and the original plans for Engine #17.

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

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet PORTLAND FIRE STATION NO. 17 Item number 7 Page 3

The wooden Ionic columns at the front doorway were replaced due to dry rot with fiberglass columns of similar dimensions. The original capitals were restored and replaced on the new columns.

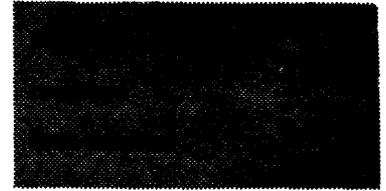
The original sashes and glazing of the double-hung windows on the second floor have been removed and will be replaced with new sashes and double glazed double hung windows in the original window frames. Dry rot of the sash and waviness of the original glazing necessitated the replacement. The new owner also is attempting to achieve better insulation through use of the double glazing presently available. The owner has added decorative black wrought iron window covers for security on the first floor and storm windows on all windows for added weathization and insulation.

Otherwise, the exterior has been restored by cleaning of all the facade brick work, stripping and painting of all ornamental iron work, and repairing, retexturing, and resurfacing of the three cement plaster sides.

**Original Internal Spatial Organization and Subsequent Additions:**

A. BASEMENT: The plans called for a sawdust chute in front of the front door leading to a bin in the basement. The chute was probably used for coal instead. A boiler was fed fuel to produce steam and the steam was circulated to radiators on the first and second floors. Eventually, sawdust was substituted for coal and after that the boiler was converted to oil fired. The boiler, steam lines, and radiators have been removed. There is a small gas fired ceiling heater temporarily in use by the owner and permanent heating plant will be installed to heat the firehouse before it is again used as a residence. The dates of changes from coal through sawdust to oil are not available. There were several framed partitions in the basement which were not on the original plans and which have been removed to open the basement back up to its original appearance and dimensions. There is evidence of plumbing and electrical service installation which occurred post-construction but the dates of those changes and, in some cases, the purposes of such are not known.

B. FIRST FLOOR: The plans show a watch room on the first floor at the base of the stairs to the second floor. Photograph #5 is of that watch room. It was moved by the Portland

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Inventory—Nomination FormContinuation sheet PORTLAND FIRE STATION  
NO. 17

Item number

7

Page

4

Fire Bureau when the method for relaying alarms was modernized. About one half of the first floor was originally used to park the horse drawn fire fighting apparatus. The apparatus floor and the floor under the horse stalls was originally 7 1/2' thick and blocked in 6' x 12' rectangles as was the driveway apron. It was made that way for traction for the horses. That floor design was later altered by the Portland Fire Bureau to accommodate the heavier motorized units by the pouring of an additional 5' slab of concrete with a glazed surface.

The original tile wainscoting on the apparatus bay walls is still there and is still in very good condition. The plate steel horse kick plates are still on the north and south walls. There were originally stalls for five horses. Those were removed by the Bureau when it converted Engine #17 to motorized apparatus. Other accoutrements of the horse-drawn era, the bedding racks, oats and bran bins, and hay and straw racks were removed at the time of motorization by the Bureau. The apparatus floor was expanded to the horse stall area and the rack and bin areas were converted into a kitchen area and storage by the Bureau when the station was motorized. Several framed walls were added by the Bureau in the rack and bin areas as partitions. The dates of those alterations are not available.

The new owner has opened up the apparatus floor to its dimensions at the time of motorization by removal of non-original wood framed walls. There has been no removal of "second generation" framed partitions in the newer kitchen area. Cracked and crumbling plaster due to roof and flashing leaks was removed and replaced by the owner.

It appears that the two-story hose drier in the rear of the firehouse has not been altered.

Engine #17 went out of use as a firehouse in 1968 or 1969. Afterwhich, the Bureau's Toy and Joy makers used Engine #17 during the Christmas Season for preparation of toys and as a warehouse. That use continued until sale to the present owner. Some of those changes may have been made to accommodate Engine #17's use as a repair and warehouse facility for Toy and Joy.

C. SECOND FLOOR: The second floor is divided, roughly, in thirds. The front one third was originally a large open dormitory with one pole hole in each front corner. The pole holes were originally open but were framed and boxed in later to cut

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Inventory—Nomination FormContinuation sheet PORTLAND FIRE  
STATION NO. 17

Item number

7

Page

5

down on wind drafts. The pole hole enclosures have been removed. The plaster work on the second floor interior walls and ceilings was in a state of deterioration due to excessive moisture caused by the leaking roof and flashing. The original plaster was cracked and crumbling on many of the walls and ceilings. All plaster on walls and ceilings and the supporting cedar lath has been removed and the framing exposed. All doors and hardware were removed and stored. All nails in framing and ceilings fastening the lath and the door jams have been pulled. The framing, ceilings, and roof trusses thus exposed have been allowed to dry out completely. Ambient mildew and excess dampness was thus eliminated.

The middle third was divided into four areas. The first area, the northern portion, had a single enclosed bathtub and shower, enclosed latrine, and wall mount iron sink surrounded by a dressing area with lockers for the fireman attached to surrounding walls. That area was extensively remodeled by the Bureau to provide additional sinks and showers and the lockers were removed. All plumbing fixtures and enclosures have been removed by the owner and the framing of the walls in that portion still remain.

The second area, the middle portion, was originally a stair way to the first floor and surrounding hallway. All alterations made after the original construction indicated in the plans have been removed. The hallway still has the original 1' x 2' vertical grain fir wainscoting.

The third and fourth areas, the southern portion, was divided into two rooms, a "Captain's Rooms", to the west and a parlor to the east. The original plans show those rooms as roughly 12 feet by 12 feet square. The parlor was remodeled into living quarters with a shower, sink, and toilet at some point by the Bureau and a doorway was constructed to the "Captain's Room" from the West. The dates of those alterations are unknown. The uses for those rooms after the original construction was altered are also unknown.

The back one third was originally designed as a "Sitting Room" or "Day Room". At some point, possibly during the administration of Chief Edward Grenfell a devout believer in physical exercise, especially hand ball, the Sitting Room was

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

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet PORTLAND FIRE  
STATION NO. 17

Item number

7

Page

6

converted into a handball court. Tongue and groove boards were nailed to the floors, walls, and ceiling of the Sitting Room completely covering them (including the windows). Debris, dirt, and moisture accumulated behind the boards of the handball court necessitating their removal. What was discovered was the old sitting room with 8 windows and solid fir 1/2' x 12' wainscoting. The plaster was cracked and crumbling due to the moisture. All of that plaster was removed from the walls and ceiling.

**Internal Finish and Subsequent Alterations:**

The original tile surfaces of the first floor are still present and show signs of wear and minor damage but are overall in very good condition considering the years of use and types of uses Engine #17 has had. Painted services have received numerous paintings and it is not known if any original paint is still exposed. The oiled and stained wood surfaces on the second floor Sitting Room have not been painted and are in a good state of preservation due to their many years hiding behind the walls of the handball court.

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input checked="" type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates** 1912 **Builder/Architect** Lee Gray Holden, architect

### Statement of Significance (in one paragraph)

Portland Fire Station No. 17 occupies a 50 x 100-foot lot on NW 24th Avenue in King's Second Addition to the City of Portland. A two-story, rectangular volume of concrete and brick construction measuring 38 x 68 feet in plan, the station building was built in 1912. Its formally-organized facade is a free adaptation of the Georgian style and is distinguished by dual, symmetrically-placed engine bays, a small, central pedimented portico, a central second-story Palladian window, contrasting creme-colored brick accenting strip pilasters, lozenge-patterned frieze panels and window sills and heads, a fine, modillioned cornice of sheet metal, and a stepped parapet gable. The firehouse for Engine Company 17 is locally significant under National Register Criterion C as the first and best-preserved in a series of four similar two-bay firehouses of the so-called "storefront" type designed by Lee Gray Holden, long-time Portland Fire Bureau official, during the period he served as Battalion Chief, 1911-1922. Although Holden had no formal training in architecture or engineering, his interest in practical building design is well documented. His signature and that of E. L. Siner, are on the plans. Fire Station No. 17 is one of as many as 24 such buildings and fireboats designed and constructed under the Battalion Chief's supervision. Of this number, 17 station buildings are standing. Like that for Engine Company 17, many of these bridged the period of horse-drawn fire-fighting equipment and the era of motorized vehicles. Company No. 17 was "motorized" about 1916. It served continuously until it was decommissioned in 1968 or 1969.

While the firehouse cannot be singled out as the building most importantly associated with Lee Gray Holden (1865-1943), its association with Holden is nonetheless noteworthy, for Chief Holden is credited with numerous innovations, and his career culminated in his serving as Chief of the Fire Bureau from 1923 to 1927. Holden originated the design of firehouses in the bungalow style for better integration into residential neighborhoods. He introduced maneuverable fireboats to protect the Portland waterfront, and he introduced life-saving squad wagons.

### Original Subsequent Uses

The firehouse for Engine Company 17 evolved with the changing needs of a growing department. It was first opened in 1912 to accommodate a horse-drawn steam pumper and a horse-drawn ladder truck. Three horses were needed to pull the pumper because of the hills in the surrounding neighborhood, and the remaining two horses pulled the ladder truck. Later, a motorized pumper and motorized ladder truck were assigned to Fire Station No. 17, and it was remodeled on the interior to accommodate the heavier motorized apparatus and to eliminate the stalls, bins and racks used for maintaining the horses. Still later, in the Post World War II era, the firehouse became the base for Tanker No. 1 which carried water for use in

# 9. Major Bibliographical References

Lockley, Fred, History of the Columbia River Valley from The Dalles to the Sea (S. J. Clarke Publishing Co., 1928).  
 Zurier, Rebecca, The American Firehouse (Abbeville Press, 1982).  
 Conversations with Portland Fire Bureau Chief Kenneth L. Owens, 7/15/86, 7/18/86 and 7/28/86  
 Conversation with Portland Fire Bureau Harbormaster Mel Pittmon, 7/28/86 (continued)

# 10. Geographical Data

Acreage of nominated property less than one

Quadrangle name Portland, Oregon-Washington

Quadrangle scale 1:24000

### UTM References

A 

1	10	5	2	13	5	10	10	5	10	4	11	5	14	10
Zone		Easting				Northing								

B 

Zone		Easting				Northing								

C 

Zone		Easting				Northing								

D 

Zone		Easting				Northing								

E 

Zone		Easting				Northing								

F 

Zone		Easting				Northing								

G 

Zone		Easting				Northing								

H 

Zone		Easting				Northing								

**Verbal boundary description and justification** The nominated property is a 50 x 100 foot lot legally described as Lot 16, Block 3 of KING'S SECOND ADDITION to the City of Portland, Multnomah County, Oregon.

### List all states and counties for properties overlapping state or county boundaries

state	code	county	code
N/A			

state	code	county	code
N/A			

# 11. Form Prepared By

name/title Patrick A. REagan, Attorney at Law

organization N/A

date August 1, 1986

street & number 1826 NE Broadway

telephone (503) 282-1595

city or town Portland

state Oregon 97232

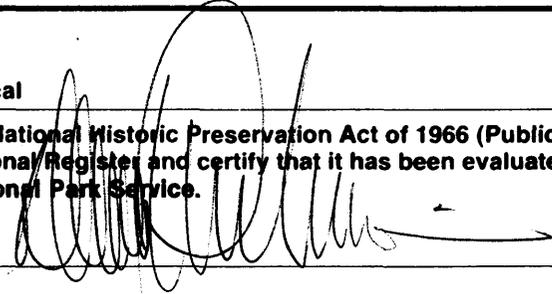
# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation 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.

State Historic Preservation Officer signature



title Deputy State Historic Preservation Officer

date January 26, 1987

For NPS use only

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

*for* William B. Bushong  
 Keeper of the National Register  
 Attest:  
 Chief of Registration

date 3/12/87

date

**United States Department of the Interior  
National Park Service****National Register of Historic Places  
Inventory—Nomination Form**PORTLAND FIRE  
STATION NO. 17

Continuation sheet

Item number 8

Page 2

nearby Forest Park. It was a four-wheel drive unit able to negotiate the park's unimproved roadways. About that time, the roll-up overhead doors replaced the original swing-out double doors on the apparatus bays.

The firehouse is located amongst large turn-of-the-century residences and mansions. The neighborhood has undergone rejuvenation in recent years and many of the homes surrounding the firehouse have been restored.

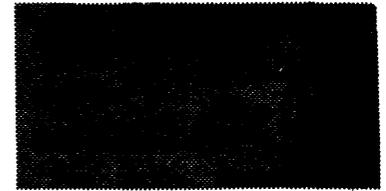
In 1968 or 1969, its last use by the Portland Fire Bureau was as a warehouse and repair facility for the Toy and Joy Makers. During that period, City Budgets did not allow allocations for necessary repairs to the structure, and it fell into disrepair. The Toy and Joy philanthropic enterprise used the firehouse seasonally until it was sold to the present owner in 1984. The building has since been adapted for use as a private residence and wood and metal working shop.

**Architecture**

The designer of Portland Fire Station No. 17 was Lee Gray Holden. There is no record that he received any formal training as an architect, but he was a man of many talents. He was born December 31, 1865 in Cairo, Illinois, to Alexander and Ione Holden. He quit school at the age of 14, after his father died, and traveled extensively in the Mid-West holding down a variety of jobs. Among other occupations, he was a printer's devil, Montana cowboy, coffin maker, flour mill packer, mule cart driver, and steamboat hand on the Ohio River. After a bout with typhoid fever and a short stint with the Tennessee Railroad Company, he traveled west to see his remarried mother at her home in East Portland in 1885. There he sold ice cream at a local theater, worked in a tea store, and drove a delivery truck for an East Portland grocer.

Extremely fast on his feet as a young man, Holden ran with the Consolidated Hose Teams of East Portland when they beat the Portland Hose Teams in 1886. In 1887 he became a member of Grant Engine Company No. 2. He was a volunteer with that company until October 14, 1981, at which time he became the first paid member of the Portland Fire Department on Portland's East Side. However, when Sylvester Penoyer assumed the reigns as Portland's Mayor, Holden was fired. He was rehired when Mayor Mason fired Penoyer's cronies and re-staffed the Portland Fire Department with its former personnel. Wary of political turmoil, Holden retired in 1908 to build and run the Rhododendron Inn with his wife. He picked up valuable experience in design and construction with his hands-on work at the Rhododendron Inn. He sold the Inn three years later as a bustling, successful resort patronized by the affluent in the early years of the automobile age.

After Holden returned to the Portland Fire Department as Battalion Chief, in 1911, he designed and built 24 firehouses, at least 17 of which are still standing. Two of them, those located at 8105 N Brandon Avenue and 1917 SE 7th Avenue, have been designated City of Portland Historical Landmarks. Two other firehouses, those at 1920 SW Spring Street and 5707 SE 92nd Avenue, are still used by the Portland Fire Bureau.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Inventory—Nomination Form

Continuation sheet      PORTLAND FIRE STATION NO. 17      Item number      8      Page      3

Holden is credited with originating the idea of a one-story bungalow style firehouse that would resemble a private house to be compatible in a residential neighborhood. The first of the bungalow type was built at 2200 NE 24th Avenue in 1913. He started a nation-wide movement toward those non-obtrusive firehouses welcomed by neighborhood residents and fire personnel both. He eventually became Chief of the Portland Fire Bureau, serving from 1923 to 1928. He was instrumental in improving fire personnel training and initiated a fire boat response capability for Portland's growing waterfront. He also saved the city many thousands of dollars in architects fees by providing his own designs. His firehouses are a tribute to his dedication and service to the City of Portland.

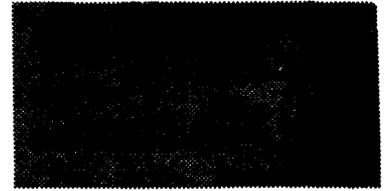
#### Firehouse Routine

Despite the modernization of its apparatus bays in the Post War period, Portland Fire Station No. 17 illustrates exceptionally well the function and routine of the city's historic firehouses. Upon completion of construction in 1912, Fire Station No. 17 housed five horses and six to eight Portland Fire Department personnel. The horses were kept in a stable room situated on the ground story behind the pumper engine and ladder truck. One of the men was charged with the care and feeding of the horses. Oats, bran, hay and bedding were stored in bins and on racks behind the engine room. Sliding doors allowed convenient access to the apparatus room from the bin and rack area. Feed was carried in and refuse was carried out through the double, swing-out doors on the North and South walls in the rack and bin area. All hands pitched in to carry feed and hay from the delivery area in front of the firehouse to the rear storage area. The horse handler may have had some training in the veterinary sciences. Eventually, veterinary training was a requirement for that job.

The fire personnel were responsible for cleaning and maintaining the apparatus. One man was charged with keeping the boiler on the pumper engine fired at a minimum level at all times to ensure a ready response to a fire call. During the day, routine maintenance as done. There was much cleaning and polishing, and the hoses needed constant care and inspection. After all work was done, idle time was filled with quiet recreational pursuits. The upstairs "Sitting Room" was equipped with tables for games, reading materials, comfortable furniture, and a billiards table. In more recent years the "Sitting Room" was converted to a handball court. Meals were not provided for personnel on the premises. The men rotated stand-by duty at meal times. Some had sack lunches, others went home or to local restaurants. Personnel usually lived close to the firehouse. They were allowed no more than half an hour for meals, and then had to be back on duty at the firehouse so that the next man could have his break. Some food may have been stored in the individual fireman's locker but in early-days there were no on-premises refrigeration facilities provided to the firefighters.

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

**National Register of Historic Places  
Inventory—Nomination Form**



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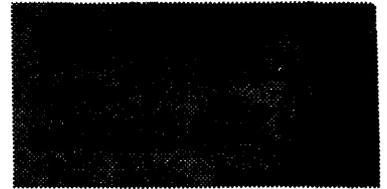
Continuation sheet      PORTLAND FIRE STATION NO. 17      Item number      8      Page      4

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Firemen bathed and slept at the firehouse during their shifts. Chief Owens reported that firemen and their wives were given money to buy thread for use in hemming hard cloth towels for bath use from long rolls of cloth. There was a lot of make-do and volunteerism in 1912, and the fireman's lot was a spartan one. One fireman stood watch in the watchroom on the first floor both night and day to receive alarms which came over a ticker-tape telegraph. The man on watch in the early mornings was responsible for getting the radiator boiler fired up and for making morning coffee. When the firehouse was "motorized" in the late teens, the daily routine was modified accordingly.

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

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet      PORTLAND FIRE      Item number      9      Page      1  
STATION NO. 17

**OREGON JOURNAL:**

- 12/22/1913, P. 17 Old Engine is Active Again
- 03/06/1919, P. 5 Fire Stations to Replace Shacks
- 05/25/1919, Sec. 1, P. 4, \$200,000 is Asked for Fire Stations
- 08/29/1920, Sec. 3, P. 1, New Fire Station Completed
- 04/23/1923, P. 1 Holden Succeeds Mike Laudenklos
- 05/26/1926, Sec. 1, P. 13 Fire Fighting in Olden Day And Now Compared
- 07/08/1926, P. 12 Impressions and Observations of The Journal Man Part I
- 07/09/1926, P. 8 Impressions and Observations of The Journal Man Part II
- 07/10/1926, P. 4 Impressions and Observations of The Journal Man Part III
- 09/02/1927, P. 13 Chief Holden to Retire December 31
- 01/01/1928, P. 16 Chief Holden is Honored Guest on Retirement
- 01/01/1928, P. 6 Impressions and Observations of The Journal Man.
- 06/08/1943, P. 16 Lee G. Holden Former Fire Chief Dies at Age of 77
- 08/03/1967, P. 5 Uniting of Holden , York Families

Oregonian

- 12/24/1906, P. 5 Two New Engine Houses
- 04/26/1912, P. 9 Fire House Contact Let
- 03/23/1913, Sec. 4, P. 8 Fire House Unique
- 04/17/1913, P. 10 Fire Wagons Tried
- 04/18/1913, P. 5 \$45,579.40 is Saved to City
- 08/31/1913, Sec. 4, P. 9 Fire Station Ready
- 08/03/1927, P. 6 Fire Chiefs Arrive for Three Sessions
- 09/02/1927, P. 1 & 4 Fire Bureau Head Will Quit Post
- 09/28/1927, P. 9 Chief Fireman Fast on Feet
- 12/18/1927, P. 21 Engine House Opened
- 12/30/1927, P. 4 Tribute Paid to Holden
- 12/31/1932, P. 5 It's the Birthday of Lee Gray Holden
- 06/08/1943, P. 10 Ex-Fire Chief Dies of Stroke
- 04/13/1984, P. C9 Its Home Sweet Firehouse
- 05/28/1986, P. 3m Chief's Legacy Outlives his Name

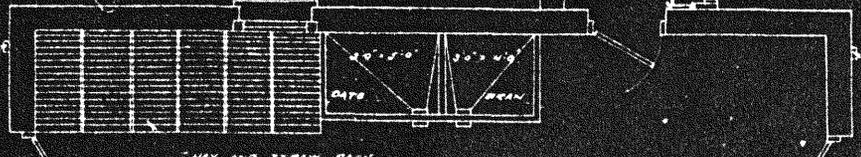
The Neighbor

- May, 1984, P. 11 Northwest Firehouse Becomes Home

ENGINE HOUSE  
FOR  
PORTLAND OREGON  
SCALE 1/4" = 1'-0"  
DATE OCT 28 1912  
DRAWN BY J. G. MULLIGAN  
TRACED BY F. L. BAKER

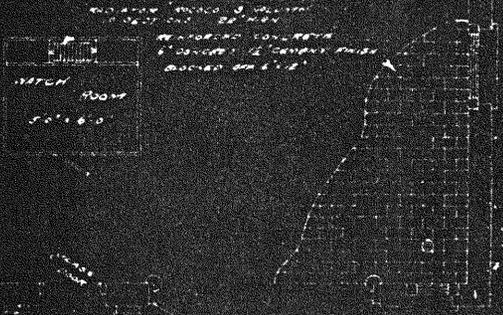
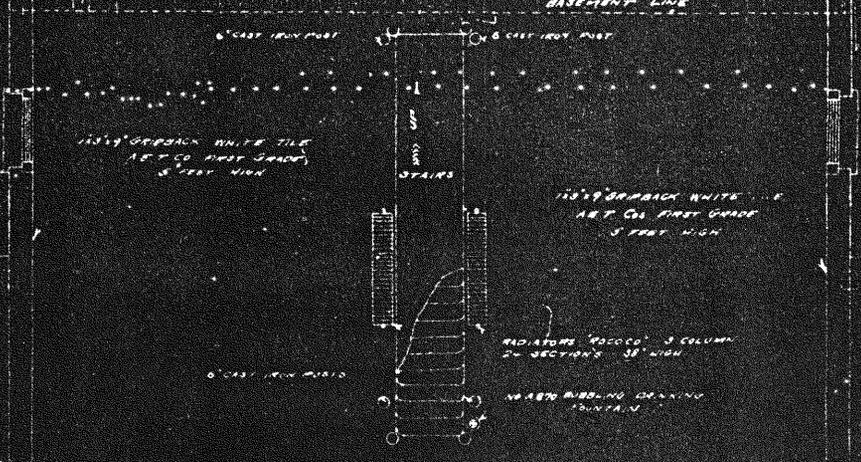
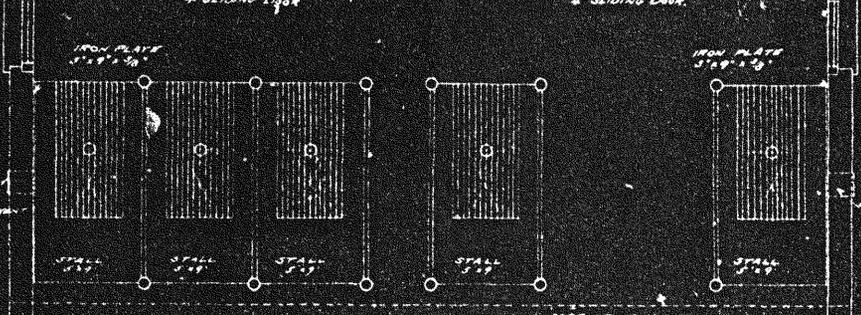
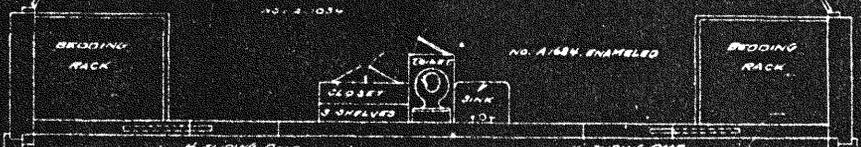
TITLE FIRST FLOOR PLAN  
SHEET NO. 2

HOSE  
TOWER  
4'-0" x 6'-0"  
W/ LADDER



TRAY AND STRAW RACK

4" CONCRETE 1/2" FINISH  
CEMENT FLOOR



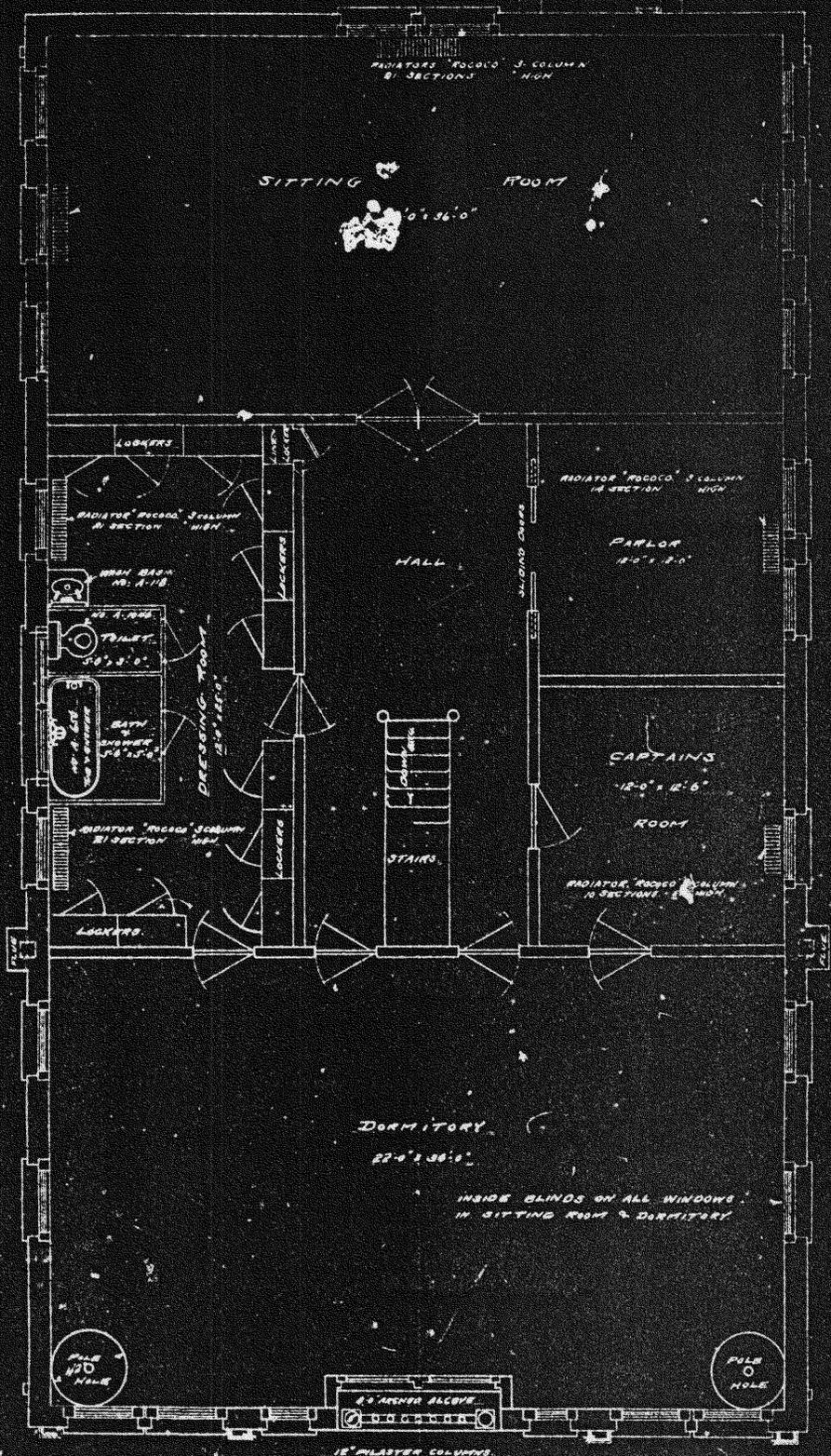
LOT LINE

LOT LINE

LOT LINE

ENGINE HOUSE  
 For  
 PORTLAND OREGON  
 SCALE 1/4" = 1 FT. DATE OCT 21 1912  
 DRAWN BY E. L. SIMON TRACED BY E. L. SIMON  
 TITLE SECOND FLOOR PLAN  
 SHEET NO. 3

M.P.C.A.  
 TOWN



DORMITORY  
 22'0" x 36'0"

SHUT BLINDS ON ALL WINDOWS  
 IN SITTING ROOM & DORMITORY

PAIL  
 HOLE

PAIL  
 HOLE

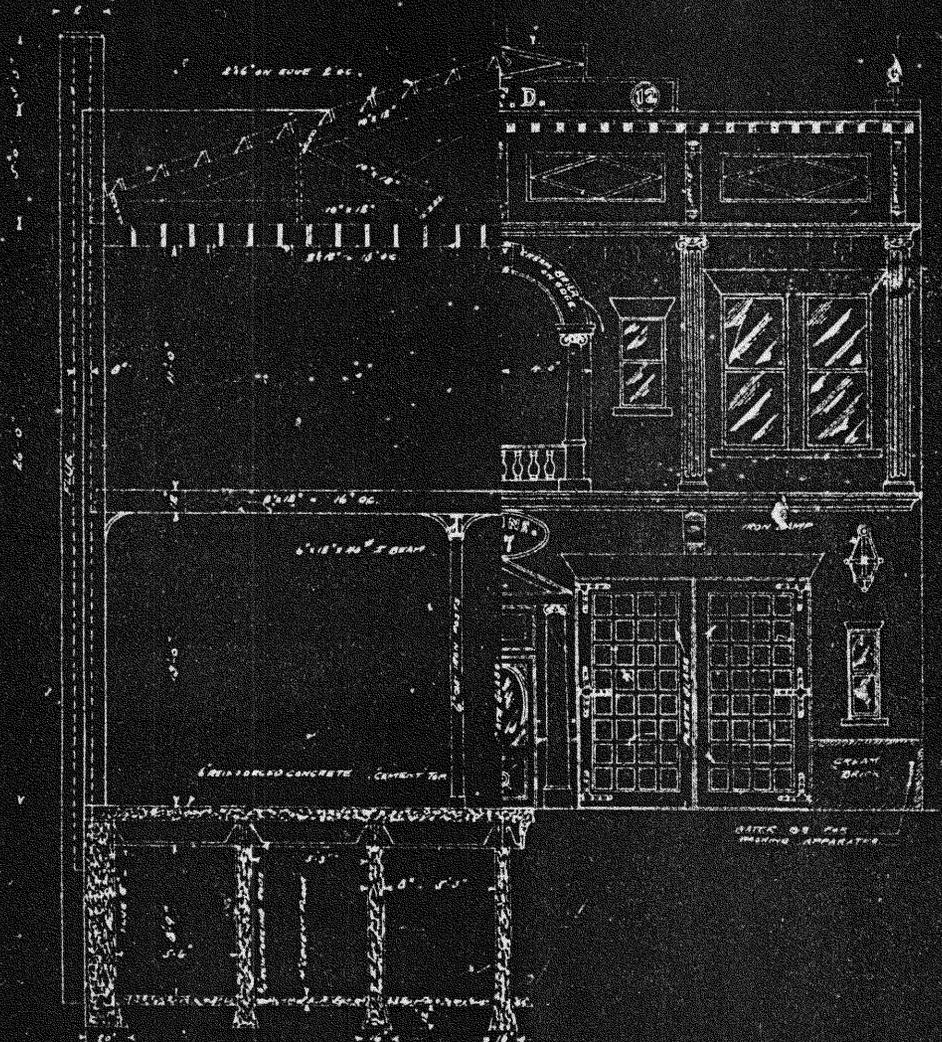
2'0" ASHTRAY ALCOVE

12' PLASTER COLUMNS  
 4" PROTECTION FLUTED ENDS

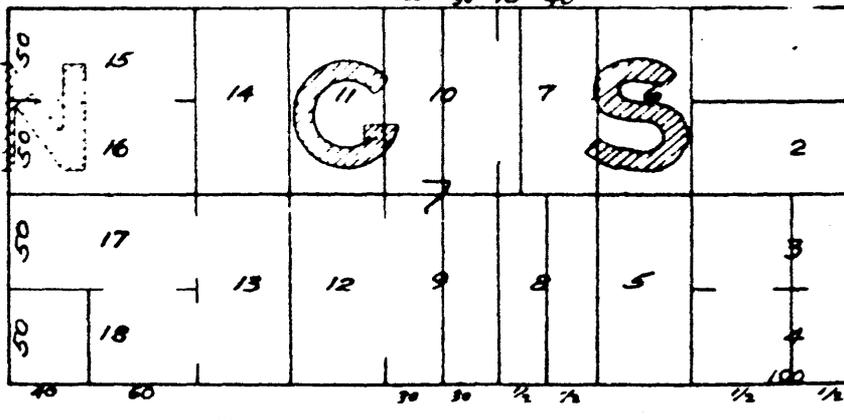
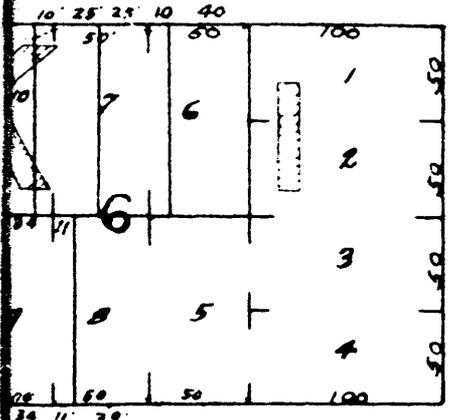
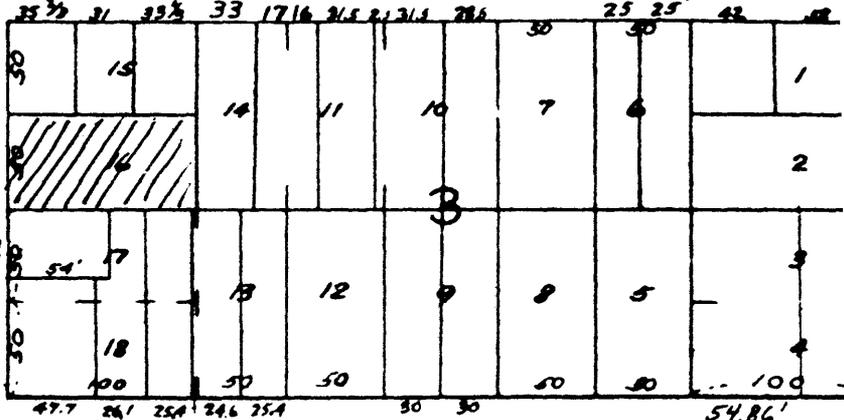
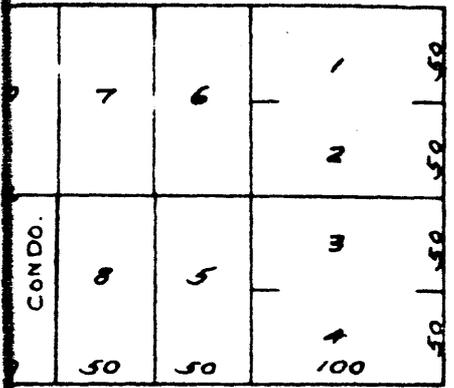
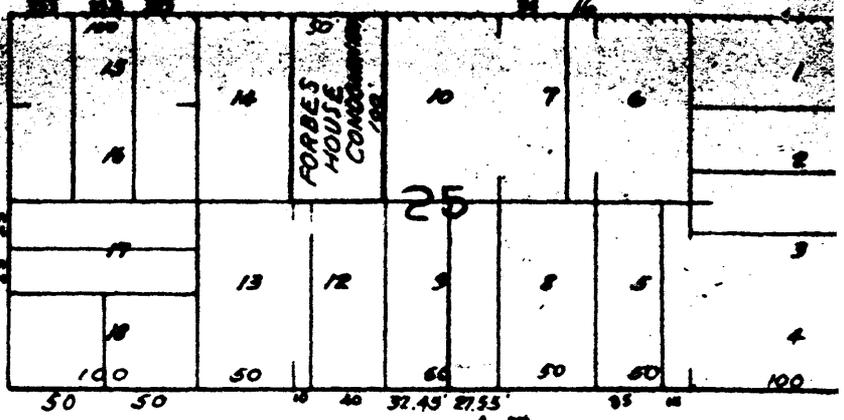
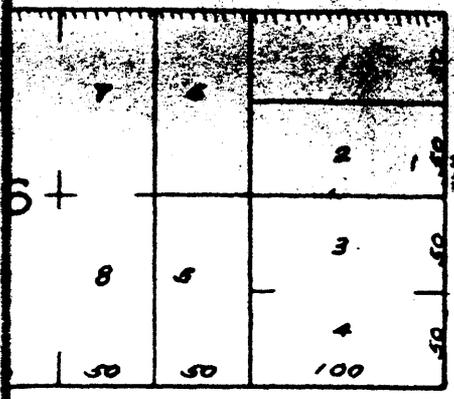
ENGINE HOUSE  
FOR  
PORTLAND OREGON

SCALE 1/4" = 1'-0"  
DRAWN BY E. J. HINES  
DATE OF DRAWING  
TRACES BY E. J. HINES

TITLE FRONT ELEVATION & SECTION  
SHEET NO. 4







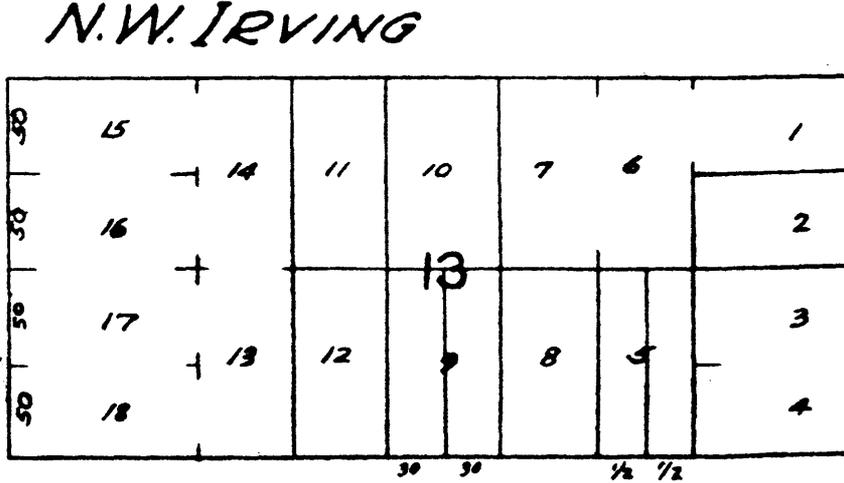
DEDICATED PLTBK 360 PG. 1  
1-10-06

277.2

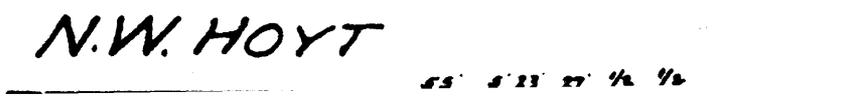
(2)

1.64 Ac.

17.5 6.6 6.6 17.5  
17.5 6.6 6.6 17.5  
17.5 6.6 6.6 17.5  
17.5 6.6 6.6 17.5



N.W. 24 TH



N.W. LOVEJOY

N.W. KEARNEY

N.W. JOHNSON

N.W. IRVING

N.W. HOYT