



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

**March 18, 2016**

Ian P. Johnson  
Associate Deputy State Historic Preservation Officer  
Oregon State Historic Preservation Office  
725 Summer Street NE, Suite C  
Salem, OR 97310-1271

**Subject: Request for Concurrence  
Section 106 Documentation Form  
Union Station  
Portland Union Station Tracks and Building Project  
Portland, Multnomah County, Oregon  
ODOT Key No. 18074  
FRA No. FR-HSR-0094**

Dear Mr. Johnson,

The U.S. Department of Transportation's Federal Railroad Administration (FRA) is providing grant funding to the Oregon Department of Transportation (ODOT) under its High Speed Intercity Passenger Rail Program for the Portland Union Station Tracks and Building Project (Project). The purpose of the Project is to stabilize and rehabilitate Union Station and repair the adjoining tracks. FRA previously consulted with your office in October 2014 regarding the geotechnical and environmental investigations that were necessary prior to project design. As part of continuing consultation for the Project, FRA, ODOT, and the Portland Development Commission (PDC) (the station owner), are requesting your concurrence on the enclosed Section 106 Documentation Form (Determination of Eligibility (DOE)) for Portland's Union Station.

On August 6, 1975, the Keeper of the National Register of Historic Places entered Union Station into the National Register, based on information provided in a National Register nomination that the Oregon State Historic Preservation Officer had forwarded earlier that year. The form was very brief, stating that Union Station was significant as "the only major railroad station built in Oregon, and is one of the major extant stations on the West Coast." Further, it noted that the architectural firm of Van Brunt and Howe of Kansas City, Missouri, designed the station, which opened in 1894 and that it provided passenger facilities for all the railroads serving Portland. Finally, it noted that local architect Pietro Belluschi remodeled much of the public spaces early in his career, in 1930.

The enclosed DOE presents much more thorough and richer documentation about Union Station than does the 1975 nomination. It considers the station's design and construction from 1893 to 1896, and its continual remodeling from almost the beginning, including the work that Belluschi oversaw from 1927 to 1930. The DOE also explores in appropriate detail Union Station's

significance under National Register Criterion A for its association with the history and development of railroad transportation in the Portland area. The DOE also evaluates the station under National Register Criterion C for its design, workmanship, use of materials, and other visual factors as they relate their original design, construction, workmanship and use of materials, including modifications and alterations during the period of significance, which is from 1893 to 1950.

What makes the DOE very useful is that it calls out the specific National Register criteria for which the station's individual contributing features are significant. These include the main terminal, the annex, the interlocking tower, tracks, track canopies, etc. Of particular interest is the DOE's evaluation of significance of interior spaces in Union Station and the annex, ranking them as "primary," "secondary," and "tertiary."

FRA seeks your concurrence on the enclosed Union Station DOE. FRA will be further consulting with your office regarding project design, and the updated DOE will be helpful in identifying and evaluating effects on the historic station. If you have any questions or wish to discuss the Portland Union Station Tracks and Building Project, please contact me at (202) 366-0340 or [laura.shick@dot.gov](mailto:laura.shick@dot.gov), or Robert W. Hadlow, Ph.D., ODOT senior historian, at (503) 731-8239 or [robert.w.hadlow@odot.state.or.us](mailto:robert.w.hadlow@odot.state.or.us).

Sincerely,



Laura Shick  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

Enc:

Section 106 Documentation Form, Union Station

cc:

Robert W. Hadlow, Senior Historian, ODOT Region 1, Portland  
Tobin C. Bottman, Archaeologist, ODOT, Salem,  
John Schnaderbeck, High Speed Rail Engineer, ODOT Technical Services, Salem  
Elise Hendrickson, Construction Services Coordinator, PDC  
Tova Peltz, Region 1 Geo-Environmental Manager, ODOT, Portland  
Michael G. Holthoff, Environmental Project Manager, ODOT, Salem

**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM  
Individual Properties**

Property Name: <b>UNION STATION</b>	Street Address: 800 NW 6th Avenue	City, County: Portland, Multnomah, OR
Project Name: <b>Portland Union Station Tracks and Building Project</b>		Agency project #: <b>ODOT Key No. 18074</b>
Agency: <b>Portland Development Commission (PDC)</b>		SHPO Case#:
Location Coordinates (to sixth decimal place): Latitude: <b>45.529100°</b> Longitude: <b>-122.676756°</b>		Is the property listed in the National Register of Historic Places? <input checked="" type="checkbox"/> YES – Individually <input type="checkbox"/> NO <input type="checkbox"/> YES – In a district



**Union Station, Looking NE from NW Station Way & NW Irving St, April 2015**

Surveyor: <b>George Kramer, Heritage Research (for Portland Development Commission)</b>	Date Recorded: <b>Aug 2015</b>
<b>National Register Findings:</b> <input checked="" type="checkbox"/> <b>Eligible:</b> <input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District    NR Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> <b>Not Eligible:</b> <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Not 50 Years <input type="checkbox"/> Fails to meet NR Criteria	
<b>State Historic Preservation Office Comments – Official Use Only:</b> Eligibility: <input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur:	
<div style="font-size: 2em; opacity: 0.5;">RECEIVED STAMP</div>	
Signed _____ Date _____	
<div style="font-size: 1.5em; opacity: 0.5;">CONTACT INFORMATION STAMP</div>	
Comments:	



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Property Name: <b>UNION STATION</b>	Street Address: <b>800 NW 6th Avenue</b>	City, County: <b>Portland, Multnomah, OR</b>
Original Use: <b>Transportation; Rail-Related (TB)</b>		Number of Associated Resources: <b>9</b>
Architectural Classification / Resource Type: <b>Victorian Era; Romanesque (VJ).</b>		Owner: <input type="checkbox"/> Private <input checked="" type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal
Window type and Materials: <b>Wood: Double-Hung (4/1) (Terminal)</b>	Exterior Surface Materials: Primary: <b>Brick</b> Secondary: <b>Stucco (Pebble-Finish)</b> Decorative: <b>Cast Iron</b>	
Roof Type and Materials: <b>Metal: Standing Seam</b>		
Integrity: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Construction Date: <b>1896 (1930)</b> <input type="checkbox"/> Circa	
	Architect/Builder (if known): <b>Van Brunt/Howe, Wakefield &amp; Bridges, Builders</b>	

This submittal updates and clarifies documentation of Union Station, located in Portland, Multnomah County, Oregon, both a National Register-listed and Portland City Landmark property. The following is prepared to provide additional guidance to assist multiple regulatory agencies in the management of the complex of resources associated with the property. This document enhances and expands upon the National Register nomination as approved by National Park Service on August 6, 1975, and updated with technical corrections related to property description and boundary as approved by NPS on August 3, 1989. The amended nomination established two Periods of Significance:

- 1893-1922, from the beginning of construction of the original Van Brunt & Howe design to the 1922 consolidation of all major passenger railroads serving Portland under the Main Terminal Agreement at Union Station, and
- 1929-45, marking the beginning of a major renovation to the interior of the station designed by A.E. Doyle & Associates/Pietro Belluschi, and continuing through the end of World War II, the peak period of train travel through Portland.

Along with review of the earlier documentation, this re-evaluation catalogs physical changes to the property since 1989, including those dated 1965 and earlier, to reflect the current 50-year period, and provides additional discussion on character-defining features that support historic significance. Perhaps most importantly, based on descriptions of the nominated area and the features within, Multnomah County Assessor tax-lot and Couch Addition Block/Lot descriptions are provided to establish clear, accurate, and understandable boundaries.

*Portland's Union Station is comprised of eleven (11) resources that are listed on the National Register of Historic Places under Criterion A, for their association with the broad themes of Oregon and Portland history as the primary 19<sup>th</sup> and 20<sup>th</sup> century railroad transportation center in the state. Individual elements of the station, including the Main Terminal, Annex, and Interlocking Tower are additionally significant under Criterion C, for their architecture and design. The Period of Significance for Union Station is established as 1893-1950, reflecting the original design and construction and the station's operation, modification, and significant additions through the end of its post-WWII period of development. The nominated area as revised and expanded by this document includes approximately 8.24 acres.*



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This re-evaluation was prepared under contract to the Portland Development Commission in partial compliance with its obligations under Section 106 of the National Historic Preservation Act as amended (36 CFR 800), Executive Order 11593, and the National Environmental Policy Act of 1969.

**Description of Property (including previous alterations & approximate dates):**

Portland's Union Station, at times also known as "Union Depot," "Northern Pacific Terminal," and "Grand Central Passenger Station," is dominated by the Main Terminal, a large bearing brick masonry structure occupying three floors with a central tower and flanking wings. Construction of the Main Terminal, designed by the Boston and Kansas City-based architectural firm of Van Brunt & Howe, began in 1892 with site work to infill a seasonal water-body known as "Couch Lake." Construction, jointly developed and paid for by the three railroad concerns that it would serve (hence the name "Union" station), was severely delayed as national financial issues (the Panic of 1893 and subsequent depression) limited the ability to complete the large construction project.<sup>1</sup> Union Station was formally opened to the public on Valentine's Day, February 14, 1896.<sup>2</sup>

The existing nomination identifies five (5) resources as "contributing" within an approximately seven (7) acre parcel. Due to the complexity of the Union Station site, which includes multiple structures located on multiple tax lots, including several resources that are not identified in the current documentation, the NR acreage and boundary description does not fully reflect the extent of the site and many of the identified resource descriptions are confusing and incomplete.

The following documents the history and modifications, if any, for each of the identified resources at Union Station. Each resource is first described verbatim (in italics below) as defined in the 1989 nomination addendum, followed by a detailed discussion of the development history of that resource. Each numbered resource concludes with a current summary of eligibility and, where appropriate, modifications since 1989.

1. *"Railroad Passenger Terminal constructed 1893-1896 and enlarged by minor additions in the historic period."*

The original construction and architectural description of Union Station, including the 1927-30 renovations to the main terminal, have been adequately documented and need not be repeated here.<sup>3</sup> Despite the lack of clarity in the amended nomination, the intent is assumed to include the main Railroad Passenger Terminal as "...*as modified* and enlarged by minor additions in the historic period(s)," meaning that this feature logically includes additions or changes extant prior to 1945 (or 1939), with that emphasis and language added (see historic images, Figures 1-11).

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<sup>1</sup> Patricia C. Erigero. *Historical and Architectural Analysis – Union Station Property*. For the Portland Development Commission, August 1987. Despite the NR documentation, and its amendment, Erigero's report for PDC remains the most thorough and detailed discussion of the history and development of Union Station known to exist. Erigero's work benefits in no small way from access to the files of the Portland Terminal Company and the personal recollections of Pietro Belluschi (1899-1994).

<sup>2</sup> *Oregonian*, "Station Opens Today," 14-February-1896, 8:1-5.

<sup>3</sup> The 1975 nomination form is entirely focused on the Main Terminal to the exclusion of any other element. Erigero's 1987 report is largely focused on the original design process and architectural description of the Main Terminal and the 1927-30 renovations, although it does provide detail on the other resources of the site.

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The main terminal building as completed in 1896 remained largely intact prior to the 1927-30 renovation and modification to the waiting and passenger service areas and that change marked the beginning of the second Period of Significance in the existing nomination. Multiple sources document that Union Station remained largely unchanged after 1896 although clearly modifications, particularly on the track-facing side as discussed in detail under Item 4, below, did occur. In 1907 modifications to the interior created a smoking room and a new barber shop.<sup>4</sup> In 1909 a single-story brick addition was added to the baggage room at the northern portion of the Station.<sup>5</sup> A mail shed/canopy was built at the terminal's northern end in 1915.<sup>6</sup> In 1916 the interior of the main waiting area was modified, with the ticket area moved to the western, rounded, end of the space and the original news stand that had occupied that area since construction shifted to the east.<sup>7</sup> In 1922 an electrical fire damaged the northern portion of the station, which was further damaged by water during fire suppression. Significant roof damage, as well as water damage to the waiting room were reported as the major impacts.<sup>8</sup> Reconstruction of this area after the fire is likely linked to a significant expansion of the original Baggage Handling Room that was designed and built in 1923. Another fire, in November 1937, damaged the building once again.<sup>9</sup>

Changes to the main terminal at the start of the second Period of Significance (1927-30/1945) are largely focused upon the A. E. Doyle (Pietro Belluschi) interior redesign that transformed the public spaces of Union Station, essentially, into their present configuration and appearance. This work included the removal of substantial original (1896) elements such as the wood wainscot and columns, the second floor walkway that connected the upper floors across the main concourse, and replacement of the original wooden wainscot and decorative columns with more modern materials including travertine marble walls and floors (see Figure 14). Other changes included modification to the second floor stairwell access, men's and women's restrooms, and waiting areas.<sup>10</sup> As noted in the original nomination "This remodeling is one of the early works of the noted Pacific Northwest architect Pietro Belluschi and, though somewhat different in appearance than the original, is sensitive to the over-all character of the building."<sup>11</sup> While not explicitly stated in either the original nomination or the 1989 update, the 1929-30s remodeling of the Union Station is keenly associated with the historic development of the property and these later modifications have achieved significance within their own right under both Criteria A and C.

#### *World War II Era*

Train travel in Oregon and through Union Station grew significantly during the World War II era as gas-rationing for private vehicles forced increased reliance on trains, buses, and other forms of public transit.<sup>12</sup> Almost five million passengers in Oregon took the train during the war years, the

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<sup>4</sup> *Daily Journal of Commerce*, 13-Jun-1907, 1:4. Raecolith Company served as the contractor.

<sup>5</sup> Erigero dates this addition to the early 1920s, which may or may not refer to a second brick project following the demolition of an earlier corrugated metal shed. The 1909 "1-Story Brick Baggage Room" was valued at \$10,000. (City of Portland Building Permit #15970, Bingham & McClelland, General Contractors).

<sup>6</sup> Erigero, 1987:51.

<sup>7</sup> City of Portland Building Permit #61375, dated December 1916. Horn-Sanderson served as the contractors.

<sup>8</sup> *Oregonian*, "Fire Loss Limit is Set at \$50,000," 27-November-1922, 4:2-5.

<sup>9</sup> See City of Portland Building Permit #235851.

<sup>10</sup> See Dull Olson Weekes, et. al, 2015:Section 3, p. 13.

<sup>11</sup> Hartwig and Powers, 1974.

<sup>12</sup> Kramer, George. *It Takes More Than Bullets: The WWII Homefront in Portland, OR*. (Eugene, OR: Heritage Research Associates, for the Housing Authority of Portland), 2007:73-80.

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majority of them passing through Portland. This included hundreds of thousands, if not millions, of military personnel and their families who relied upon train travel both for transport to military postings and rest and recuperation (R&R) or personal leave travel.<sup>13</sup> As noted in the existing POS, 1945 "...marked the peak year of use of the passenger station at the time of the Second World War."<sup>14</sup>

Two entirely new structures, neither of which is mentioned in the current documentation, were built at Union Station as part of Portland's WWII homefront effort. In March 1943 construction began on the USO "*Depot Canteen*," funded by a gift from the Steam Fitters union, Local 235. "The one story building, designed by Stanton and Johnston, architects, will use non-critical materials as much as possible."<sup>15</sup> The Canteen, which was located in "the Rose Garden,"<sup>16</sup> on land donated for this purpose by the Northern Terminal Company, was built by George H. Buckler and opened by late June.<sup>17</sup> "Unique, in the real sense of the word, in Portland and probably in the entire country, as far as anyone here knows, is the brand new building just outside Union Station which houses under the same roof a Red Cross canteen, and a USO lounge for the use and comfort of troops in transit."<sup>18</sup> As the war wound down, the *Oregonian* published a full-page tribute to the canteen's impact.

More than 1000 are fed daily. One day, near Christmas, chalked up a record 2000 uniformed guests who went away with faces wreathed either in a smile or a sandwich. During the Canteen's first year and a half of operation, approximately 500,000 meals were slid across the counters.<sup>19</sup>

By the time that the Depot Canteen was closed in June 1946, more than 1,100,000 soldiers, sailors, and marines had been served by its volunteer staff.<sup>20</sup> The ultimate fate of the ell-shaped USO building is not known; however, the building had been removed from the Rose Garden site by June 1948 (see Figures 18 and 22).

Another major WWII-era effort at Union Station provided increased service to traveling mothers and young children. In March 1944 the American Association of University Women, the AAUW, in collaboration with the Traveler's Aid Society, announced their plans to build a Nursery or "Nursery," where mothers could find shelter and assistance and their children would have a quiet place to sleep, eat, or play.<sup>21</sup> "The new lounge will have, besides children's toilet facilities, cots and electrical outlets for warming bottles, several large outside windows...the rooms will be located with an entry into the present women's rest room at the station."<sup>22</sup> Almost immediately the dubbed the "Diaper Depot," the new facility made Portland one of a handful of cities in the nation to provide such services "...for the needs of thousands of mothers now riding the trains...."

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<sup>13</sup> Erigero, 1987:67.

<sup>14</sup> Hartwig and Powers, as amended, 1989.

<sup>15</sup> *Oregonian*, "Ground Broken for Canteen," 30-March-1943, 11:2.

<sup>16</sup> The 1989 addendum calls this area "the front yard."

<sup>17</sup> According to available aerial photos the "Rose Garden" appears to review to the landscaped area to the south of the Annex, upon the area now occupied by track for the MAX line.

<sup>18</sup> *Oregonian*, "New Center Cheers Troops in Transit," 27-June-1943, Section 3, 1:1-5.

<sup>19</sup> *Oregonian*, "Portland Depot Canteen: It's Known from Rome to Ryukyus," 24-Jun-1945, 10:1-8.

<sup>20</sup> *Oregonian*, "Depot Canteen Ends Service," 2-Jun-1946, 10:1.

<sup>21</sup> See also City of Portland Building Permit #272843, 28-Feb-1944.

<sup>22</sup> *Oregonian*, "Union Station Baby Lounge to Aid Women Travelers," 5-March-1944, 12:5-6.



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The problems of the mother traveling with her baby or small children have always been difficult and at present the number of such mothers, most of them trying to reach their husbands in the service, is enormously increased.<sup>23</sup>

Opened in April 1944, the Nursery was located in a modest structure that was built trackside, against the east-elevation of the Main Terminal building. Its size belied its utility and occasionally the space was crowded with mothers and children passing through Portland.

The morning of July 24 was one of those times. In the hour between 10 and 11 A.M. 19 babies, attended by 15 mothers made use of the lounge facilities, ten of the babies receiving baths.<sup>24</sup>

Reported as one of just six such facilities in the nation, Portland's Nursery was widely praised during the war, serving mothers and children from all across the country. By the time the AAUW ceased its services in late 1945, the "Diaper Depot" had served 18,000 children and nearly 15,000 mothers.<sup>25</sup>

*Other Documented Post-War Period Changes to the Main Terminal*

Since the end of the expanded 50-year window established by the current nomination (i.e., post-1945), there are multiple known changes to Union Station. These include:

- |      |  |
|------|--|
| 1945 | 10' by 14' addition to Ice House (Permit #278142)  |
| 1946 | Elevator added to interior of tower (Permit #287186, Otis Elevator Co.)                            |
| 1948 | "Union Station" and "Go By Train" neon sign panels added to all four elevations of the clock tower |
| 1949 | Elevated walkway from entry to Broadway Bridge removed (built in 1922-23)                          |
| 1963 | Butler Building added to north of station, Mail Shed removed (Permit #399846)                      |
|      | Express Agency Building demolished   |
| 2000 | Pedestrian Bridge constructed over tracks  |

Subsequent to PDC's purchase of the property (1989), multiple improvement projects have been undertaken to restore and rehabilitate the Main Terminal. As documented in OR SHPO files these include repair of roof membranes, skylights, eaves/gutters, stucco repair, in-kind replacement of metal doors in the anteroom and train side main floor, and multiple interior repairs, all undertaken in accord with the Secretary of the Interior's Standards. Multiple projects have focused on replacement/repair of the character defining metal roofing, minor seismic upgrades, and other improvements. Small historically designed partitions have allowed minor rearrangement of the interior spaces to create discrete uses such as the gift shop with minimal impact on character.

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<sup>23</sup> Ibid.

<sup>24</sup> *Oregonian*. "Portland's Union Station Diaper Depot," 3-September-1944, 48:1-8.

<sup>25</sup> *Oregonian*, "AAUW Quits Baby Lounge," 17-Sept-1945, 9:5.

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**2015 Update: Resource No. 1 (Main Terminal)<sup>26</sup>**

The Main Terminal, the only resource described in 1975, remains eligible for listing on the National Register under Criteria A and C, for its association with the history and development of rail travel in the Portland region and its architectural design, including both the original 1896 Van Brunt & Howe design, as modified in 1927-30 by A. E. Doyle/Pietro Belluschi and subsequently through 1950, the end of the major period of rail travel. Built resources under this resource number include:

**Main Terminal Building, 1896, as modified**  
***Revised to include Nursery (Diaper Depot), 1944***

2. *"Annex, also constructed in 1896; a freestanding steam plant and storeroom/office facility located off the south end of the terminal building."*

The Annex, designed and built concurrently with the main station, is a two-story hipped roof bearing masonry volume with a gable extension. Designed by Van Brunt and Howe and remaining largely as built, it does not appear to have been changed in any significant way since construction or the initial documentation of the original nomination in 1975.

The annex to the main structure, which is a small building at the south end of the group, is devoted almost entirely to the mechanical part of the station. It contains the boiler, engine, and dynamo rooms, telegraph offices, laundry, police-room, room for train boxes and lamps, etc.<sup>27</sup>

**2015 Update: Resource No. 2 (Annex)**

Specifically added to the nomination in 1989, the Annex remains eligible for listing on the National Register under Criteria A and C, for its association with the history and development of rail travel in the Portland region and its architectural design, accurately reflecting its original 1896 Van Brunt & Howe design. As a structurally independent, rail-related resource that accurately reflects its historic character and function, the Interlocking Tower is considered as an additional eligible resource under both Criteria A and C.

**Annex (1896)**

3. *Interlocking Tower*

Not identified and outside the boundary of the 1975/1989 documentation, the Interlocking Tower, also called the "VC," was built in 1914 to replace an earlier, wooden, feature at this same location that served the same function related to the complex switching function necessary for the operation of the yard.<sup>28</sup> Construction was likely related to improvements required to changes in operation after the Terminal Company granted use of Tracks 1 and 2 to the Oregon & California and Southern

<sup>26</sup> Existing NR resource numbers are used here for consistency. Please see Table 1 for revised resource numbers and count.

<sup>27</sup> *Oregonian*, "Station Opens Today," 15-February-1896, 8:1-5.

<sup>28</sup> Interlocking, an arrangement of signaling and switching within a railyard, is defined by one source as "An arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequence."

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Pacific railroads.<sup>29</sup> The building is a small two-story brick volume with a decorative parapet, glazed terra cotta or white “face brick” detailing remains virtually unaltered on its exterior. “Interlocking” controls train access to avoid conflicts between trains, which cannot quickly stop. Interlocking towers control both signaling devices, that notify engineers to stop or proceed and additionally control switching that prevents trains from proceeding when not authorized. During the early 20<sup>th</sup> century, interlocking towers, sited and designed to provide the operator with a clear view of the yard, much like an airline control tower, contained manual controls or manually-operated electric systems, that could control switching and signaling systems. Modern interlocking control is today all done via computer with electric-powered relays to control mechanical aspects of the system.

The Interlocking Tower at Union Station is believed to be the only remaining resource of its type in Oregon, and one of just five in the western United States.<sup>30</sup> Now leased to Tri-Met, the original interlocking function ended on November 5, 1997.<sup>31</sup>

Interlocking towers were once a vital component of a railroad network centralizing a group of signals at a busy location of a main line into one location with an operator who would manually set the signal(s) to the appropriate reading; proceed, stop, caution, etc.<sup>32</sup>

**2015 Update: Resource No. 3 (Interlocking Tower)**

Specifically added to the nomination in 1989, the Annex remains eligible for listing on the National Register for its association with the history and development of rail travel in the Portland region and its architecture, accurately reflecting its original 1896 Van Brunt & Howe design. As a structurally independent, rail-related resource that accurately reflects its historic character and function, the Interlocking Tower is considered as an additional eligible resource under both Criteria A and C.

*Revised/Added: Interlocking Tower (1914)*

3. *“Front yard on the southwest front of the terminal which was improved with lawn and bedding plants in the historic period.”*

What the 1989 revised nomination calls the “front yard,” on the southwest of the terminal, refers to the area historically termed the Rose Garden, being the triangular-shaped landscaped area immediately in front of the projecting circular bay (the restaurant) south of the Terminal’s main entry and extending to NW Irving Street. This area occupies portions of lots 2, 3, 6 and 7 of Block X of Couch’s Addition, as shown in Maps 2 and 3. Historic images document that for much of its

<sup>29</sup> Erigero, 1987:47

<sup>30</sup> See Erigero, 1987:44 and Dahl, John C., RSHS Depot List (<http://www.trainweb.org/rshs/GRS%20-%20Portland.htm> , visited 29-Jun-2015). See also [www.bullshead.com/preservedtowers.html](http://www.bullshead.com/preservedtowers.html), visited 29-Jun-2015.

<sup>31</sup> See Active North American Railroad Interlocking Towers and Cabins, December 31, 1997 (<http://zippy.cso.uiuc.edu/~roma/towers/towers-1997-active.html>, visited 8-July-2015.

<sup>32</sup> <http://www.american-rails.com/interlocking.html>, visited 8-July-2015.



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early history this area was simply a fenced lawn, later improved with a few roses, flowers and climbing ivy on the building behind a metal rail fence.

In 1929, following a well-attended train history exhibit at the station, the “Oregon Pony,” an early Oregon – built locomotive owned by the Oregon Historical Society, was installed on permanent display in the Rose Garden. “The 14-foot pioneer locomotive...will be brought from the Albina shops of the Union Pacific Railroad and established upon a heavy concrete foundation where it may be viewed by all passengers using the station...”<sup>33</sup>

During World War II, the Rose Garden was the location of the USO Canteen and then returned to a simple lawn upon its removal. Shrubs or trees in the middle of the front yard first appear in 1963 aerial views and have now grown into the lushly landscaped area of today. While some reports indicate that the fence which originally framed the Front Yard was removed after WWII, it appears to have been removed earlier, at the latest in connection with the construction of the USO Canteen. The large canvas canopy that now highlights the restaurant entry is not dated, but versions of that element were installed by the mid-1950s according to available photos. The Oregon Pony, the small pioneer locomotive, was removed from Union Station in 1978 and relocated to its current location, at Cascade Locks Marina Park.<sup>34</sup>

Today the Front Yard consists of large, mature, trees and plantings that continue the historic landscaped character adjacent to the terminal. The Front Yard additionally may retain archaeological information related to the history and original construction of Union Station, to the Oregon Pony and to its location as the USO during WWII.

**2015 Update: Resource No. 4 (Front Yard)**

An integral landscape element associated with the Main Terminal (Resource No. 1), the Front Yard retains significance under Criteria A, for its association with the development of Union Station. The Front Yard may have additional significance under Criteria D that should be assessed during any future project involving ground disturbance.

4. *“A 1,737-foot long section of trackage (Tracks 1 through 3) to include in its entirety the last original passenger train shed of 1905 which remains in the original location paralleling the tracks, and the original section of the concourse shed, which is perpendicular to the tracks.”*

Although seemingly exact (to the foot), this curious resource description appears to have been intended to include the portion of Tracks 1 through 3 that are located adjacent to the Station and the related features including the “train shed” (platform canopy) and the Concourse (High) Shed that transects them. This description, however, only specifically includes “the last original passenger train shed of 1905” despite the fact that there are two such features, both built in 1905. This description is further problematic in that it excludes Track No. 4 and, one might reasonably assume

<sup>33</sup> *Oregonian*, “Old Engine to be Seen,” 13-November-1929, 13:4.

<sup>34</sup> *Oregonian*, “Union Station to Lose Oregon Pony Landmark,” 5-September-1978, 6:6-7.

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Platform Canopy No. 2 and the concrete platform beneath that Canopy (which partially extends onto the adjacent tax lot, now outside of PDC ownership, see Maps 2-3 and 7).

The exact length given in the nomination description is also problematic. As shown on Maps 2 and 3, Tax Lot 1200 is 870'-0" long. The tracks and both platform canopies extend beyond Tax Lot 1200, about 50'-0" on the south, onto Tax Lot 1201, and then, from the mid-point of the Broadway Bridge, about 782'-0" to the north for the Platform Canopy No. 1 and approximately 966'-0" for Platform Canopy No. 2, within Tax Lot 1306.<sup>35</sup> The intent of the 1989 boundary can be logically assumed to have been intended to include the entire length of the "last original passenger train shed of 1905," which should include both (2) platform canopies (since both were constructed in 1905) and the entire length of each of those features and the concrete platforms they shelter, not just a "1,737-foot long section" in the middle.<sup>36</sup> To be clear, Platform Canopy No. 1 is approximately 1708'-0" long and Platform Canopy No. 2 is approximately 1913'-0" long. Both canopies occupy portions of three (3) different Assessors' tax lots. The current boundary, limited to 1,737 feet, does not appear to relate to any logical portion of any of the three tracks (1, 2 and 3) nor the platform canopies (Nos 1 and 2) and entirely excludes Track No. 4.

The following details the known development history of the features that should logically be included under this resource number.

***Tracks 1 through 4:***

Including those sections of Tracks 1 through 4 located within the nominated area and owned by PDC, these features have been serially rebuilt and improved over the past 120-plus years of use at Union Station. In 1896, when the station was opened, the station yard held five track lines, allowing for passenger and freight loading and thru traffic.<sup>37</sup> Historic reports document minor relocations of track lines, to accommodate changes in operation, the construction of the Broadway Bridge (which bisects the yard and resulted in the installation of bridge supports) as well as addition and subtraction of lines to accommodate early trolley traffic at Union Station. Expansion of service at Union Station related to the Spokane, Portland and Seattle Railway line in the 1920s required significant changes, and at its peak period of operation, in the late-1940s and into the 1950s, Union Station included as many as thirty separate tracks, continuing east to Front (now Naito). Removal of tracks, as the result of reduction in traffic, sale of portions of the property for private development and other activities have contracted the yard back to its original five-track configuration. There is little likelihood that the actual rails, ties or ballast of Tracks 1 through 4 themselves retain any physical elements of their original material from within the period of significance; however, both in *general* location and function, as well as their relationship to Platform Canopies No. 1 and 2, rail lines are obviously a key functional element in the continued operation of Union Station as a transportation hub. The parallel freight line (Track No. 5) that passes through the yard was excluded from the nominated area in 1989, and it is located on separate tax lots owned by the Portland Terminal Railroad Company.<sup>38</sup> *Only that portion of the PTRR-owned property that*

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<sup>35</sup> See Table 1 for detailed information on the multiple tax lots/areas the comprise "Union Station."

<sup>36</sup> It must be stressed that there is absolutely no known logical break that results in a "1,737 foot" section of either platform, any track, or platform canopy at Union Station.

<sup>37</sup> *Oregonian*, 20-September-1904, 10:2.

<sup>38</sup> Track 5 as it parallels the nominated area as re-defined by this document, exists within two tax lots (1E1N34BD-1000 on the south and 1N1E34BB-900 on the north) that are considered "Centrally Assessed Property" by the Oregon Department

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*includes the concrete below Platform Canopy No. 2 (the westernmost 48" more or less) is included within the nominated area.*

***Platform Canopy Development:***

The original designs for Union Station by Van Brunt and Howe included details for the construction of a "train shed," a large steel and glass barn-like feature that would have covered all five of the original tracks on the east, train-side, of the station. As early as 1892, this structure was dropped from the original construction due to budget. "The only thing to be regretted in the matter [of the resumption of work on the station] is the temporary abandonment of the train shed, which was to have been built simultaneously with the station."<sup>39</sup>

When Union Station opened in February 1896, tracks remained open to the weather. "For the present, the great train shed which is a part of the completed scheme will not be built, but the passengers upon arriving will find themselves immediately under the shelter of the great lean-to roof running nearly the entire length of the building on the track side."<sup>40</sup> This is a reference to the existing lean-to (shed-roofed) projection in the middle portion of the Terminal, directly west of the main waiting room that protects the passenger-only portal into the building. "This sheltered space gives access to the principal parts of the main building, which it is intended to make accessible to the public."<sup>41</sup>

Four years after opening the station, in 1900, the Northern Pacific Terminal Company was considering "...the question of a train shed of rather magnificent proportion...it is not improbable that a spacious and handsome shed of glass and steel may be completed before the rainy season sets in."<sup>42</sup> This project never came to fruition but four years later, as Portland readied itself for the Lewis & Clark Centennial Exposition, the issue of weather protection on the trackside again came forward, as Oregon's rainy climate required some protection for the expected onslaught of visitors to the area. In September 1904 the Northern Pacific Terminal Company announced plans for "important improvements" at the station.

At the present time all of the passenger trains coming into Union Station are compelled to stand in the open and during the winter season in the rain....If the present plans are carried out a roof will be placed over all five of the tracks.<sup>43</sup>

Two days later the Terminal Company released an elaborate design for an "Umbrella Shed" system to cover the tracks with a perpendicular concourse shed connecting into the existing "lean-to" canopy along the building. This steel design relied upon arch-roof or barrel-vaulted coverings "...resembling the cross section of a giant umbrella..."

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of Revenue. This 50-foot-wide lot was created concurrently with the transfer of Union Station to public ownership in 1989 (PDC Communication, 7-July-2015).

<sup>39</sup> *Oregonian*, "To Resume Work," 16-August-1892, 10:3.

<sup>40</sup> *Oregonian*, "Station Opens Today," 14-February-1896, 8:1-6.

<sup>41</sup> Op cit. The Lean-To Shed, still in place facing the tracks, was apparently built as an open-sided covering and was not enclosed with walls and glass windows as is current until 1929-1930 (see Erigero, 1987:65).

<sup>42</sup> *Oregonian*, "Contemplating a Train Shed," 25-July-1900, 7:1.

<sup>43</sup> *Oregonian*, "To Build Roof Over Tracks," 18-September-1904, 10:2.



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It was decided by the company to construct the umbrella sheds in preference to the single roof structure as such a building will allow the tracks to be free. The single building would always be filled with smoke of the regular trains...<sup>44</sup>

Likely due to cost, the Terminal Company never followed through with this elaborate plan and, in early 1905, it was reported that contractor A. K. Bentley, who also served on the Portland City Council, had materials on the ground and work was underway on the first platform canopies at Union Station.

The proposed sheds will cover all the tracks leading into the station and cross sheds will connect them, sheltering the platform so that crowds of people may come and go in wet weather without being exposed to the rain. The walks and spaces between the tracks will be paved with asphalt.<sup>45</sup>

A month later the *Oregon Journal* clarified the project further, documenting the construction of the first two platforms, including both concrete hardscape and the steel sheds above them. One was to be 1200 feet, or four blocks long, and the other just 100 feet shorter. The sheds or canopies relied on long hip roofs, rather than the curved “umbrella” design originally envisioned, likely due to cost, and were installed over a raised concrete platform to provide for ease train access and provide for traveler safety and comfort. Asphalt pavement was added between the tracks, to minimize dirt.<sup>46</sup> Construction of the platforms, including both the hardscape and the protective canopies, was largely complete by mid-April 1905 (see Figure 6).

...[A]ll will be ready for the commencement of the Lewis and Clark traffic....The sheds will be lighted with a special electric light, so arranged on the switchboard that only the trains shed covering the train about to depart will be lighted. This will serve as an extra guide to the passengers in finding the right train out of a number standing on the tracks.<sup>47</sup>

Modifications to the tracks that resulted from the construction of the Broadway Bridge (opened in 1912) led to additional change to the platforms.

Late in 1913, the company let contracts for *the extension of the tall shed*, referred to as the concourse shed [and] *for extensions of the umbrella sheds* (Nos. 1 and 2), for the construction of a new umbrella shed (No. 3) and paving the shed platforms.<sup>48</sup>

At present there are two rows of such umbrella sheds. This will be the third. The structure will be of concrete and steel, absolutely fireproof. Heavy concrete walks will be laid beneath them.<sup>49</sup>

The one available photo of Platform No. 3 at ground level documents that it was similar in design to Nos. 1 and 2, however it appears to have been supported by a larger, “H-Beam” steel post without the flared/bent multi-part angle iron of the earlier design (see Figure 9).

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<sup>44</sup> *Oregonian*, “Northern Pacific Company Will Spend \$75,000 on Umbrella Sheds at Union Depot,” 20-September-1904, 10:2-6.

<sup>45</sup> *Oregon Daily Journal*, “Umbrella Sheds for Railroad Company,” 1-February-1905, 14:2.

<sup>46</sup> *Oregon Daily Journal*, “Buildings Spring Like Mushrooms, 15-March-1905, 15:4.

<sup>47</sup> *Oregonian*, “Building Train Sheds at Union Station, 10:2-5.

<sup>48</sup> Erigero, 1987:44, emphasis added. It should be noted that “umbrella shed” appears to have been used interchangeably with “canopy” or “shed” to describe the steel superstructure of the platform features.

<sup>49</sup> *Oregonian*, “Train Sheds Planned,” 2-September-1913, 11:6.

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In 1922, following the resolution of the contentious debate over whether the Northern Pacific Terminal Company would make Union Station available to the Spokane, Portland and Seattle Railway, two new passenger tracks were added to the yard. Related to that action, in April 1922, the Terminal Company "...extended the concourse shed and built an additional umbrella shed (No. 4) to accommodate the increased passenger load."<sup>50</sup>

The fifth and last train shed at Union Station was probably built in 1937 and was clearly completed in the early 1940s.<sup>51</sup> Despite earlier documentation that indicates its construction in the 1950s, aerial images from 1944 show it as extant (see Map 4 and Figure 18).<sup>52</sup>

Historic information documents that during their entire existence the design of the platform canopies at Union Station has been modified to suit changing transportation requirements. This has included lengthening canopies, shortening them, periodic re-roofing (from asbestos tile, to corrugated metal, and now standing seam), including the addition of new features to meet growing demand and removal when passenger travel declined. Platform No. 2 was partially modified to allow for larger rolling stock and at some point re-roofing converted the original hipped ends of the steel canopies over Platforms No. 1 and No. 2 to the present open gable end design. Viewed over their century-plus of use, it is clear that modification of the platforms and the platform canopies at Union Station occurred regularly in response to changing transportation needs while continuing to provide the original function of sheltering arriving and departing travelers from the weather.

Views of Union Station show that all five platforms and canopies and the full-width high or concourse shed that runs perpendicular to them, existed on site at least through 1960. As train travel declined, and as passenger lines were consolidated, Platform Canopies 4 and 5 were removed between 1970 and 1975, according to aerial views. Platform Canopy No. 3 survived at least through 1980 and was removed thereafter, assumed prior to 1987. The high shed was reduced back to its original (and current) extension at that time as well.<sup>53</sup> In 1992 some 28'-0" at the northern end of Platform Canopy No. 2 was removed for unknown reasons.<sup>54</sup> The two platform canopies that remain today, Nos. 1 and 2, are the original 1905 structures as modified (enlarged) and maintained and serially re-roofed over the past century, continuing their original function, in their original location. In the late 1980s the projection of the canopy over Track No. 4 was "cut back" to provide increased clearance to rolling stock, resulting in the current asymmetrical gable.

***Concourse (High) Shed Development:***

The 1989 nomination addendum identifies the Concourse Shed (also called the High Shed) as a contributing resource. This steel framed gable-roof structure projects across the platform canopies, perpendicular to and above Tracks 1 through 3. The "original section" as used in the 1989 documentation refers to the existing projection as built in 1905, and references the serial extension of the high shed to cover Tracks 4 and 5 and then the reduction to the current length over the history

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<sup>50</sup> Erigero, 1987:53; see also City of Portland Building Permit #111540, dated 7-Jun-1922.

<sup>51</sup> See City of Portland Building Permit #237536, dated 21-May-1937.

<sup>52</sup> Construction during the war, due to material shortages, is unlikely.

<sup>53</sup> Neither the platform canopies nor the high shed are mentioned at all in the original 1974 documentation. The 1989 amendment appears to refer to a single platform canopy, despite its inclusion of Tracks 1 through 3 as a contributing feature.

<sup>54</sup> See City of Portland Building Permit (no number), as issued 7-January-1992.

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of Union Station as detailed above, under the discussion of the platform or umbrella canopies. As with the Platform Canopies, this resource includes both the steel superstructure and the hardscape paving below, currently a mixture of asphalt paving and concrete. The presence of paving is considered intrinsic to the feature, however the type of paving (asphalt or concrete) appears to have changed over time.

While there is little doubt that the high shed dates at least from 1905, as reported by Erigero, it is curious that several images of the high shed in place, seemingly independent of the umbrella or platform canopies, indicate that these related resources were not, in fact, built simultaneously (for example, see Figure 5). The exact sequence of construction is unclear but it is at least possible, and perhaps likely, that the high shed predates the 1905 canopy construction by a short period of time.

**2015 Update: Resource No. 5 (Tracks, Train Shed and Concourse Shed)**

The tracks and platform canopies, as detailed, are an integral element of the function of Union Station and reflect the result of operational changes at the facility since it opened in 1896, expanded as train travel expanded, and were removed when it contracted. The Tracks, Train Shed, and Concourse shed are significant under Criteria A, with some design significance related to their original materials and basic construction. This resource number is revised to include the following individual elements

**Passenger Track 1 (1896, as serially modified and upgraded)**

**Passenger Track 2 (1896, as serially modified and upgraded)**

**Passenger Track 3 (1896, as serially modified and upgraded)**

***Revised to include* Passenger Track 4 (1896, as serially modified and upgraded)**

**Platform Canopy No. 1, including concrete platform below (1905, as modified)**

**Platform Canopy No. 2, including concrete platform below (1905, as modified)**

**Concourse (High) Shed (1905, as modified)**

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

This feature consists of what are now identified as tax lots 2300 and 2301 on Multnomah County Assessor Plat 1N1E34BD, plus what is now the dedicated right-of-way of NW Station Way, which taken together constitute Block Y of Couch's Addition. The travel corridor, improved to its current design in 2003, was first created as part of a strategy jointly agreed to by the Railroad and the City to ease congestion in front of Union Station in 1920-22.<sup>55</sup> "Block Y," as it was consistently referred to throughout the historic period, was actually acquired by the Northern Pacific Terminal Company

<sup>55</sup> Minor, Rick, Curt D Peterson and Linda Hart. Geo-Archaeological Monitoring at Union Station, City of Portland, Multnomah County, OR. Eugene, Oregon: Heritage Research Associates (Report No. 403), 15-March-2015:16.



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in 1909 (almost a decade earlier than stated) and so has been jointly owned and directly associated with Union Station for more than 100 years.

Shortly after Union Station was completed, Block Y was independently developed with a series of small wood-framed buildings, housing commercial uses catering to the traveling public. Sanborn Fire Insurance Maps from 1901 show the block occupied by a series of small single-story structures housing a saloon, restaurant, drayage and other similar uses. Images dated circa 1910 show horse-drawn teams lining up in an unimproved street, fronting on a group of small structures primarily notable for their extensive roof-top advertising facing the station (see Figure 12). As horse-drawn conveyance first competed with and then eventually gave way to motor cars, the area in front of the station became a serious traffic bottleneck that was frequently mentioned in the local press.

As early as 1903, less than a decade after the terminal first opened, the Olmsted Brothers, Landscape Architects, prepared a report on a *System of Parks and Boulevards for the City of Portland* for the Portland Parks Board. Among its many recommendations was the creation of a "Station Square," noting that large public buildings need open space in front of them both for circulation and design.

The railroad station, particularly if a union station, is one of the most important buildings of a city. Great numbers of people arrive and depart from it....it is exceedingly desirable that its surrounding should be commodious and handsome....The square in front of Union Station of Portland, bounded by Johnson, Irving, Sixth and Seventh streets is at present partly covered with a cheap class of buildings....It would be a comparatively expensive piece of ground to acquire, yet its acquisition would repay the city in the long run better than the acquirement of any other similar tract of land.<sup>56</sup>

Whether inspired by the Olmsteds or not, in 1909 the railroad company, working secretly through a local agent, began to purchase property south of Union Station including all of Block Y as part of an effort that was reported as "squaring up" their holdings. The company's actions may have been related to the pending construction of the Broadway Bridge, and a desire to protect their investment and operations from its impact. In March 1909 C. K. Henry, a prominent real estate investor purchased Lots 6 and 7 in Block Y.<sup>57</sup> Despite speculation that the acquisitions might be the work of rail baron James J. Hill, a competitor of the Union Pacific, Henry later transferred all the land to the Harriman interests that controlled Union Station.<sup>58</sup> Less than a month later Henry purchased 20 additional lots in the vicinity of the station at a total cost of \$1,000,000, paying cash according to the news reports of the deal.<sup>59</sup> "The four blocks are platted as Y, U, V and W, Couch Addition, and by the acquisition of these blocks the depot site is squared up and the reasonable

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<sup>56</sup> [Olmsted Bros]. *Report of the Park Board*, Portland, OR, 1904:64 It is worth noting that the Olmsted "square" is exactly the same parcel defined as Block Y of Couch's Addition.

<sup>57</sup> Charles K. Henry arrived in Portland in 1890 and entered the real estate business where he achieved great success. Henry served as the first president of the Laurelhurst Company. "In 1909 he formed a syndicate of Portland and Seattle men who purchased Ladd's Hazel Fern Farm, which he has converted into one of the finest residence districts in this city" (Gaston, 1911:II, 465-66). Henry was widely recognized as a leading voice in opposition to the construction of the Broadway Bridge, preferring instead an tunnel beneath the river that would reduce approach requirements (*Oregonian*, "Mr. Henry's Opposition," 19-December-1909, 12:1).

<sup>58</sup> *Oregonian*, "Buy Long Secret Now Made Public," 22-December-1910, 12:1-3. Harriman acquired a total of more than \$2 million worth of property east of Thirteenth Street.

<sup>59</sup> According to the [www.measuringworth.com](http://www.measuringworth.com), the relative value of \$1 million in 1909 would easily be over \$100,000,000 today.

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supposition is that the interests controlling the terminal company have taken over this property for their own purposes.”<sup>60</sup>

Within the next several years, the Terminal Company razed all or most of the commercial buildings in Block Y, and the land was largely or entirely open by 1915, providing public parking for station users. This action does not appear to have resulted in much improvement to the traffic congestion in front of Union Station, which remained a chaotic mixture of private autos, taxi cabs, buses and the occasional horse drawn vehicle as well as pedestrians. In a series of protracted negotiations, the Terminal Company leased a portion of the land in Block Y to the City of Portland, which took over responsibility for its improvement. Although sometimes reported as occurring earlier, it does not appear that any portion of Block Y was in any way developed or improved beyond dirt until 1920.

Improvement to Block Y, opposite the Union Station, by the city was completed late yesterday. The entire block, which is bounded by Irving, Johnson, Sixth and Broadway has been cleared of buildings. A driveway has been constructed through the westerly half of the block ...to create an outlet for traffic from the station. .... An island between the new roadway in Block Y and 6<sup>th</sup> street has been prepared by the sprinkling of crushed rock and cinders....<sup>61</sup>

In 1922 the Terminal Company agreed to reimburse the City \$3,900 for improvements that the city had made to Block Y and also agreed to keep the area open for parking.<sup>62</sup> The company also built an elevated walkway from the approach ramp of the Broadway Bridge that led across Block Y directly to the terminal. This was apparently an element of an elaborate system of elevated walkways that local engineer R. R. Clark had designed and offered gratis in an effort to address the congestion problem at Union Station. The majority of Clark’s plans were never constructed.<sup>63</sup>

Even with the improvement of Block Y and the construction of the elevated pedestrian ramp, congestion, and especially parking, around the station remained a problem. “[T]axi cabs and hotel buses [are] taking practically all the available space in Block Y, which is reserved for private citizens.”<sup>64</sup> As late as 1930 the City and the Terminal Company remained at odds over the congestion in front of Union Station.<sup>65</sup>

Aerial views of Union Station in 1936 show the road alignment design of Block Y much as it exists today; the triangular-shaped “island” divided by the angled roadbed from the parking area at the west (see Figure 21). Eight years later, in 1944, a small walkway had been cut through the island and the plantings had matured but little other change is evident. In June 1948, when the Vanport flood had serious impact on Union Station, numerous photos were taken, all of which show that Block Y remained much as it had during the war (see Figures 15 and 18).<sup>66</sup>

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<sup>60</sup> *Oregonian*, “\$1,000,000 Deal Near Terminals,” 11-April-1909, 12:1 (emphasis added).

<sup>61</sup> *Oregonian*, “Block Y is Improved,” 8-Jun-1920, 14:7-8.

<sup>62</sup> *Oregonian*, “Street Vacation is Agreed Upon,” 25-Jun-1922, 12:1.

<sup>63</sup> *Oregonian*, “Plan to Avoid Congestion at Union Station Stop on Broadway Bridge,” 26-Nov-1922, Section 2, 7:5-8.

<sup>64</sup> *Oregonian*, “Station Parking to be Discussed,” 4-March-1923, 18:1.

<sup>65</sup> *Oregonian*, “Regulation of Cabs Promised by Baker,” 19-July-1930, 5:4.

<sup>66</sup> With few exceptions the photos taken during the Vanport flood are the only conclusively “date-able” images of Union Station, with most other images bracketed only by known modifications to the facility over time.

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By 1956 the island walkway of Block Y had been removed but the area otherwise remained largely unchanged throughout the 1960s until the late 1970s. In 1980 the landscaped island of TL 2300 has been removed and the parcel assumed much of its present largely paved, parking lot, design. The smaller “island,” at the NE of Block Y, now TL 2301, has remained largely unchanged since 1944 and is much as it is believed to have appeared when it was first developed in the 1920s.<sup>67</sup>

The area of Block Y, though now divided into three parts, has been associated with Union Station since the late-19<sup>th</sup> century and has been jointly owned with the station since it was purchased by the Northern Pacific Terminal Company in 1909. In addition to the visual role Block Y plays in establishing the entry to Union Station, recent investigation related to the construction of the roadway indicate this block may have archaeological values related to its early commercial uses that would increase our understanding of the area. “Together with previous recovery of historical artifacts during the realignment of NW 6<sup>th</sup> Avenue in 2003, multiple lines of evidence suggest there is potential for encountering evidence of historic as well as prehistoric occupation and activity during future ground-disturbing construction excavations at Union Station.”<sup>68</sup>

**2015 Update: Resource No. 6 Block Y (“Parking Forecourt”)**

Acquisition of Block Y to improve the visual character and transportation issues in front of the Main Terminal was first advocated by the Olmsted plan in 1903-1904 and was purchased by the Terminal Company in 1909, quickly resulting in the removal of the small retail buildings previously located there. Modestly landscaped, and bisected by some form of roadway (now a public right-of-way), the entirety of Block Y is intrinsically linked with the development of Union Station.

This resource is revised to include the following individual identified elements:

**Block Y Island (TL 2301)**  
**NW Station Way R-O-W, between Hoyt and NW 5<sup>th</sup> Ave**  
**Block Y Parking Area (TL 2300)**

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<sup>67</sup> Block Y, including what is now TL 2300, 2301 and the public right-of-way of NW Station Way, as purchased by the Terminal Company in 1909 and sold to PDC as part of the purchase of Union Station in 1987. The roadbed, which has existed functionally since 1920, was dedicated as a public road subsequent to PDC purchase. The City of Portland policy discourages “non-contiguous tax lots,” so 2300 and 2301 were created out of the remaining portions of Block Y and remain in PDC ownership.

<sup>68</sup> Minor, et. al., 2015:iii.

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**Updated Determination of Eligibility, Justification, & Sources** (Use continuation sheets if necessary):

A complete history of the development of passenger railroad service in the Pacific Northwest and the role of Portland, the largest city in Oregon and an important hub in that system, is beyond the scope of this document. The station has significant association with the history of rail development in Oregon in general, and Portland in particular, as the focus of decades of competition between varied lines including the Oregon Railroad & Navigation Company, Southern Pacific, Northern Pacific, Portland, Eugene & Eastern, and, ultimately, the Union Pacific, not to mention its relationship to the extensive electric trolleys and interurban routes that served the Willamette Valley during the first quarter of the twentieth century.

The Northern Pacific Terminal Company, essentially a holding entity that managed the "Union" station for its three owners, includes association with national business history and the impact of industry titans including Henry Villard, James J. Hill, Edward H. Harriman and other, lesser, figures at both the local and regional level. Union Station has, since its construction, served as the major focus of Oregon's rail passenger network, connecting lines north and south along the west coast of the United States with major lines traveling east-west along the Columbia River Gorge. While previous documentation and evaluation of the station have almost entirely focused on its design and architectural character required for significance under Criterion C, it must be acknowledged that even without its design qualities, Union Station has significant association with the history of railroad development in Oregon as required for listing on the National Register of the Historic Places under Criterion A.

**IDENTIFIED RESOURCES**

The Main Terminal of Union Station was designed by Van Brunt & Howe and constructed by Wakefield and Bridges for the Northern Pacific Terminal Company and opened on February 15, 1896. Union Station is a key structure in the history of Portland and the history of railroad development in the Pacific Northwest. First listed in the National Register of Historic Places in August 1975, that documentation was modified to provide additional clarity in 189, however even the revised documentation is problematic, incomplete, and in some cases (as documented above), inaccurate. Portions of the historic development at Union Station are either not specifically identified in the current nomination as revised or were built outside the prior period of significance, which ended at 1945. The Period of Significance is here revised to 1896-1950, reflecting the entire period of major passenger rail travel and significant postwar changes to the station.

Taken as a whole, Union Station retains high integrity to its original design as modified and remains and is considered primarily significant Criterion A, for association with transportation in the Portland, Oregon, area. Specific resources as identified below are additionally eligible under Criterion C, for the architectural design, generally limited to exteriors, with some significant interior spaces. Union Station is widely recognized as one of the best surviving 19th century train stations in the western United States.



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The following discussion updates and evaluates the multiple resources at Union Station and their KEY character-defining features, if any.<sup>69</sup>

**1.0 Main Terminal** (1896, 1930 as modified, including Nursery):

The primary built resource on the site, the Main Terminal is a multi-story bearing masonry structure with multiple roof forms and a large clock tower. The terminal houses most of the passenger-service functions including waiting room, ticketing areas, baggage and Amtrak offices, as well as related service and utilitarian spaces. Upper floors consist of double-loaded corridors to access leased office spaces. A leased restaurant space is located in the southern portion of the building, near a small landscaped front yard or rose garden which may, at times, have included some sort of outdoor dining according to some reports. The wood and glass waiting shed or passenger loading vestibule was built as an open “lean-to” during original construction and then enclosed as part of the major 1927-30 remodeling. The flat-roofed “Nursery” (1944) is located track side and relates accommodations at Union Station developed during World War II to provide increased convenience and service to travelers during that peak period of railroad use.

The exterior design of the Main Terminal remains largely intact and effectively relates its original character as modified and updated during the period of significance.

**KEY Character-Defining Elements (Terminal Exterior):**

- Exposed red brick and pebble-dash stucco masonry exterior
- Metal roofing with complex, mixed forms, including the large vertical tower and chimneys of the original design
- Wood sash windows
- Projecting metal canopies at entryway, with cast-iron support posts
- Modest plantings with minimal hardscape landscaped areas at “Front Yard”
- Trackside-features at east (waiting shed/ vestibule area)
- “Go By Train” and “Union Station” neon signage on the vertical clock tower.

Although the interior of much of Union Station has been modified over time, the basic configuration has remained generally consistent with the large “Grand Concourse” and associated public spaces on the ground floor and the long, double-loaded office corridors of the upper levels.

There are multiple uses within the Terminal, including public areas, transit related areas (both public and private), leased office areas and the restaurant. Different areas of use demonstrate varied levels of integrity, with some areas largely intact (for example, the train-related offices of the 2<sup>nd</sup> Floor NE), some significantly modified during the Period of Significance (for example, the Grand or Main Concourse, as remodeled in 1929-1930), some of lesser historic character and value (for example, the baggage handling area of the 1<sup>st</sup> Floor NE) and others serially modified over time or lacking any demonstrable relationship to historic design with limited functional association (for example, the leased interior offices of much of the 2<sup>nd</sup> and 3<sup>rd</sup> floor levels).

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<sup>69</sup> Resource ID numbers in this section are revised and updated as shown in Table 1. The Period of Significance is amended to 1893-1950 (see Table 1 for summary resource information).

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Based on the above and as shown in following highlighted floorplans (see pages 21-22), it is appropriate and valuable to assess historic significance within the Main Terminal interior using an approach that recognizes both the historic functions of the Terminal (public, rail service/storage and leased office areas) and their existing integrity and level of design as it relates the building's historic associations. Changes to areas considered of primary significance, generally public spaces or highly intact transportation-related areas back-of-house, have the potential for greater impact to the historic character of the property than do other, lesser valued, spaces located in non-public service or storage areas, or those that have been previously altered in a manner that reduces their integrity.

**KEY Character-Defining Elements (Terminal Interior):**

- 1<sup>st</sup> Floor waiting room and public spaces, as remodeled and redesigned 1927-30, including high ceilings, marble walls, floors, neon signage, brass trim and original coffered ceiling treatments. Interior arrangement, changed during the historic period and the built-in elements associated with those changes are considered compatible but not intrinsically significant themselves
- Baggage area, as remodeled and redesigned 1927-30, including marble walls, floors and related design elements that relate to that remodeled design
- Passenger Loading Vestibule, including wood/metal/glass walls
- 2<sup>nd</sup> Floor back-of-house train offices, including painted wainscot, built-in wood features and related elements
- 2<sup>nd</sup> & 3<sup>rd</sup> Floor hallways and original stairways, including double-loaded office corridors with wood wainscot, wood door and window trim.

**1.1: Nursery “Diaper Depot” (1943):** While considered part of the Main Terminal and not counted as an individual resource, specific comment on this small, flat-roofed, volume is appropriate as the result of its independent and unique associative significance. A modest building of little or no architectural merit, the Nursery or “Diaper Depot” is significant under Criterion “A” as the result of its association with the WWII-era homefront functions of Union Station.

**KEY Character-Defining Elements:**

- Modest “attached” volume to Main Terminal. The Nursery (Diaper Depot) has limited integrity, no particular architectural merit, and detracts from the architectural character of the main terminal. However as the only remaining element of the WWII-era developments at Union Station, the Nursery has unique significance under Criterion A for its relationship to that period of Union Station’s development history.

**2.0 Annex Building (1896):**

A brick structure, the Annex was designed by Van Brunt and Howe and built by Wakefield and Bridges as part of the original development of the station. The Annex originally housed utilities (boilers, dynamos) and service uses (laundry, police) related to the operation of the station. The exterior of the Annex Building is considered additionally eligible under Criterion C however the interiors have been substantially altered and have little relationship to their original design (see pages 21-22).

**KEY Character-Defining Elements:**

- Isolated structure within the train yard
- Exterior brick masonry

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- Vertical projecting chimney relates original boiler function
- Round footprint at South end
- Wood sash windows

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**How Relative Significance of Interior Spaces was Evaluated**  
*(as shown on the following three illustrated floorplans)*

To aid evaluation and future project planning, the complex interior spaces of the Main Terminal and Annex were assessed for relative significance and ability to relate the historic character and significant associations of the Terminal and Annex buildings. Interiors were categorized as Primary, Secondary, Tertiary, or Non-Historic, as shown on individual floor-level diagrams. Evaluations are based on the following physical characteristics.

**PRIMARY:** Generally publicly accessible spaces that strongly related the character and functions of the Terminal and retain high integrity to original modified design. This includes the Grand and south concourses and related adjacent spaces as remodeled during the historic period. Primary spaces retain integrity in design, workmanship, use of materials and feeling, playing a significant role in defining building character. Corridors of the upper floor office areas retain high integrity and retain significant detail including doors, trim, and wainscot that while only indirectly tied to rail function, strongly relate original building character. It should be noted that some areas, especially in baggage service and the south concourse “Café, are included as Primary due to their overall quality and continued public functions, despite a higher level of change than in the main concourse. Non-historic, generally compatible, construction of inserted spaces, such as the gift shop, do not seriously diminish character and support continued public use but are not themselves significant.

**SECONDARY:** These spaces, generally staff and semi-private, retain some early or original design related elements but have less direct connection to the original use of the building. Spaces may be connective, serving as transitional zones between Primary and Tertiary spaces and so play a role in maintaining continuity. Other secondary spaces retain early design elements including trim, or similar features, especially as relates train-related offices or other semi-private spaces with substantial early trim and/or built-in cabinetry.

**TERITARY:** Private and service areas, including leased office spaces, with serial modification and little connection to historic uses or remaining historic character.

**NON-HISTORIC:** Areas without any historic significance, either through use or design.

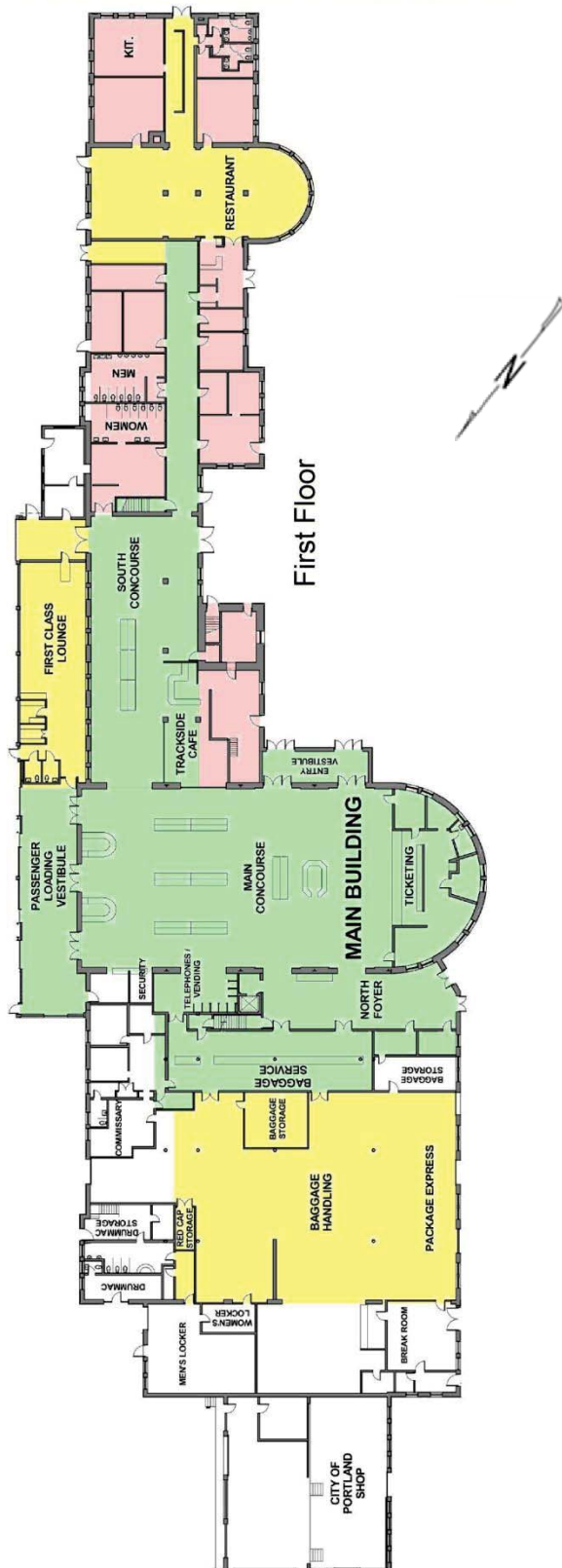


**INTERIOR EVALUATIONS SHOULD BE TREATED AS PRELIMINARY.  
INDIVIUDAL AREAS SHOULD BE RE-EVALUATED  
PRIOR TO ANY PROPOSED MODIFICATION OR CHANGE**



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Relative Significance of Interior Spaces: MAIN TERMINAL, Floor Level 1



## Evaluation of Interior Significance

Union Station, Portland OR

As a guide to future management and evaluation, it is recognized that public areas of the Main Terminal at Union Station play a more significant role in defining historic character than secondary, staff, and back of house areas of the interior.

**Primary:** Areas of High Historic Significance, either for function, design/workmanship or both.

**Secondary:** Staff and semi-private function-related areas of lesser significance but retaining some design-related elements or modified historic spaces with reduced integrity or character.

**Tertiary:** Private and service areas, often much modified areas, with little connection to historic character either through design or function.

**Non-Historic:** Areas with no historic significance.

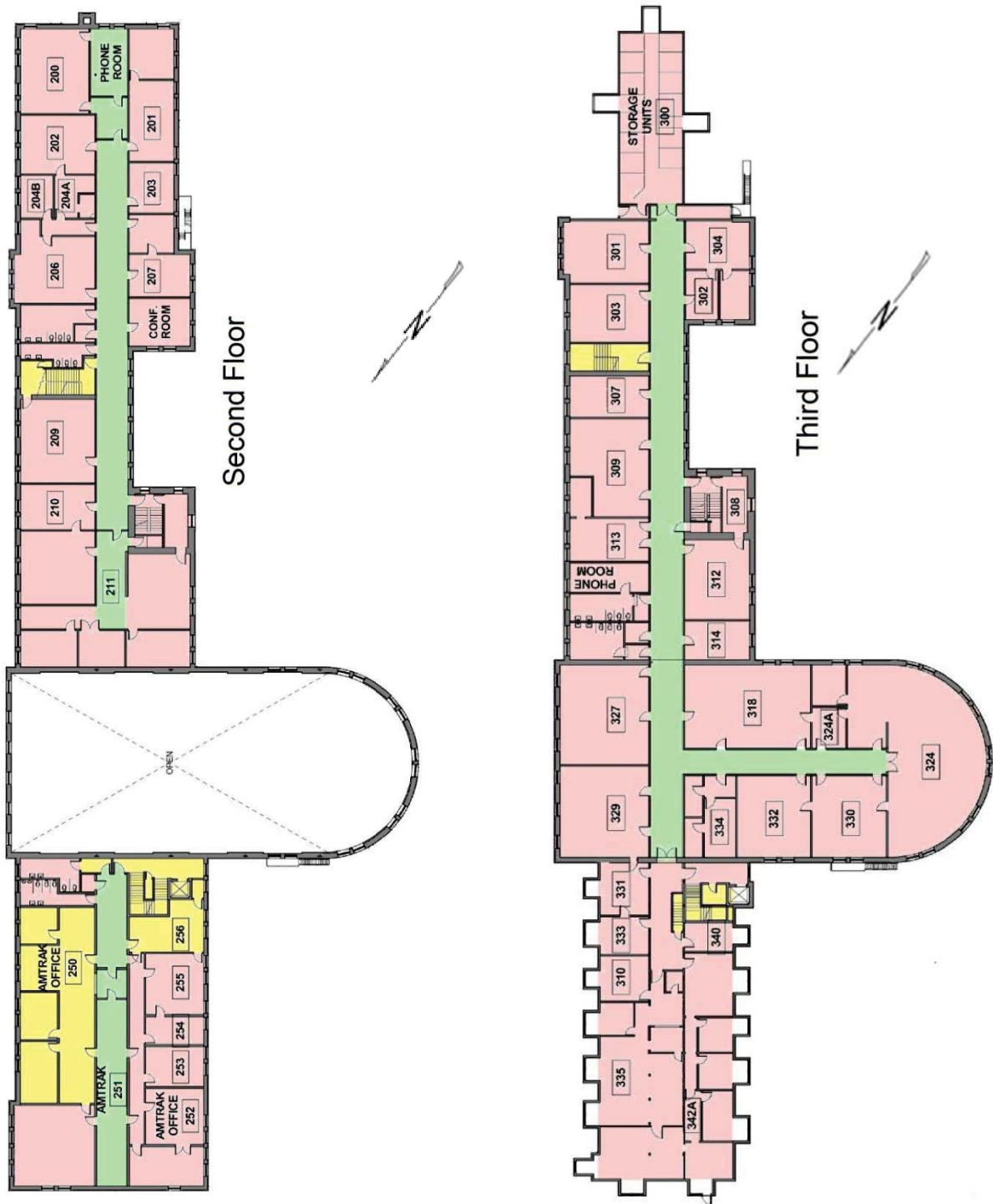
**INDIVIDUAL AREAS SHOULD BE EVALUATED PRIOR TO ANY PROPOSED MODIFICATION OR CHANGE**

- = Primary
- = Secondary
- = Tertiary
- = Non-historic

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Relative Significance of Interior Spaces: MAIN TERMINAL, Floor Levels 2 & 3  
(See key on preceding page)

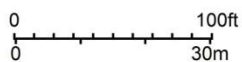
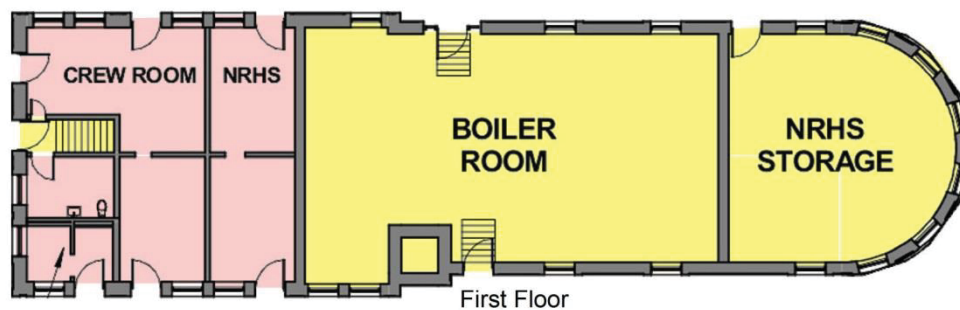
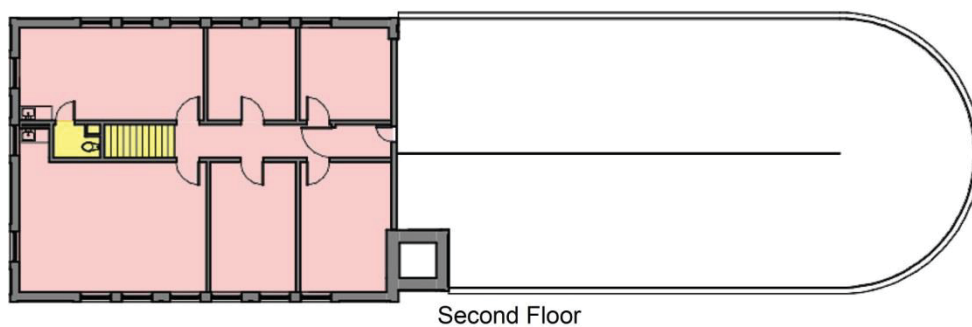
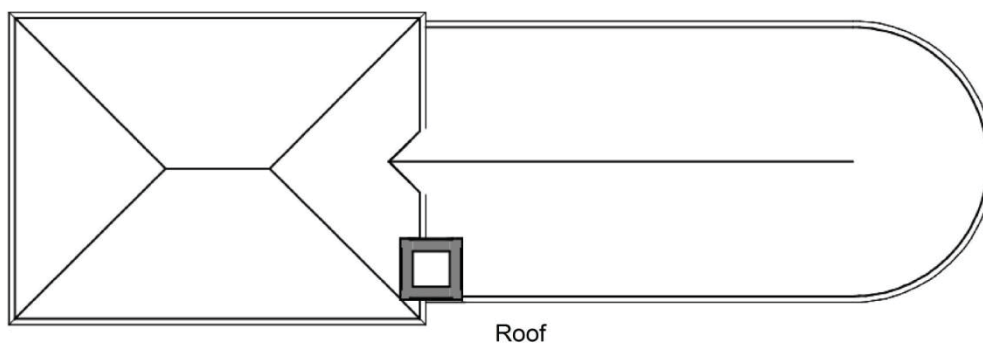


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Relative Significance of Interior Spaces: ANNEX

(See key on Page 22)



- = Primary
- = Secondary
- = Tertiary
- = Non-historic

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**3.0 Front Yard Landscape (1896, as modified):**

This feature consists of a triangular-shaped landscaped area near the SW corner of the terminal, bounded by NW Irving Street and NW 6<sup>th</sup> Avenue. Serially modified over time, the Front Yard currently includes a small lawn, large shrubs, trees and other plantings that serve to define the building from the roadbed.

**KEY Character-Defining Elements:**

- Landscaped area between the Terminal and adjacent sidewalk.

**4.0 Interlocking Tower (1914):**

A two-story, finely-detailed, brick structure, the Interlocking Tower was built in 1914 to replace an earlier wood frame structure at this location and relies upon materials and design that complement the Main Terminal and Annex designs. The tower historically contained switching gear related to the operation of the yard, and it is reportedly the only such feature remaining in Oregon and one of the few in the Western United States. The Interlocking Tower is now leased to Tri-Met and holds equipment related to the operation of the MAX line. The exterior of the Annex Building is considered additionally eligible under Criterion C however the interiors have been substantially altered and have little relationship to their original design.

**KEY Character-Defining Elements:**

- Isolated structure within train yard
- Exterior brick masonry with glazed terra cotta accents
- Wood sash windows
- Stepped/decorative parapet

**5.0 Track Nos. 1-4 (1896, as serially upgraded):**

Railway tracks, including rails, ties, ballast and right of way located within the nominated area. Serially upgraded and modified to meet new transportation requirements and changes in rail technology, the significant relationship between Union Station and its role in the rail system of the Pacific Northwest constitutes the primary significance under Criterion A of this feature. Periodic replacement, upgrade, and modification of the tracks, ballast and related components that maintain that relationship are considered consistent with the historic character of the resource (Individual lines are identified as 5.1, 5.2, etc., but are counted as a single resource)

**KEY Character-Defining Elements:**

- Functioning feature that allows for safe multiple track train transport parallel to Main Terminal.

**6.0 Platform Canopy No. 1 (1905, as modified):**

A Platform Canopy consists of a series of multi-component steel support structures (of painted angle-iron), rising from small concrete piers and flaring outward as “umbrellas” to support lateral steel purlins that support a (non-original, installed 1990) red metal standing seam gable roof and the hardscape platform that they shelter. The two sides of Platform Canopy No. 1, with a disconnected gap below the High Shed (Resource ID 8.0) are considered as a single resource. Platform Canopy No 1 is located between Tracks 2 and 3 and runs approximately 1,708 feet in length.



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**KEY Character-Defining Elements:**

- Individual linear element parallel to tracks, each canopy protects two tracks and provides weather protection to travelers embarking and disembarking from the trains as a key element of the primary rail transportation function.
- Simple open steel construction, multi-parted center “umbrella” support posts
- Metal gable roof
- Perpendicular to and intersecting High Shed (continuing both north and south)
- Hardscape surface (*either* asphalt or concrete) below the metal canopy

**7.0 Platform Canopy No. 2 (1905, as modified)**

Consisting of a series of multi-component steel support structures (of painted angle-iron), rising from a small concrete pier and flaring outward to support lateral steel purlins that support a (non-original) red metal standing seam gable roof and the hardscape platform below. Like Canopy No. 1, Platform Canopy No. 2 was re-roofed with red standing seam metal, in place of earlier corrugated galvanized, in 1990. Platform Canopy No. 2 also exists in two parts, with gap below the High Shed (Resource ID 7.0) but is considered a single resource. The platform canopy also includes the concrete platform itself. It is unclear if the modification that reduced the western plane of the gable roof to create additional train clearance happened before or after the roof replacement. Platform Canopy No. 2 is located between Tracks 4 and 5 and is approximately 1,913-feet in length.

**KEY Character-Defining Elements:**

- Individual linear element parallel to tracks, each canopy protects two tracks and provides weather protection to travelers embarking and disembarking from the trains as a key element of the primary rail transportation function.
- Simple open steel construction, multi-parted center “umbrella” support posts
- Metal gable roof
- Perpendicular to and intersecting High Shed (continuing both north and south)
- Hardscape surface (asphalt or concrete) between tracks

**8.0 High (Concourse) Shed (1905, as modified):**

This resource is a steel framed gable-roofed structure that runs perpendicular to and above Tracks 1-4, east of the main waiting room and, like the platforms, includes the hardscape surface below. The High Shed is approximately 65'-0" by 85'-0."

**KEY Character-Defining Elements:**

- Perpendicular orientation to terminal, tracks and platform canopies, to provide weather protection for travelers embarking and disembarking from the trains as a key element of the primary rail transportation function.
- Located above (higher) than platform canopies
- Simple, open-sided metal frame construction
- Metal gable roof
- Hardscape surfacing (*either* asphalt or concrete)

**9.0 Block Y (Forecourt/Landscape and Parking) (1920, as serially modified):**

This resource includes the “island,” (ID 9.1), the parking area (ID. 9.3) and that portion of the right-of-way designed as NW Station Way in 2003 (ID 9.2). As identified in 1903-04 by the

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Olmsted plan, the Block Y area plays a key role in establishing the entry character to the terminal and its open character establishes and supports the public qualities of Union Station. In addition, Block Y has been documented as a site of potential value from an archaeological perspective and should be monitored during any ground disturbing activities. (Individual elements are identified as 9.1, 9.2 and 9.3, but counted as a single resource.)

**KEY Character-Defining Elements:**

- “Open” character that allows visual access to Main Terminal from the west, landscape and grade-level parking areas both support this character.
- Landscape “island” dividing NW Station Way and front entry.

**10.0 Butler Building (1963)**

A large metal clad gable volume located at the northern end of the main terminal, this structure was built in 1963 following the removal of the mail shed. Although older than fifty years of age, this structure was built outside of the revised Period of Significance and is not considered historic or character defining.

**KEY Character-Defining Elements:**

- Not Applicable/Not Historic

**11.0 Pedestrian Arch Bridge (2000)**

Designed by ZGF Architects, Portland, this steel pedestrian bridge was installed to provide direct access across the yard between Union Station and Naito Parkway. This structure was built outside of the revised Period of Significance and is not considered historic or character defining.

**KEY Character-Defining Elements:**

- Not Applicable/Not Historic

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**TABLE 1: Identified Resources at Union Station**

Resource ID (revised)	Name/Description	Year Built	Evaluation (Criterion)	Resource Count
1.0	Main Terminal	1896 (1930), as modified	Contributing (A,C, includes some interior spaces)	1
1.1	Nursery (Diaper Depot)	1944	Contributing (A)	-
2.0	Annex Building	1896, as modified	Contributing (A,C), exterior only	1
3.0	Front Yard Landscape	1896, as modified	Contributing (A)	-
4.0	Interlocking Tower (VC)	1914, as modified	Contributing (A,C), exterior only	1
5.1	Track No. 1	1896, as modified	Contributing (A)	1
5.2	Track No. 2	1896, as modified	Contributing (A)	-
5.3	Track No. 3	1896, as modified	Contributing (A)	-
5.4	Track No. 4	1896, as modified	Contributing (A)	-
6.0	Platform Canopy No. 1 (including concrete platform)	1905, as modified	Contributing (A)	1
7.0	Platform Canopy No. 2 (including concrete platform)	1905, as modified	Contributing (A)	1
8.0	High (Concourse) Shed	1905, as modified	Contributing (A)	1
9.1	Block Y Island (TL 2301))	1920, as modified	Contributing (A)	1
9.2	Block Y (NW Station Way R-O-W)	1920 (2003), as modified	Contributing (A)	-
9.3	Block Y Parking Area (TL 2300) (Forecourt)	1920, as modified	Contributing (A)	-
10.0	Butler Building	1963	Non-Historic	NC
11.0	Pedestrian Arch Bridge	2000	Non-Historic	NC
<b>TOTALS</b>			<b>CONTRIBUTING</b>	<b>9</b>
			NON-CONTRIBUTING	2

Union Station, individually listed on the National Register of Historic Places, retains high integrity and is considered historically significant for its association with the broad themes of Oregon and Portland history. Individual built elements are additionally significant for their architectural design.

- The Period of Significance for Union Station is established at 1893-1950, reflecting the original design and construction of the Main Terminal and its modifications and additions through the end of the World War II era, specifically including c. 1915-22 site modifications that established the current, open, character to the west of the Main Terminal in Block Y, and the 1940-50 WWII and immediate postwar facility improvements and expansions, including the iconic "Go By Train" signage, that were occasioned by the growth of train travel. The 1927-30 major interior renovation of the waiting room and other key*

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*spaces of the Main Terminal, designed by Pietro Belluschi for A. E. Doyle and Associates, is identified in particular as a historically important modification that, while at variance from the original Van Brunt & Howe design, has achieved significance in its own right.*

- ***Union Station, including the resources detailed herein, remains historically significant and eligible for listing in the National Register of Historic Places.*** All identified resources are significant under **Criterion A**, for their association with the history and development of railroad transportation in the Portland, Oregon, area. Select resources, including the Main Terminal, Annex, Interlocking Tower, Platform Canopies and High Shed are additionally eligible for listing under **Criterion C**, for their design, workmanship, use of materials, and other visual factors as they relate their original design, construction, workmanship and use of materials, including modifications and alterations during the period of significance.
- ***The boundaries of the nominated area are revised and expanded to include approximately 8.24 acres as described below.***

**Nominated Area Boundaries:**

The original 1975 nomination of Union Station to the NRHP included minimal legal description of the boundary, simply defining the property as being within Couch's Addition to Portland, Blocks 194, K and X. The 1975 boundaries excluded significant portions of the property as generally understood, including the track, platform canopies, landscaped areas and associated features. Accordingly the nomination boundary of the property was modified and clarified in 1989 as follows.

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

While providing some clarification, the 1989 boundary description also falls short of a comprehensive boundary in that it does not include that portion of the track and platform canopies (approximately 50-feet in length) located on what is now identified as Tax Lot 1N1E34BD-1201. It also does not include the Interlocking Tower (built in 1914) that is also located on that parcel. The existing boundary appears to exclude what is now defined as Tax Lot 1N1EBB-1306, containing both track and a portion of Platform Canopy No. 1, and ends at a seemingly arbitrary point in the middle of that resource. The nominated area additionally excludes Track No. 4, meaning that it probably excludes all of Platform Canopy No. 2.

In order to include the entirety of both Platform Canopies 1 and 2, the concrete platforms beneath them, and the equivalent length of Tracks 1 through 4 beside them, along with the Interlocking Tower, an integral element of Union Station development that was built in 1914 to replace an earlier, original, wood frame feature of similar function, **the nominated boundary is revised as follows** (Table 2).



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**TABLE 2: Tax Lots Comprising the Nominated Area**

Portland's "Union Station" is a multi-component resource that consists of built resources, landscape features, and other lands described by the Multnomah County Assessor's Office on the following tax parcels;

ID No.	State ID	Description/Included Features	Ac.
R141472	1N1E34BD-1200	Main Terminal, central portions of canopies 1-2 and tracks 1-3	4.81
R626121	1N1E34BD-1201	South portions of canopies 1-2 and tracks 1-3, Interlocking Tower	.66
R636518	1N1E34BD-2301	Landscaped Island, Eastern portion of Block Y in Couch's Addition	.24
R1414480	1N1E34BD-2300	Parking area/Open Area, Western portion of Block Y in Couch's Addition	.58
R533588	1N1E34BB-1306	North portions of canopies 1-2 and tracks 1-3 (Lot 6, Station Place Subdivision)	1.95
R141443	1N1E34BB-900	Owned by PTRR, only the western 48" of this lot containing that portion of the cement platform below Canopy No. 2 is included in the NR Boundary.	<1.0
R140956	1N1E34BB-1200	Owned by PTRR, railroad track	
R141447	1N1E34BD-1000	Owned by PTRR, railroad track	
R141479	1N1E34BD-1100	Owned by PTRR, only the western 48" of this lot containing that portion of the cement platform below Canopy No. 2 is included in the NR Boundary.	
		<b>TOTAL ACREAGE +/-</b>	<b>8.24</b>

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The boundary is on the nominated area is more specifically described as;

Beginning at a point on the southwest corner of Block "Y," of Couch's Addition to the City of Portland, in Multnomah County, Oregon, thence north approximately 712.5 feet in a line parallel with the centerline of the Broadway Bridge ramp, to the southwest corner of tax lot 1N1E34BB-1306, thence northwesterly approximately 1067 feet along the western boundary of said tax lot to its northwestern corner on the southern side of NW 9<sup>th</sup> Street, thence northeasterly along the northern boundary of said tax lot approximately 67 feet past the northeastern corner of said tax lot to include the western 4'0" (approximately) of Tax Lot 1N1E34BB-900, the intent being to include that portion of said tax lot containing all of the cement platform below Platform Canopy No. 2, then southeasterly along the eastern boundary of that platform, continuing in the same line for the entire length of Tax Lot 1N1E34BB-900 along the eastern edge of the cement platform to the southeastern end of that platform to a point on the eastern boundary of Tax Lot 1N1E34BD-1100, then southeasterly along the eastern boundary of that tax lot to southeastern corner, then west to the intersection of the western boundary of Tax Lot 1N1E34BD-1100 with the northeastern corner of Tax Lot 1N1E34BD-1201, then southeasterly along the eastern boundary of said tax lot to its southeastern corner, a combined distance of approximately 2488 feet, then west along the southern boundary of said tax lot (being the northern side of NW Hoyt Street), then northwesterly along the western boundary of said tax lot to its intersection with Tax Lot 1N1E34BD-1200, thence westerly along the southern boundary of said tax lot (being the northern side of NW Irving Street) to the point of beginning at the southwestern corner of Tax Lot 1N1E34BD-2300, containing in all 8.24 acres, more or less, it being the intent to encompass the entire area containing the main terminal of Union Station, including the Interlocking Tower, the Annex, the landscaped areas in Block Y, the entire length of Platform Canopies 1 and 2, the High Shed, and Tracks 1 through 4 as exist in an area bounded by the concrete platform below Platform Canopy No. 2 on the east, NW 9<sup>th</sup> Street on the North, the western boundary of Tax Lot 1N1E34BB-1306, NW Station Way and NW Broadway on the west, NW Irving, NW Hoyt and the southern boundary of Tax Lot 1N1E34BD-1201 on the south, as shown in the attached mapping.

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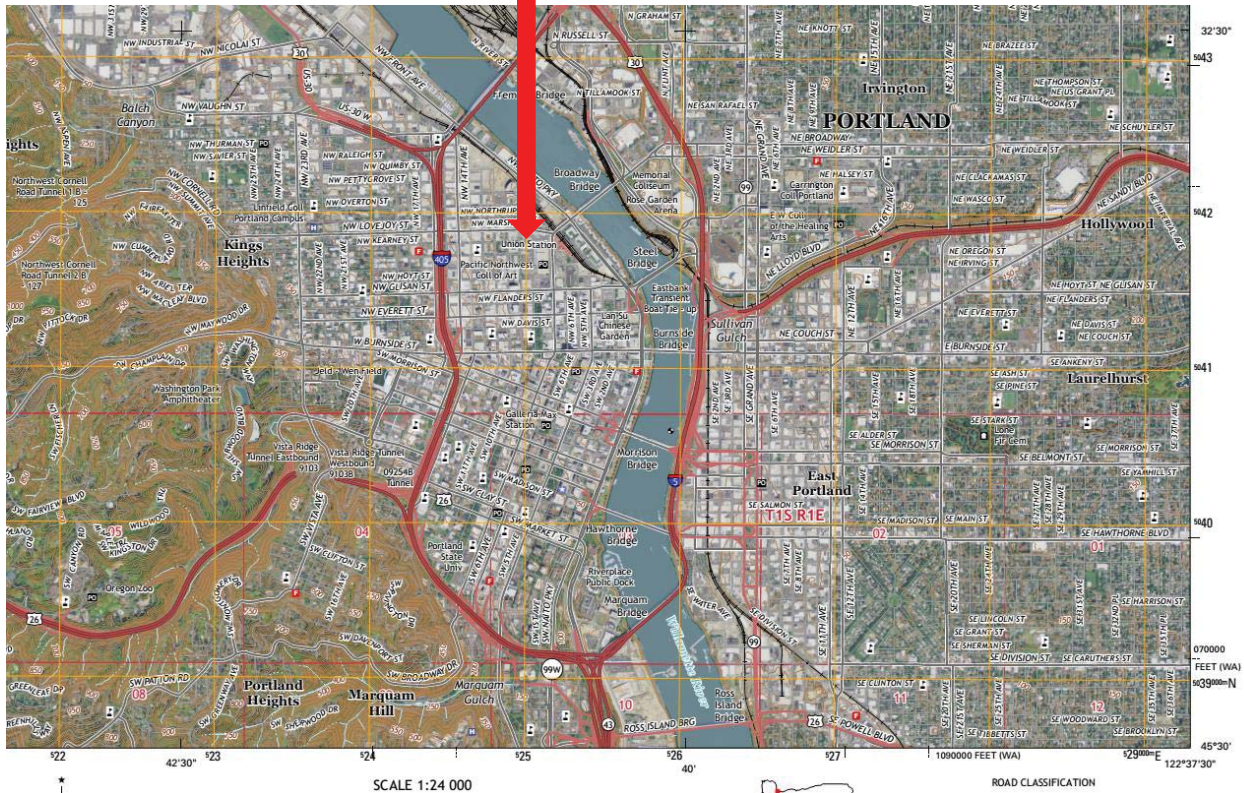
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- Oregonian* (including *Morning Oregonian* and *Sunday Oregonian*). Misc. issues as cited in text by date:page.
- [www.rrpicturearchive.net](http://www.rrpicturearchive.net), visited 25-Jun-2015.

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**MAP NO. 1**



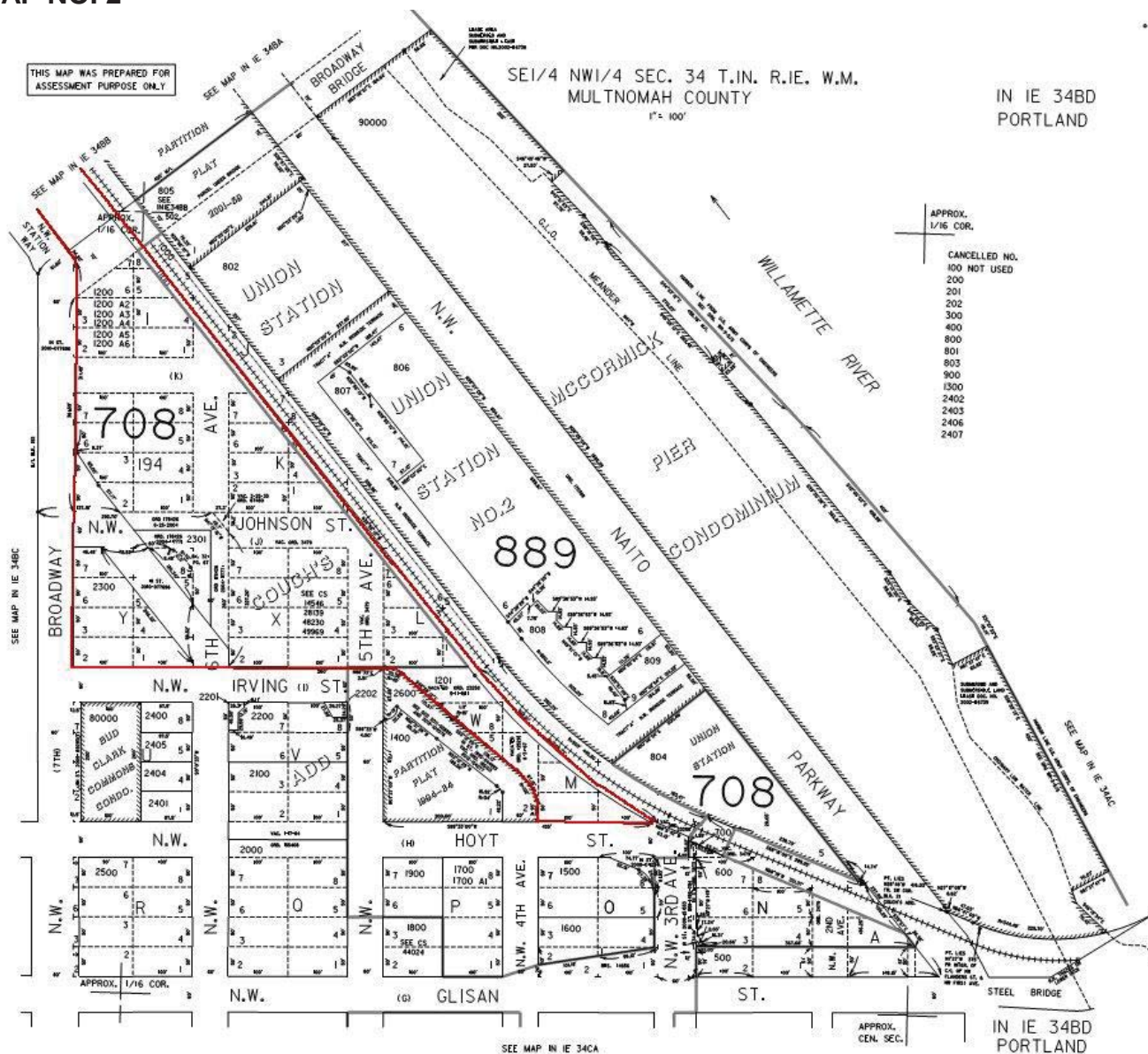
UNION STATION  
Portland, Multnomah County, OR  
USGS "Portland" 7.5 Minute Topographic Map, 2014



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## MAP NO. 2



UNION STATION, NOMINATED AREA (Southern Portion)  
Multnomah County Assessor Plat 1N1E34BD  
(INCLUDES TRACKS 1 through 4)

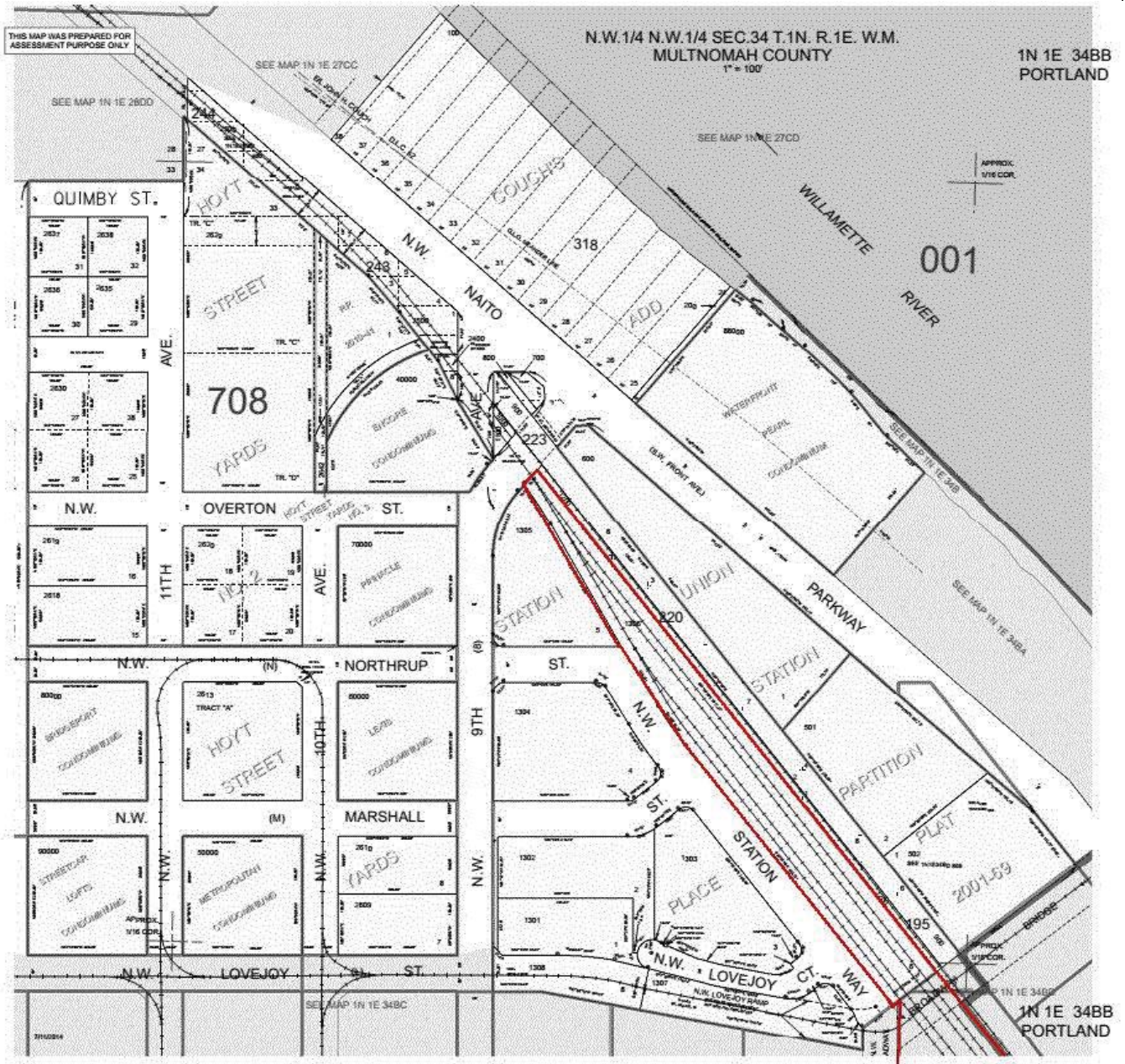




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**MAP NO. 3**



UNION STATION, NOMINATED AREA (Northern Portion)  
Multnomah County Assessor Plat 1N1E34BB





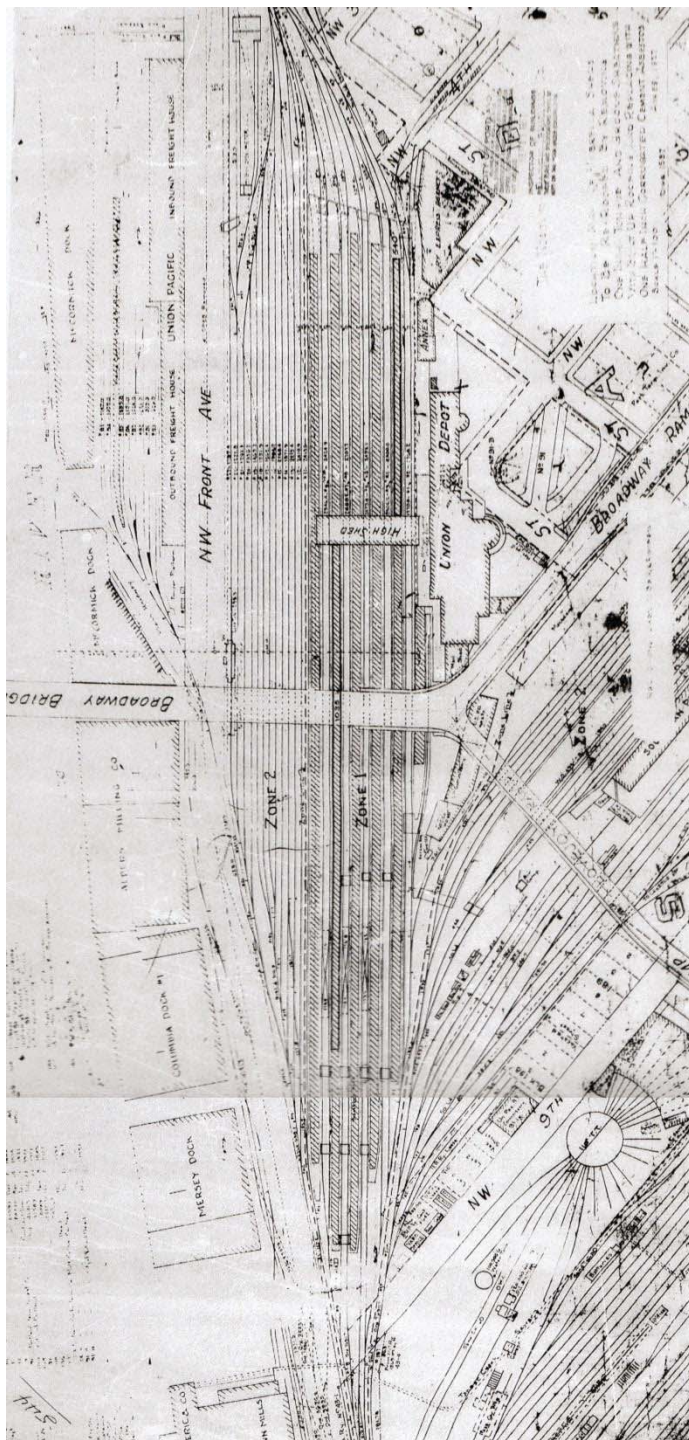
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**MAP NO. 4**



UNION STATION, Yard Layout, 1957  
City of Portland Building Permit Files





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MAP NO. 5 – Nominated Area (Heritage, 2015)





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MAP NO. 6 - Nominated Area, with Tax Lot ID Numbers (Heritage, 2015)





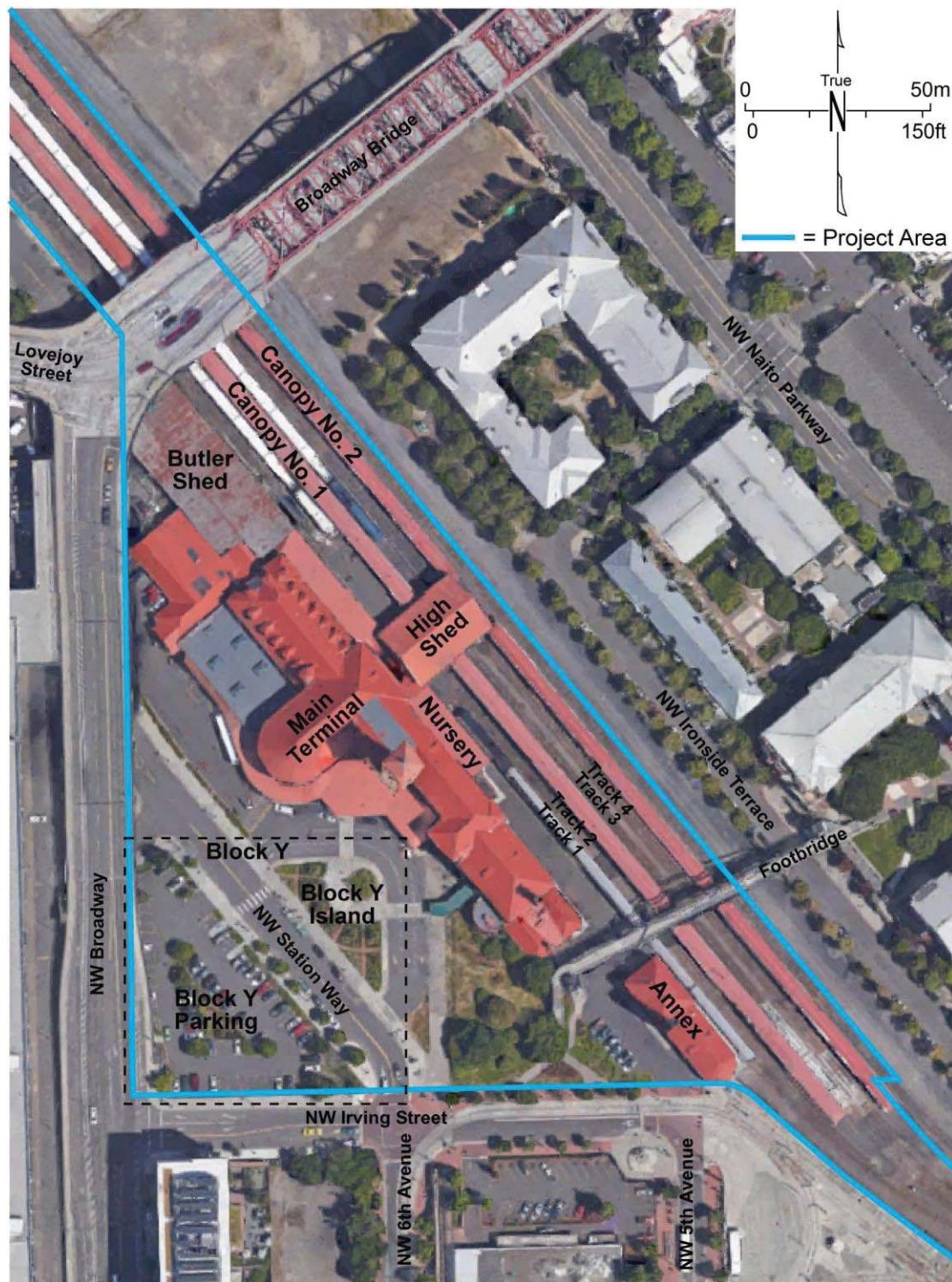
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MAP NO. 7 - Resource Identification (Heritage, 2015)





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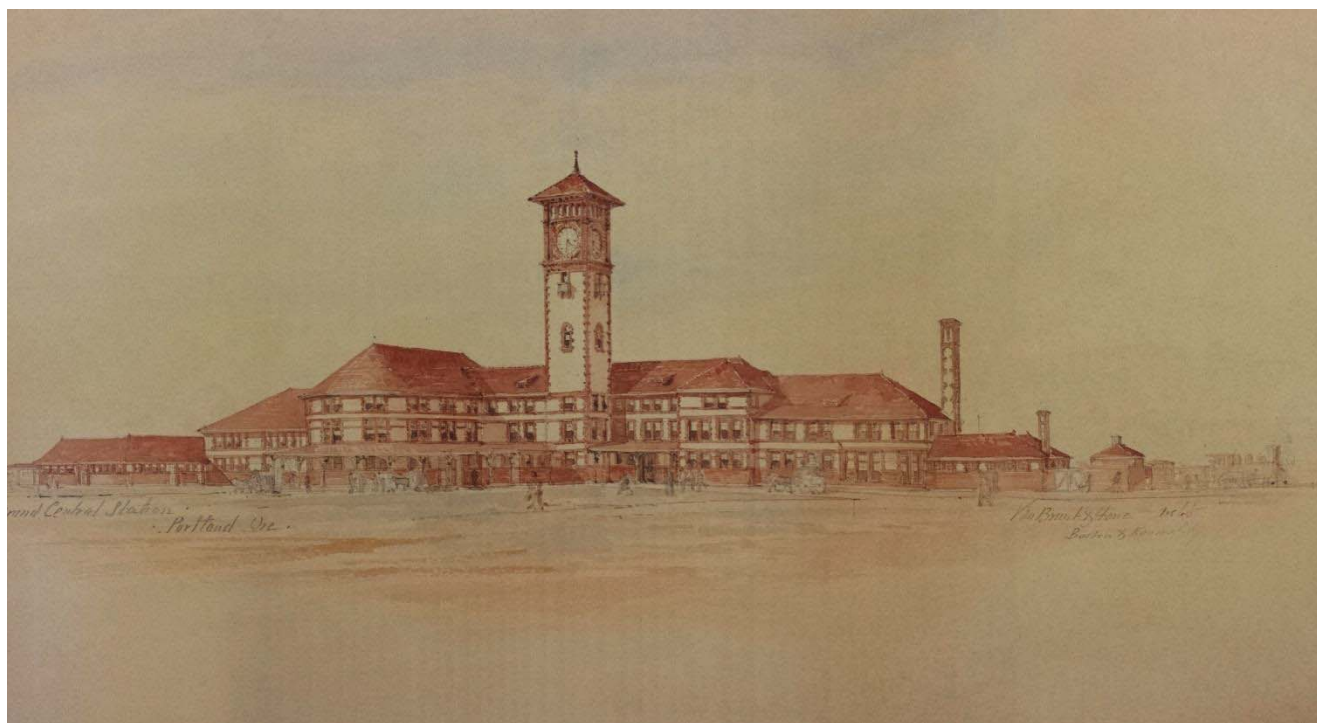


Figure 1. Union Station, c1894, "Grand Central Station, Portland, Ore," Van Brunt & Howe Rendering (OHS, #58771, MS-3053-1).

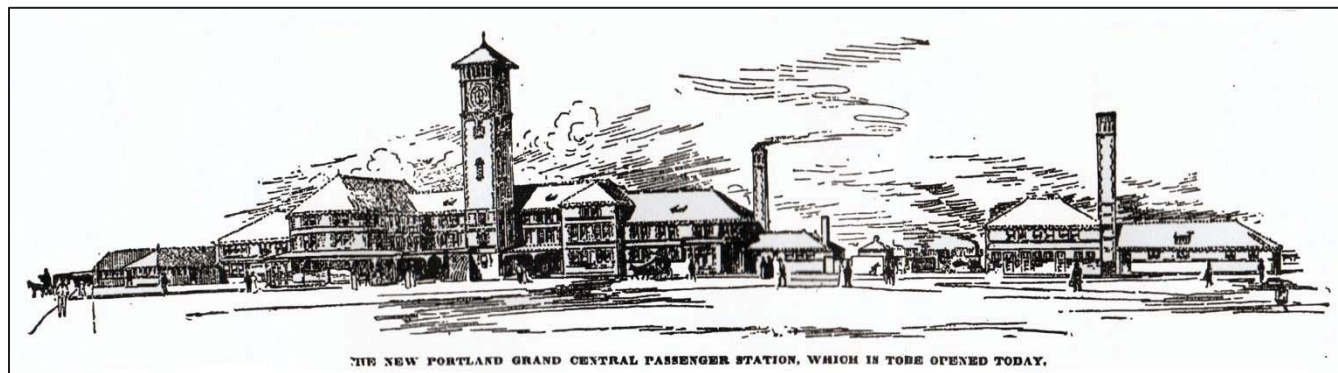


Figure 2. Union Station, 1896, "Station Opens Today" (*Oregonian*, 14-February-1896).

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Figure 3. Union Station, Pre-1904, Note "lean-to, lack of platform canopies (Oregon Historical Society Image No. 013344)



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Figure 4. Union Station, c1901, Main Terminal and "Front Yard," Looking NE on NE 4<sup>th</sup> Avenue (Author Collection)



Figure 5. Union Station, c1905, Main Terminal and Annex (note High Shed & "Lean-To"), Looking NW trackside (Author Collection)



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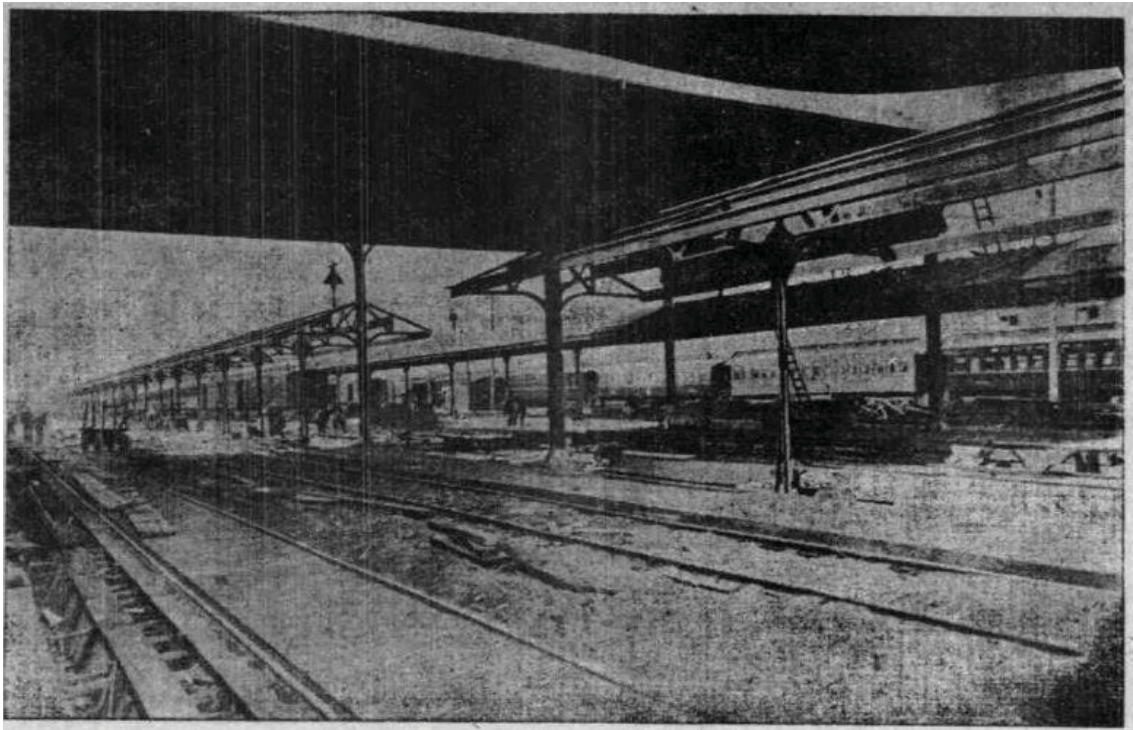


Figure 6. Union Station, 1905, Platform Canopies No. 1 & 2 under construction (*Oregonian*, 17-April-1905, 10:2-5)



Figure 7. Union Station, c1909, Main Terminal, Block Y, with horse drawn-traffic (UO Digital Image PNA-21034),



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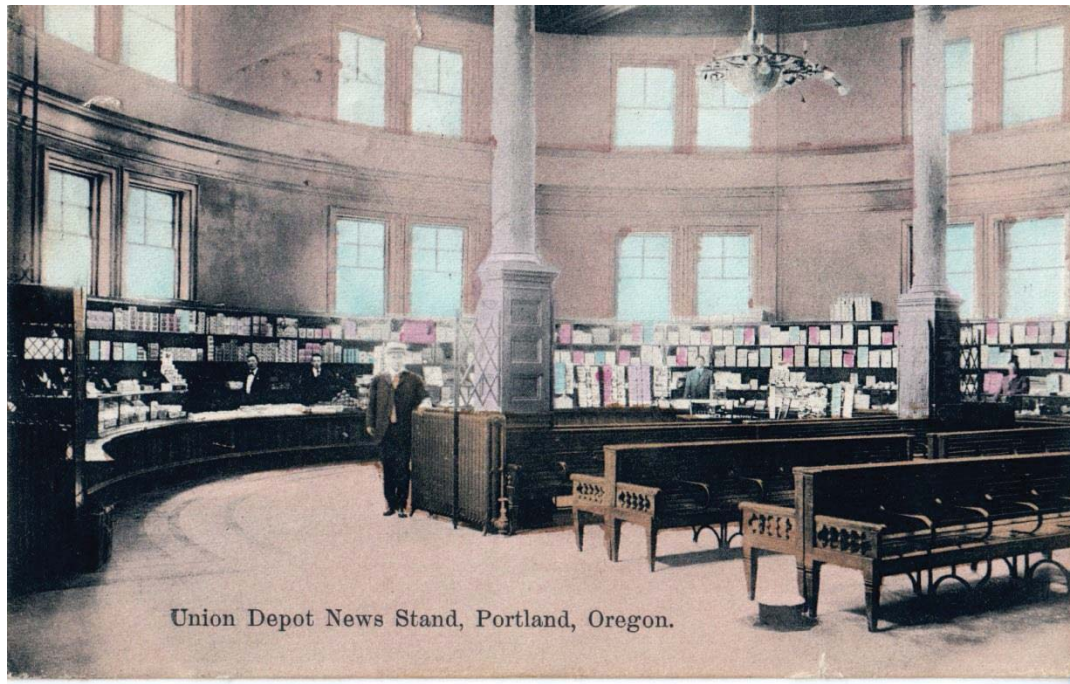


Figure 8. Union Station, Main Hall Interior, Western End, c1905, (Author Collection)

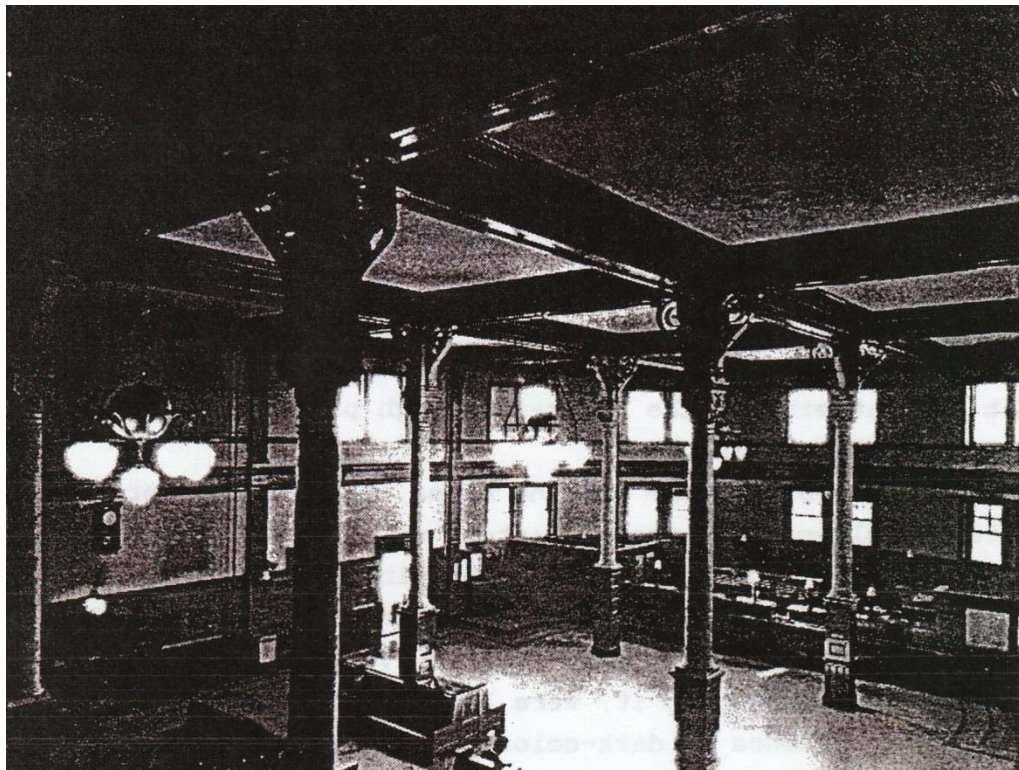


Figure 9. Union Station Main Hall Interior, pre-1929 (c1910), showing relocated ticket counter, etc. (Minnesota Historical Society Images, as reproduced in Erigero, 1987)



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Figure 10. Union Station, c1910, Main Terminal, showing wooden Interlocking Tower, Platform Canopies 1 and 2, High Shed (Oregon Historical Society Image 8792),

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Figure 11. Union Station, March 1972, showing Platform Canopy No.3, (note support variation), (Author Collection)



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Figure 12. Union Station, c1915, Main Terminal, Block Y, with horse drawn-traffic & auto traffic (Author Collection)



Figure 13. Union Station, c1930, Main Terminal, Block Y, showing early landscape and parking (note Oregon Pony) (Author Collection)



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Figure 14. Union Station, Proposed Main Concourse Remodeling (Doyle/Belluschi), (*Oregonian*, 21-July-1929)



Figure 15. Union Station, June 1948, Main Terminal, Block Y, after Vanport Flood (Author Collection)



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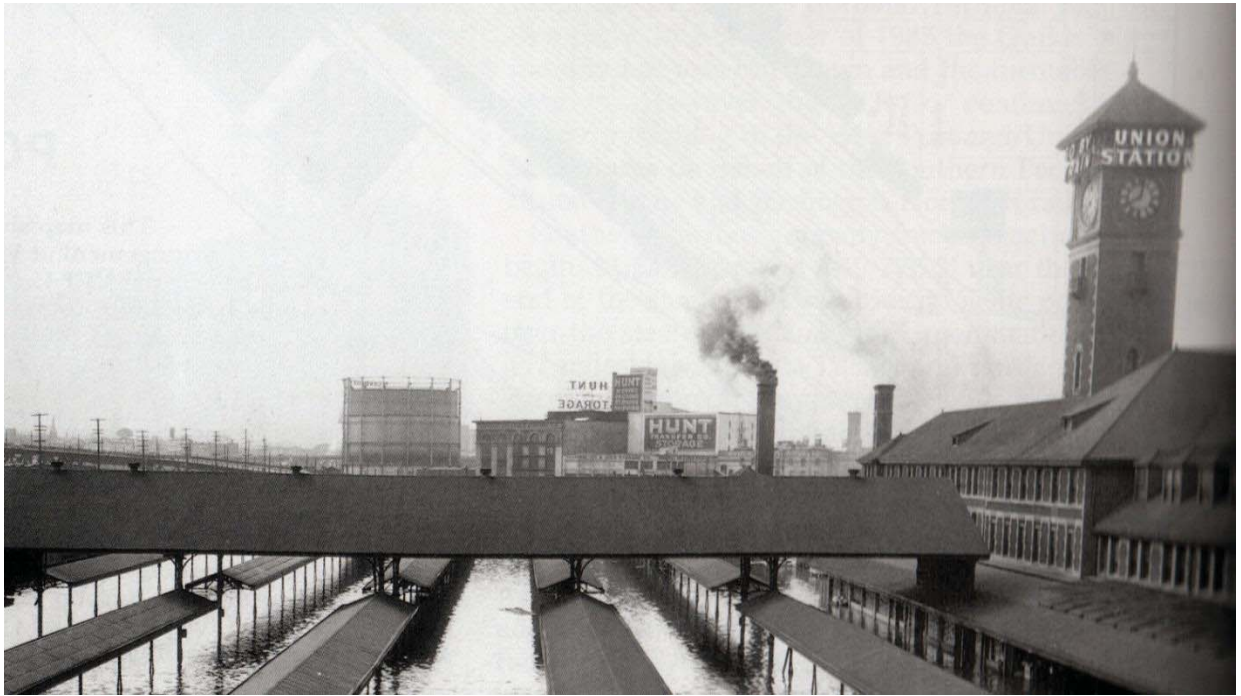


Figure 16. Union Station, June 1948, Main Terminal, Trackside, after Vanport Flood (Austin-Dill)



Figure 17. Union Station, June 1948, Aerial View, after Vanport Flood, note Canopies 1-5, High Shed (Author Collection)



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Figure 18. Union Station, June 1948, Vanport Flood, Note Block Y, five Platform Canopies and fully extended High Shed  
(Portland Archives A1999.004.1110)



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Figure 19. Union Station, c1952, Main Terminal, Block Y, (Author Collection)



Figure 20. Union Station, c1952, Main Terminal, Block Y, (Author Collection)



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Figure 21. Union Station, Aerial View 1936, showing Block Y development, Platform Canopies 1-4 and High Shed (UO Map Library)

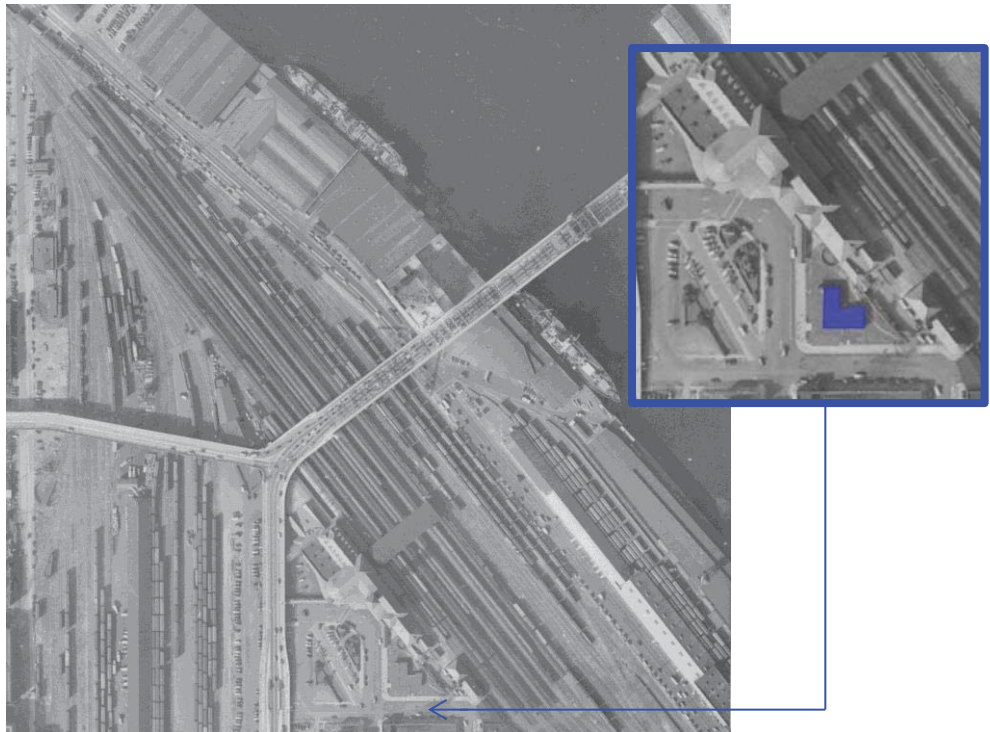


Figure 22. Union Station, Aerial View 1944 (Inset shows USO Canteen, note Canopies 1-5), (UO Map Library)

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Figure 23. Union Station, Aerial View 1956, (UO Map Library)



Figure 24. Union Station, Aerial View 1970, (UO Map Library)



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Figure 25. Union Station, Aerial View 1980, (UO Map Library)

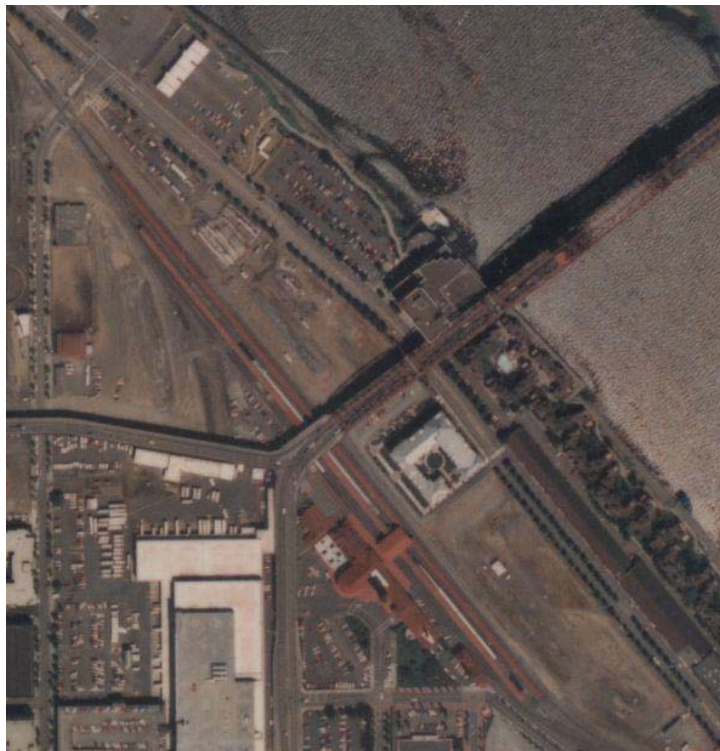


Figure 26. Union Station, Aerial View 1998, (UO Map Library)

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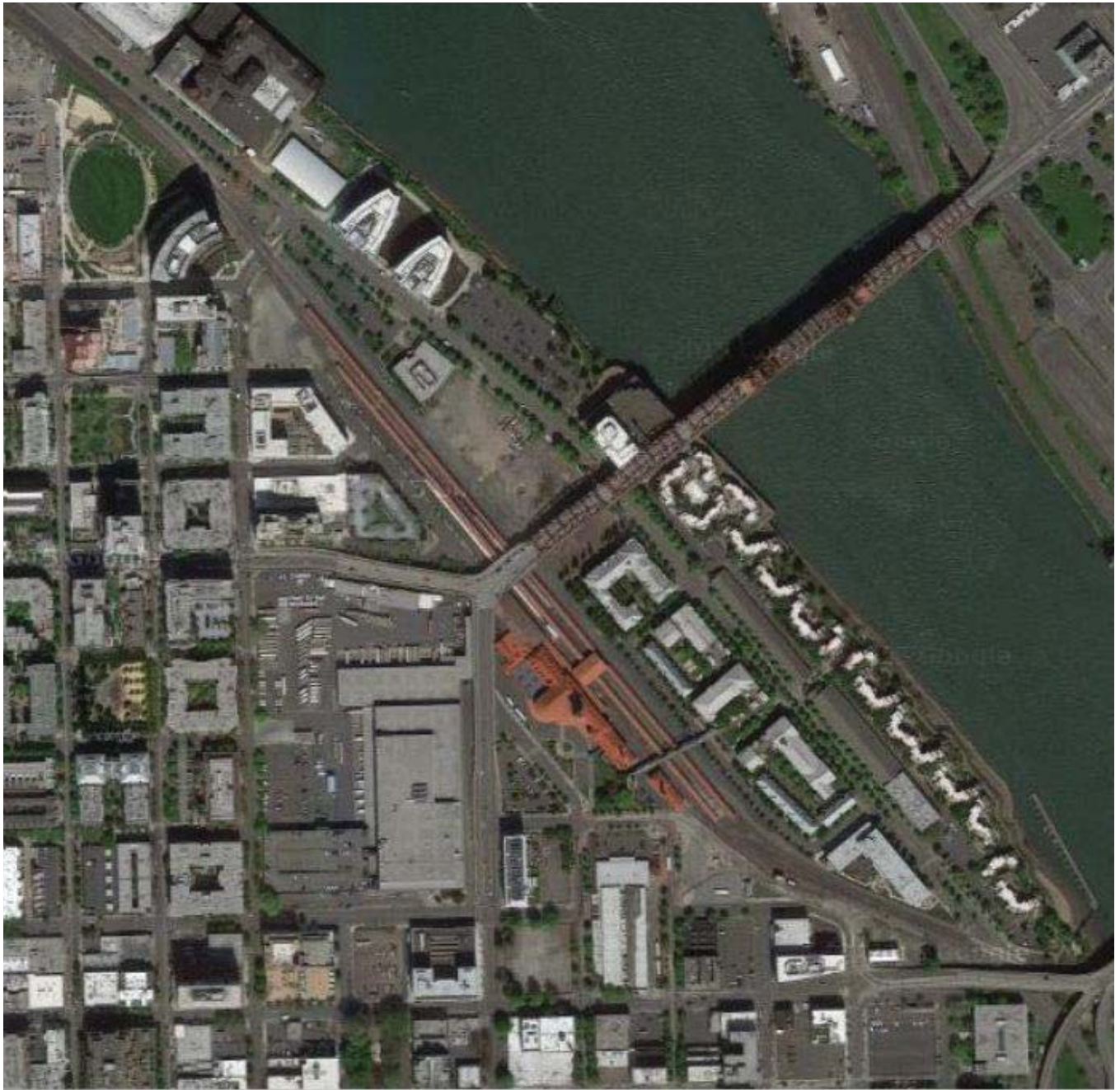


Figure 27. Union Station, Aerial View 2014 (USGS Earth Explorer (<http://earthexplorer.usgs.gov/> visited 12-July-2015))



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Figure 28. Union Station, Main Terminal & "Front Yard," Looking NE, from NW Irving Ave (March 2015)



Figure 29. Union Station, Main Terminal, Entryway, Looking N (March 2015)



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Figure 30. Union Station, Main Terminal, Exterior Details, West-Facing elevation, looking South from 3<sup>rd</sup> Floor (July 2015)



Figure 31. Union Station, Main Terminal East-facing (Trackside) elevation, Looking NW (April 2015)

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Figure 32. INTERIOR: Union Station Main Terminal, Main Waiting Room, Looking West (April 2015) (PRIMARY SPACE)



Figure 33. INTERIOR: Union Station Main Terminal, Main Waiting Room, Looking East (July 2015) (PRIMARY SPACE)

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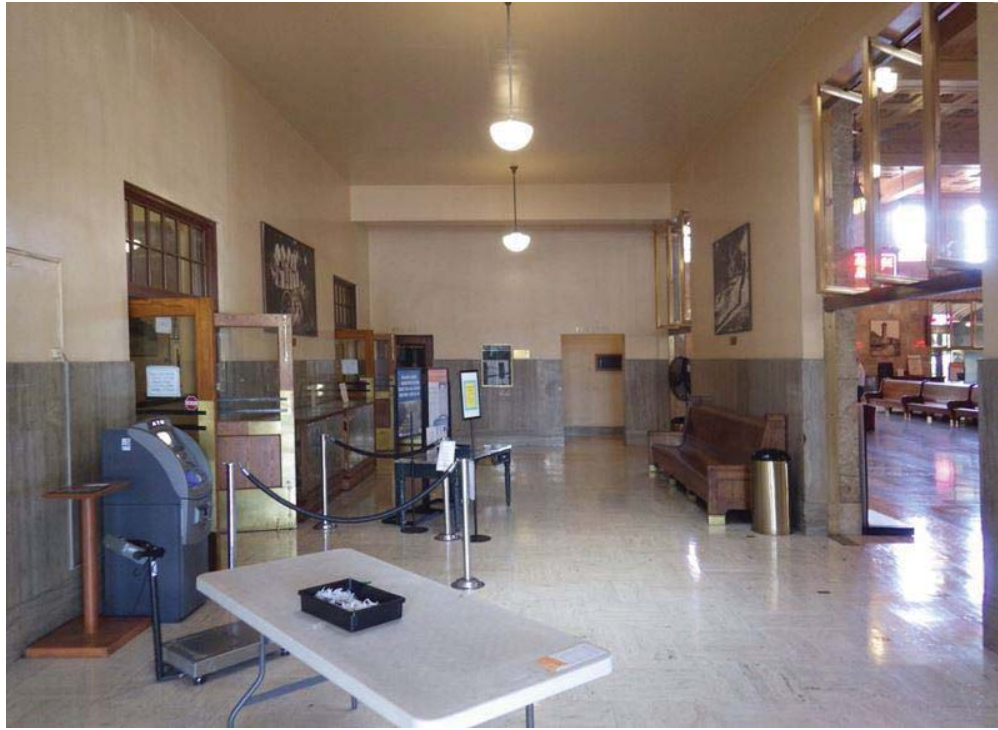


Figure 34. INTERIOR: Union Station Main Terminal, Baggage Entry, Looking West (July 2015) (PRIMARY SPACE)



Figure 35. INTERIOR: Union Station Main Terminal, Baggage Counter Area, Looking East (July 2015) (PRIMARY SPACE)



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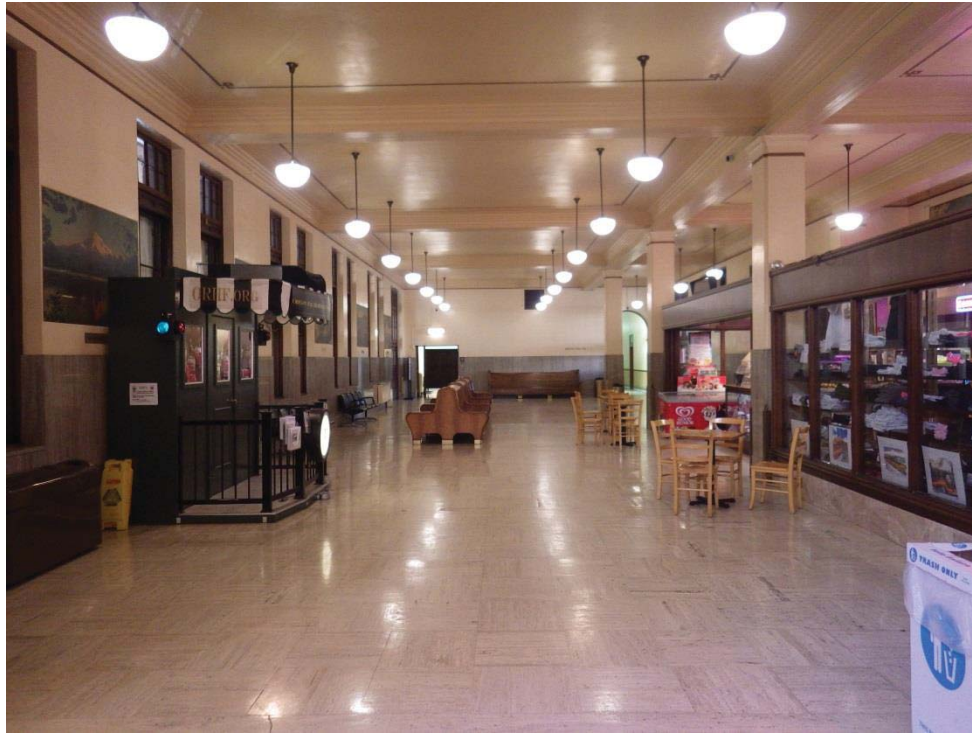


Figure 36. INTERIOR, Union Station Main Terminal, South Concourse, Looking south (July 2015) (PRIMARY SPACE)

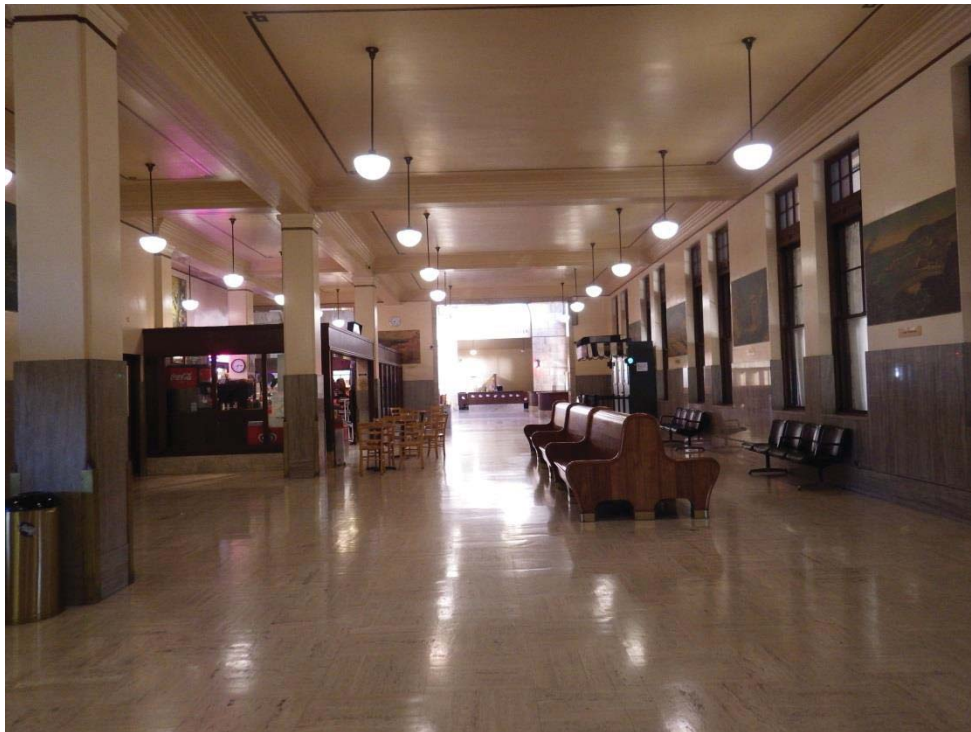


Figure 37. INTERIOR, Union Station Main Terminal, South Concourse, Looking north (July 2015) (PRIMARY SPACE)

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Figure 38. INTERIOR, Union Station Main Terminal, Upper Floor Hallway, Typical (July 2015) (PRIMARY SPACE)



Figure 39. INTERIOR, Union Station Main Terminal, Upper Floor Hallway, Typical (July 2015) (PRIMARY SPACE)



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Figure 40. INTERIOR, Union Station Main Terminal, Upper Floor Hallway, Typical (July 2015) (PRIMARY SPACE)



Figure 41. INTERIOR, Union Station Main Terminal, Passenger Loading Area (Lean-To), Looking North (July 2015) (PRIMARY SPACE)



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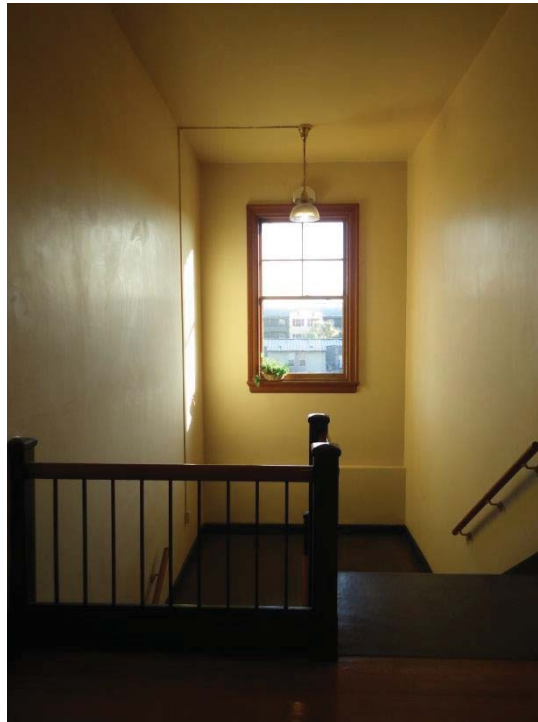


Figure 42. INTERIOR, Union Station Main Terminal, Interior Stairwell & Landing, Typical ((July 2015) (SECONDARY SPACE)



Figure 43. INTERIOR, Union Station Second Floor Amtrak Offices Rm 251, (IBI Image, Feb 2016), (SECONDARY SPACE)

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Figure 44. INTERIOR, Union Station Second Floor Amtrak Offices Rm 251, (IBI Image, Feb 2016), (SECONDARY SPACE)



Figure 45. INTERIOR, Union Station Second Floor Amtrak Offices Rm 251, (IBI Image, Feb 2016), (TERTIARY SPACE)

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Figure 46. INTERIOR, Union Station Second Floor Offices Rm 252, (IBI Image, Feb 2016), (TERTIARY SPACE, TYPICAL)



Figure 47. INTERIOR, Union Station Second Floor Offices Rm 256, (IBI Image, Feb 2016), (TERTIARY SPACE, TYPICAL)



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Figure 48. INTERIOR, Union Station Third Floor Offices Rm 313, (IBI Image, Feb 2016), (TERTIARY SPACE, TYPICAL)



Figure 49. INTERIOR, Union Station Third Floor Offices Rm 327, (IBI Image, Feb 2016), (TERTIARY SPACE, TYPICAL)

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Figure 50. Union Station, Main Terminal "Rose Garden," Looking North (July 2015)



Figure 51. Union Station Main Terminal, Nursery (Diaper Depot) and Lean-To, Looking NW (April 2015)



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Figure 52. Union Station Annex, Looking SW (July 2015)



Figure 53. Union Station VC/Interlocking Tower, Looking NW (July 2015)



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Figure 54. Union Station, Tracks 1-2, Canopy No. 1, High Shed, Looking South (April 2015)



Figure 55. Union Station, Trackside View, looking North from Interlocking Tower (July 2015)

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Figure 56. Union Station, Platform Canopies and Tracks from beneath High Shed, Looking South (July 2015)



Figure 57. Union Station, Platform Canopy 1, Looking South (July 2015)



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Figure 58. Union Station, High (Concourse) Shed, Looking East from Main Terminal (July 2015)



Figure 59. Union Station, Block Y Landscape areas, Looking West from Main Terminal 2<sup>nd</sup> Floor (July 2015)



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Figure 60. Union Station, Block Y Landscape & Parking, Looking East from Broadway Bridge Approach (July 2015)



Figure 61. Union Station, "Butler Mail Shed," Looking South toward Terminal (March 2015)