

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED AUG 28 1978

DATE ENTERED OCT 10 1978

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Bay E, West Ankeny Car Barns

AND/OR COMMON

LOCATION

STREET & NUMBER

2706 NE Couch Street

NOT FOR PUBLICATION

CITY, TOWN

Portland

VICINITY OF

3rd

CONGRESSIONAL DISTRICT

STATE

Oregon

CODE

41

COUNTY

Multnomah

CODE

051

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY
			<input type="checkbox"/> MUSEUM
			<input type="checkbox"/> PARK
			<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER:

OWNER OF PROPERTY

NAME Robert A. and Frank A. Bitar

STREET & NUMBER 3316 SE Ankeny Street

CITY, TOWN

Portland

VICINITY OF

Oregon

STATE

97214

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Multnomah County Courthouse

STREET & NUMBER 1021 SW Fourth Avenue

CITY, TOWN

Portland

Oregon

STATE

97204

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Portland Historical Landmark

DATE 1978

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS Portland Historical Landmarks Commission
Bureau of Planning, 424 SW Main

CITY, TOWN

Portland

Oregon

STATE

97204

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Bay E of the West Ankeny Car Barns is a single-story rectangular building of brick construction measuring 50x185'. The interior is open, except for the south end bay which is partitioned for offices and toilet facilities on the ground level and a mezzanine above. The roof is supported by wooden trusses of a modified Pratt type using steel vertical tie rods and with top extensions to frame the continuous roof monitor skylight. Brickwork is unornamented except for the projecting courses articulating the south face. The pattern is common running bond with every seventh course laid with headers. Window sills and wall copings are of in-situ cast concrete. Metal window sash and metal clad fire doors are used, as is a composition roof. The building is protected by automatic sprinklers throughout. It is sound and in maintained condition. The brick walls and piers are in need of repointing, but otherwise appear sound.

In 1933, East Burnside Street was widened, and the project required the south end facade to be rebuilt along original lines. Existing glazing on the south end dates from the 1930s. Historically, the building functioned as a general maintenance shed. Street cars were rolled in through the open north end fronting on NE Couch Street. Today, the north end is enclosed with a temporary wood wall. Apart from those modifications, the structure is unaltered. There appears to be no evidence today of an internal turn-a-round system for the cars. The space to the east formerly occupied by Bay D of the Ankeny Car Barns is now cleared and used for outside storage and parking. Overhead lines have been removed and streetcar tracks have been paved over.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1911 BUILDER/ARCHITECT Unknown

STATEMENT OF SIGNIFICANCE

Street railways had a leading role in Portland's development and expansion. Their routes--later linking into the present public transportation network--and the neighborhoods which they were built to serve, gave Portland its present form. Streetcar transportation grew with the city and reached its peak of service in the early 1940s. Out of eight streetcar barns which once were distributed throughout Portland, only three have remained to the present day. These are the Center Street Shops (now being demolished), the Sellwood Car Barns, and Bay E of the Ankeny Car Barns*. Bays D and E--variously designated "West Ankeny Car Barns" or "Couch Street Car Barns", depending on the particular map or reference consulted--were part of the facilities supporting the Montavilla, Rose City, Sandy Boulevard streetcar lines. This complex was conceived in 1890 when the Portland and Fairview Railway Company planned the route, but was constructed after 1892 by the successor City and Suburban Railway Company. The initial part of the complex--completed in 1901--was located on the block east of 28th Avenue, between East Burnside and NE Couch Streets. The facilities later expanded to lots southeast and northwest of the intersection of East Burnside Street and 28th Avenue.

The history of these streetcar lines and their supporting facilities is intimately connected with Portland's physical, political and economic development. The names of many prominent Portlanders appear in the records of the successive traction companies, names such as Tyler Woodward, Henry Failing, H.C. Campbell, J.C. Ainsworth and C.A. Dolph. The property is part of the original 1850 land claims of J.N. Dolph and Joseph Simon.

With the platting of Laurelhurst in 1904 on the lands of William S. Ladd's "Hazelfern Farm," the Montavilla streetcar line played a central role in this landmark real estate development. Much of the romance of Portland's trolley era was captured by Oregon poet and writer Ben Hur Lampman in his Out at the End of the Car Line. The Lampmans' residence was at the end of the Montavilla carline, SE 84th Avenue and East Burnside Street.

The Ankeny Car Barns continued in use until February, 1950, when the "Owl Run" of the Willamette Heights streetcar left the end of the run (NW Gordon and Thurman Streets) at 5:54 AM and traversed the city, ending at the Ankeny Car Barns. The car barns were sold by Portland Traction Company to the Bitar Brothers in June, 1954.

Bay E of the Ankeny Car Barns remains as a prominent brick witness to the streetcar era in East Portland. It is located among a collection of contemporary McKinley Era buildings around a principal intersection on the city's east side. Two corners of this intersection have their original wooden construction-shop and apartment structures standing in good condition. Directly south of the car barn is an early motor garage and service station building which is well maintained. The 1920s Laurelhurst Theater occupies the northwest corner of the intersection adjacent to the car barn property. The car barn is suitable for restoration and adaptation to a variety of commercial uses which would not compromise its structural integrity.

*NOTE: The transit system along Burnside was known as the East Ankeny Line. On it was a car barn complex known as the Ankeny Car Barns. It consisted of two groups of buildings, one west of 28th Avenue, and one east of 28th Avenue. It is the only surviving remnant of the complex (Bay E of the westerly Ankeny complex) which is the subject of this nomination.

CHOICE LOCATION
Centrally located
M-3 ZONE
WILL DEVELOP ALL OR PART
BITAR BROS.
14 NE 157 AVE



Bay E. West Ankeny Car Barns
2706 NE Couch Street
Portland, Multnomah County, Oregon

South face, fronting East Burnside

1 of 8

Albert W. Solheim photo, 1978
117 SW Taylor
Portland, OR 97204

DOE
OCT 10 1978



CHOICE LOCATION
WISDOM
WILL DEVELOP ALL OR PART
BITAR, BRIS.
IN NE 107 462

Bay E, West Ankeny Car Barns
2706 NE Couch Street
Portland, Multnomah County, Oregon

Detail of south face rebuilt along original lines after street-widening in 1933.

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Albert W. Solheim photo, 1978
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OCT 10 1978



Bay E. West Ankeny Car Barns
2706 NE Couch Street
Portland, Multnomah Co., Oregon

AUG 26 1978

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OCT 10 1978

North face and west elevation,
showing central monitor.

Albert W. Solheim photo, 1978
117 SW Taylor
Portland, OR 97204



WAREHOUSE
NO. 3

JOINT
VEHICLES
ONLY

THESE TWO
PARKING SPACES
FOR
COMPANY VEHICLES ONLY

PRIVATE
PARKING
MANAGED

Bay E, West Ankeny Car Barns
2706 NE Couch Street
Portland, Multnomah Co, Oregon

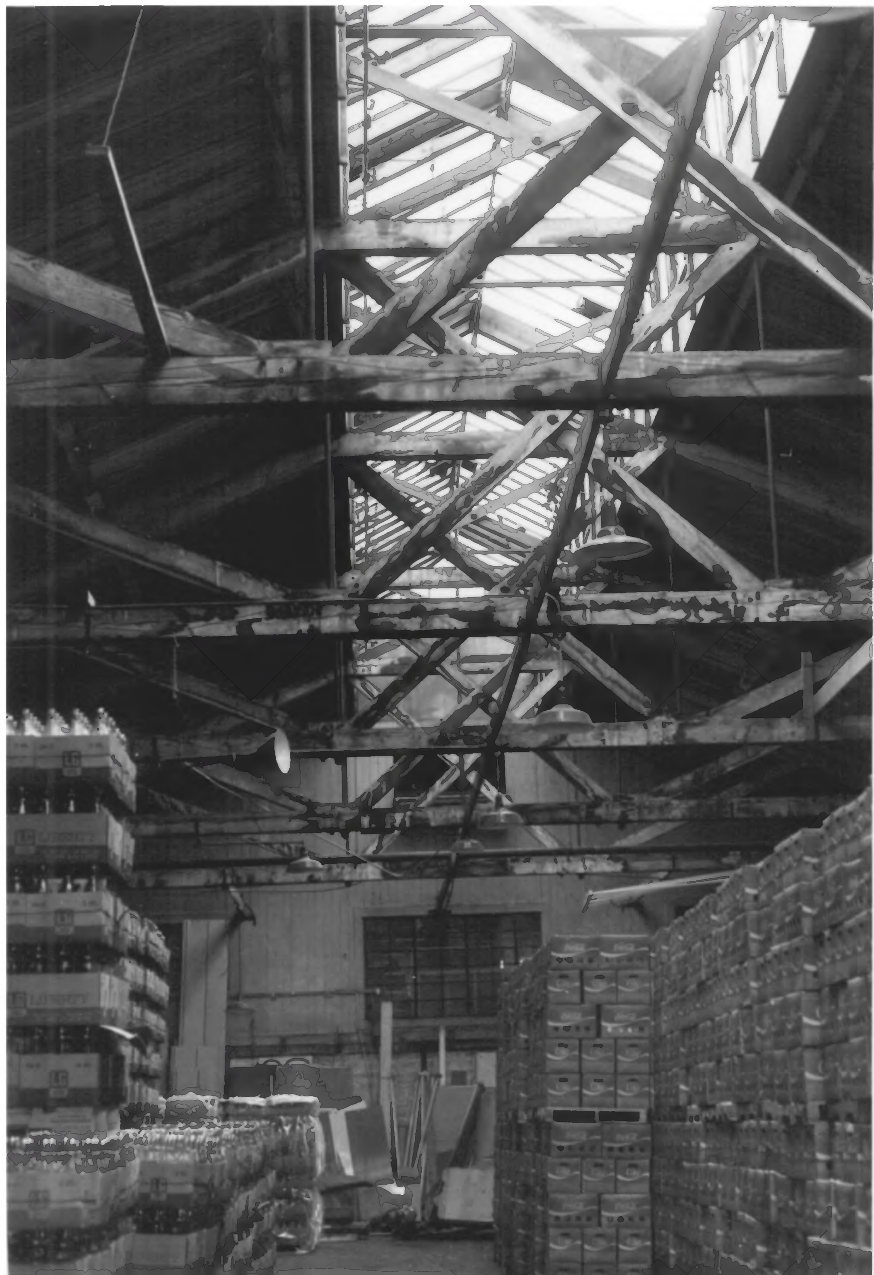
Detail of north face (originally
open to receive streetcars)
fronting NE Couch St. Temporary
wood wall is of comparatively
recent date.

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Albert W. Solheim photo, 1978
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Bay E. West Ankeny Car Barn
2706 NE Couch Street
Portland, Multnomah Co, Oregon

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Interior view showing roof
trusses and continuous monitor.
Looking toward south end.

Albert W. Solheim photo, 1978
117 SW Taylor
Portland, OR 97204

ACE
OCT 10 1978



Bay E. West Ankeny Car Barn
2706 NE Couch Street
Portland, Multnomah Co., Oregon

AUG 28 1978

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Detail of east wall originally
shared by Bay D.

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OCT 10 1978

Albert W. Solheim photo, 1978
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Portland, OR 97204



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AUG 28 1978

West Ankeny Car Barns, Bays D
and E
Portland, Multnomah Co, Oregon
Portland Railway, Light and
Power Company photo, c. 1911

Oregon Historical Society

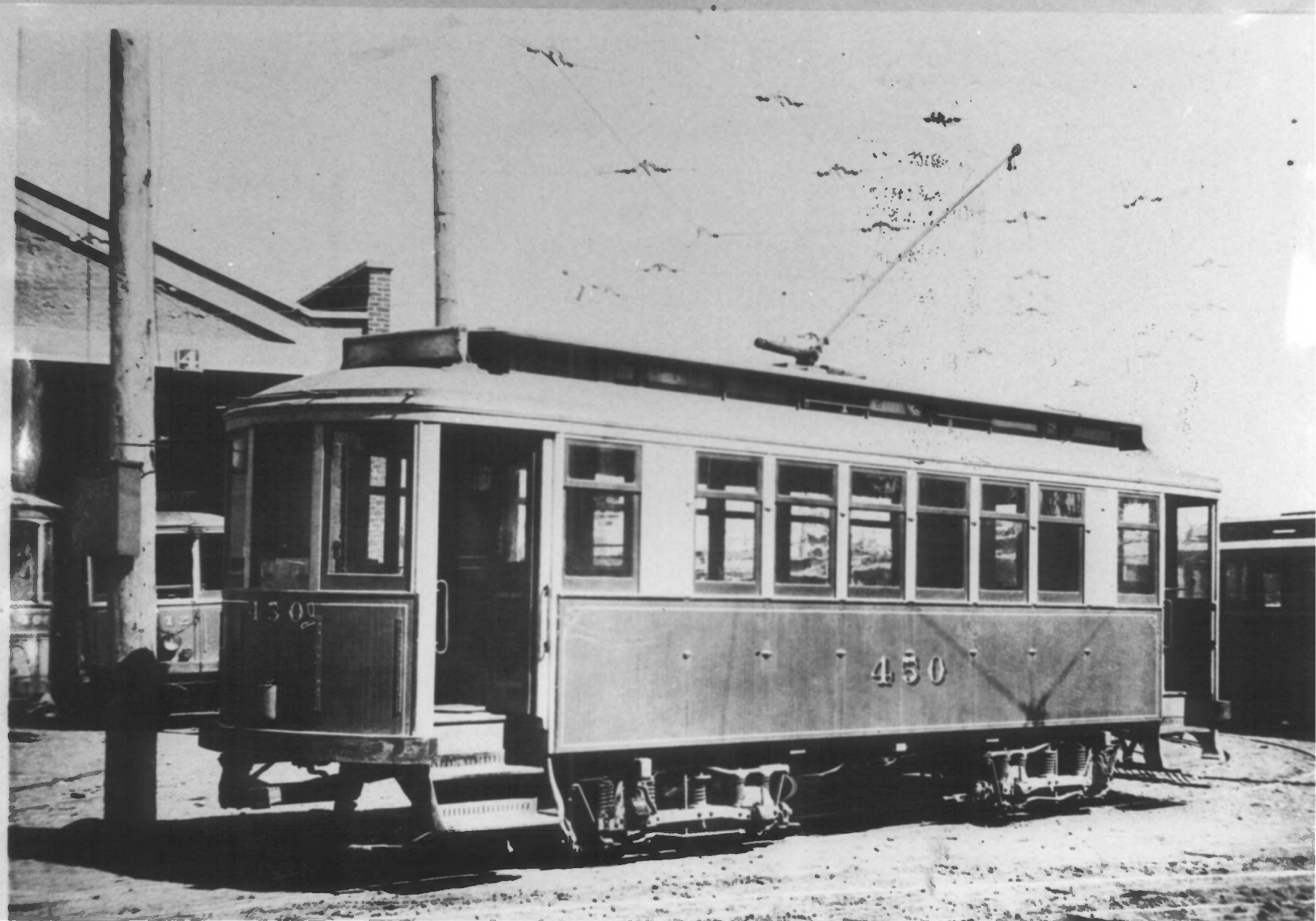
1230 SW Park Avenue

Portland, OR 97205

(neg. #128-12)

DOE
OCT 10 1978

Cars - #450.



West Ankeny Car Barns
Portland, Multnomah Co., Oregon
Portland Railway, Light and
Power Company photo, c. 1912

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~~AUG 28 1978~~

Car No. 450 and the north (en-
trance-exit) end, Bay E

Oregon Historical Society
1230 SW Park Ave. (Neg. #129-54)
Portland. OR 97205