

Spokane Register of Historic Places Nomination

*Spokane City/County Historic Preservation Office, City Hall, Third Floor
808 Spokane Falls Boulevard, Spokane, Washington 99201-3337*

1. Name of Property

Historic Name: McClintock-Trunkey Annex Building
And/Or Common Name: Spokane Parking Center

2. Location

Street & Number: 125 S. Stevens Street
City, State, Zip Code: Spokane WA 99201
Parcel Number: 35191.5511

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> building	<input type="checkbox"/> public <input type="checkbox"/> both	<input type="checkbox"/> occupied	<input type="checkbox"/> agricultural	<input type="checkbox"/> museum
<input type="checkbox"/> site	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> work in progress	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure			<input type="checkbox"/> educational	<input type="checkbox"/> residential
<input type="checkbox"/> object	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes, restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes, unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other

4. Owner of Property

Name: Evergreen Parking & Warehouse, LLC
Street & Number: 1325 W. 1st Avenue #210
City, State, Zip Code: Spokane WA 99201
Telephone Number/E-mail: codyc14@hotmail.com

5. Location of Legal Description

Courthouse, Registry of Deeds	Spokane County Courthouse
Street Number:	1116 West Broadway
City, State, Zip Code:	Spokane, WA 99260
County:	Spokane

6. Representation in Existing Surveys

Title: Enter previous survey name if applicable
Date: Enter survey date if applicable ☐ Federal ☒ State ☐ County ☐ Local
Depository for Survey Records: Spokane Historic Preservation Office

7. Description

Architectural Classification**Condition**

- ☐ excellent
☒ good
☐ fair
☐ deteriorated
☐ ruins
☐ unexposed

Check One

- ☐ unaltered
☒ altered

Check One

- ☒ original site
☐ moved & date _____

8. Spokane Register Criteria and Statement of Significance

Applicable Spokane Register of Historic Places criteria: Mark "x" on one or more for the categories that qualify the property for the Spokane Register listing:

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of Spokane history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory history.
- ☐ E Property represents the culture and heritage of the city of Spokane in ways not adequately addressed in the other criteria, as in its visual prominence, reference to intangible heritage, or any range of cultural practices.

Narrative statement of significance is found on one or more continuation sheets.

9. Major Bibliographical References

Bibliography is found on one or more continuation sheets.

10. Geographical Data

Acreage of Property:

< one

Verbal Boundary Description:

(Includes all three buildings in complex) N.P. RY CO SUB OF R/W (19-25-43) PTN OF LTS 1-6 BLK "a" AND RR R/W DAF:BEG AT THE PT OF INTERS OF SLY R/W OF 20FT WIDE PUBLIC ALLEY IN BLK 12 OF RAILROAD ADD WITH E R/W STEVENS ST SD PT BEING 141.92FT S OF NW COR SD BLK 12 THE ELY ALG SLY LN OF SD 20FT ALLEY ALG A CURVE CONCAVE NLY WITH RAD OF 1804.38FT AN ARC DIST OF 302.45FT TO A PT ON W R/W OF WASHINGTON ST 106.37FT S OF NE COR OF SD BLK 12 TH S ALG W R/W OF WASHINGTON ST 90FT TH SWLY 309.37FT TO A PT ON E R/W STEVENS ST 130FT S OF POB TH N ALG SD E R/W SEVENS ST 130FT TO POB

Verbal Boundary Justification:

Nominated property includes entire parcel and urban legal description.

11. Form Prepared By

Name and Title: Stephen Emerson, Director

Organization: Archisto Enterprises

Street, City, State, Zip Code: 212 W. Dawn Avenue, Spokane WA 99218

Telephone Number: 509-466-8654

E-mail Address: semerson@ewu.edu

Date Final Nomination Heard: May 16, 2018

13. Signature of Owner(s)

OK not signed ^{SB}

14. For Official Use Only:

Date nomination application filed: 4/20/18

Date of Landmarks Commission Hearing: 5/16/18

Landmarks Commission decision: 5/16/18

Date of City Council/Board of County Commissioners' hearing: 6/18/18

I hereby certify that this property has been listed in the Spokane Register of Historic Places based upon the action of either the City Council or the Board of County Commissioners as set forth above.



Megan Duvall

6/5/18

Date

City/County Historic Preservation Officer

City/County Historic Preservation Office

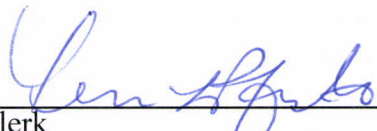
Third Floor – City Hall

808 W. Spokane Falls Blvd.

Spokane, WA 99201

Attest:

Approved as to form:



City Clerk



Assistant City Attorney

SUMMARY STATEMENT

The McClintock-Trunkey Annex Building, at 125 N. Stevens Street, constitutes the remaining portion of a complex of buildings constructed between 1907 and 1917. The Annex occupies the southwest corner of the former complex. It is a 5-story building with concrete superstructure and brick infill that was built to service the elevated railroad viaduct. It is characterized by massive concrete columns that support the weight above them. The windows of the front (west) elevation are symmetrically placed and contain metal sash panes of fixed and casement glass, with vinyl muntins within the double glass panes. The style is a cross between brick commercial and concrete bunker.

DESCRIPTION OF PROPERTY

The McClintock-Trunkey Annex Building was formerly part of a building complex consisting of three separate but contiguous structures. The subject of this nomination is situated in the southwest corner of the former complex and was the last to be built, in 1916 (see HISTORIC CONTEXT, below). It is a poured reinforced concrete and brick structure with a nearly rectangular plan, canted on the south side to conform to the route of the adjacent railroad tracks. It has five stories and a basement, and abutted the original McClintock-Trunkey Building, to the north, and parking garage extension of that building, on the east. The superstructure of the building is poured concrete with non-weight-bearing walls built of brick.

Like the superstructure, the McClintock-Trunkey Annex Building foundation is poured reinforced concrete. The roof is nearly flat with a built-up surface. It has straight brick parapets with metal flashing. The square poured concrete penthouse contains the elevator machinery and an access door for service, as well as a multi-pane metal sash window. Near the northwest corner of the penthouse, abutting the parapet, a brick chimney emerges that once served a boiler in the basement. Another poured concrete structure on the roof is the triangular shaped access to stairs leading to the fifth floor. It is accessed

by a heavy metal door. The roof of the building is not quite flat, with slight depressions that collect rain water that is drained into interior pipes. Also on the roof are a number of upright ventilation pipes. Air is drawn into them by ingenious rotating catch basins that have metal fins that act as rudders to turn the basins to face the direction of the oncoming wind. These still-functional vents allow fresh air to circulate throughout the building keeping it ventilated and dry. Small metal plaques at the top of these pipes identify the manufacturer: THE SWARTWOUT BALL BEARING VENTILATIONS, THE OHIO BLOWER COMPANY, CLEVELAND, OHIO. The company was founded in 1901 by Denton Swartwout, and later branched into a manufacturer of automobile bodies. It declared bankruptcy in 1928, but remained in one form or another for several more decades, eventually being absorbed by other concerns.

The cornices just below the parapets are a simple line of poured concrete modillion blocks. The front (west) elevation is divided into vertical 5-story bays by the poured concrete superstructure. On the four upper levels, the bays are filled in with brick and large aluminum sash windows with concrete sills. The windows are separated into multiple panes by vinyl muntins placed between two layers of glass. These windows are recent replacements, taking the place of former metal sash multiple-pane units. Although new, they were selected to mimic the appearance of the original windows.

The brick panels separating the windows feature brick basket-weave tapestry-work. In the second bay from the left is an iron fire escape system with four landings with railings and ladders. The main entry is located at the far left side of the street level. To its right are four panels containing large metal sash display windows with transoms and vinyl muntins. As above, these panels are separated by the poured concrete of the superstructure. The windows are set within brick surrounds.

The front entry is the most ornamental part of the building. It is recessed into a brick surround crowned by a poured concrete entablature. Concrete appliques at the upper corners of the brick surround proclaim pertinent dates: "ESTABLISHED A.D. 1897" on

the left and “ERECTED A.D. 1916” on the right. Directly above the entablature is an electric sign that reads “SPOKANE WAREHOUSE & STORAGE COMPANY.” This sign likely covers an earlier sign reading “McClintock-Trunkey Co.” (see below). The recessed entry has a brick segmental arch above and is protected by swinging wrought iron gates. The recessed area in front of the doors has a floor of reddish brown tiles. The front entry contains a double set of steel frame and glass doors, with transom and side lights. The transom directly above the doors is engraved with “125 S. Stevens.”

The north elevation and east elevations were once partially obscured by adjacent 3-story buildings that have been removed. The north elevation is mostly brick, but contains several door and window openings that have been filled in with brick or concrete blocks.

The east elevation is divided into three panels separated by the poured concrete superstructure. These panels contain a variety of metal sash multiple-pane window with brick surrounds, as well as a number of former windows that have been filled in with brick. The south elevation, facing the railroad tracks, is divided into seven panels separated by the poured concrete superstructure. The upper levels of the panels contain featureless brick infill. The lower level of each panel contains metal sash multiple pane windows that have replaced steel roll-up cargo doors. The former poured concrete loading docks, situated at the level of the grade of the raised railroad bed, have been removed.

The interior of the McClintock-Trunkey Annex Building is defined by the three-dimensional grid of the poured concrete infrastructure, which creates a symmetrical structure of floors, vertical columns, and cross-beams. The size and shape of the vertical columns is dictated by the weight above them. The lower columns are large and octagonal. With each increase in the height of the level, the columns are reduced in width, narrowing and becoming square towards the top. Non-load-bearing walls are made of brick. The upper four floors are mostly wide open spaces among the columns. Exceptions to this are the enclosed poured concrete stair well, near the northeast corner,

the poured concrete freight elevator shaft, and a few enclosed rooms. The elevator shaft contains an operable enclosed car that is raised and lowered by a system of pulleys and steel cables operated by a motor in the penthouse space at the top of the shaft, on the roof. The motor and pulleys are mounted and embossed with the words "Jones and Loughlin." That is the name of the company that manufactured the metal components of the elevator. It was founded in 1852, in Pittsburg. Initially producing only iron, it started making steel in 1886. A number of historically significant bridges were manufactured with the company's steel.

The poured concrete floors and ceilings are flat, except for the uppermost ceiling, which reflects the depressions on the roof which facilitate drawing water into the interior drainage system. Throughout the interior are networks of ventilation pipes, drainage pipes, and fire prevention sprinkler systems. The basement level is similar to the upper four, with the widest columns of all.

The most complex area in the interior was once in the west portion of the first floor. It is entered through two pairs of recently installed steel and glass doors accessing an entry vestibule. Until recently, this area was divided into a series of small enclosed office spaces. These were semi-enclosed, cubicle-like rooms with wood frames, glass windows, and wood panel and glass doors with transoms. The enclosures of these rooms have been removed, leaving open spaces delineated only by the interior columns of the concrete superstructure. It is currently being converted to use as a bar and lounge.

At the south end of this former office space is a built-in, walk-in safe with a heavy steel door. Presumably the walls are concrete. On the door is written "DIEBOLD SAFE & LOCK CO. CANTON, O." That company was founded in 1859, in Cincinnati. It evolved into Diebold Nizdorf, a financial self-service and security company that today is the largest manufacturer of ATMs in the world. The rest of the first floor is mostly open space and columns similar to those of the upper levels.

ORIGINAL APPEARANCE & SUBSEQUENT MODIFICATIONS

The formidable and durable nature of the concrete and brick structure made it somewhat immune to alterations over the years. The poured concrete superstructure and the brick infill are literally the brick and mortar that holds the building together and are almost entirely intact. Likewise most of the sparse interior spaces are intact as well, basically large spaces with concrete floors and ceilings, with concrete columns that bear the weight of upper floors, decreasing in size as the load lessens in higher stories. Some more recent partitioning has occurred but at this time is quite limited. Further modifications of the interior are anticipated, as the building will be renovated for multiple uses by future tenants.

Some window and door spaces have been filled in, but most fenestration openings are intact, including the ground-level storefront windows and the front entry, although the more recent sign above it likely obscures an earlier sign, incised into the concrete. Beside the scars left by the removal of previous adjacent buildings and the brick in-fill of former windows, the most noticeable alterations of the exterior are the wholesale replacement of original multiple pane metal sash windows. To mitigate this replacement of original construction materials, the new windows selected are metal sash multiple pane with vinyl muntins. These units retain much of the appearance of the older windows.

Section 8: STATEMENT OF SIGNIFICANCE

Area of Significance: Commerce, Architecture

Period of Significance: 1916-1954

Built Date: 1916-17

Architect: Harold C. Whitehouse (original 1916) construction)

Whitehouse came to Spokane in 1907, and was so inspired by the plans for the Cathedral of St. John that he returned to school, studying architecture at Cornell University. Back in Spokane, he partnered with Ernest V. Price, creating a firm that would last until 1964. Their best-known achievement was the Cathedral of St. John, but Spokane contains many examples of their designs.

Building Contractor: Fred Phair (original 1916 construction)

Phair was one of the most prolific builders in early 20th Century Spokane, specializing in concrete and various types of masonry. As with Whitehouse, his greatest achievement was probably the Cathedral of St. John.

Architect: E.J. Peterson (1951 alterations)

Edwin Peterson practiced architecture in Spokane, and becoming known for his application of a modern aesthetic of clean lines and use of modern materials. A pilot, in 1951 he was recalled into the Air Force. Although maintaining a home in Spokane, his later architectural efforts were pursued on a global basis.

Building Contractor: Peter J. Young & Son (1951 alterations)

HISTORIC CONTEXT

The origins of Spokane can be traced to two ambitious settlers named J.J. Downing and S.R. Scranton, who arrived in the vicinity in the early 1870s. Recognizing the energy potential of the powerful falls of the Spokane River, they built a saw mill near a channel of the river west of Havermale Island. In 1874 they sold their holdings to a partnership that included James N. Glover, who would in time be hailed as the “Father of Spokane.” Glover profited from the mill and other enterprises, as did other early entrepreneurs such as Fredrick Post, who built the first flourmill, A.M. Cannon, who started the first bank in

town, J.J. Browne, who helped develop a new residential neighborhood west of downtown, and Francis Cook, who printed the first local newspaper in Spokane Falls. The Falls part of the name was later dropped. Another important early resident was Henry T. Cowley. Using logs from Glover's mill, he and carpenter William Pool, built the first school in town, an enterprise that eventually led to the establishment of elementary and high school education in the area.

The town grew rapidly during the 1880s, reaching a population of 2,000 by 1886. Prosperous businesses were amassing bank capital, attracting more investments and commercial enterprise. The construction of railroads through the area turned Spokane into a transportation and commerce hub. The Northern Pacific was the first intercontinental railroad to pass through Spokane, followed by the Great Northern, the Union Pacific and, later the Chicago, Milwaukee, and St. Paul. Smaller rail lines that connected with Spokane included the Spokane and Palouse, which was built into the rich wheat fields to the south, the Spokane Falls and Idaho, which reached toward Coeur d'Alene Lake and the nearby mining districts, and the Spokane Falls and Northern, which connected with Colville and Canada to the north. All of these lines brought further wealth into Spokane, spurring growth of both the economy and the population.

Into this scene of bustling prosperity, the threat of fire was occasionally interjected. The danger was great because the majority of structures within the rapidly growing community were built of wood, the cheapest and most easily acquired building material. Several early conflagrations had prompted the establishment of a volunteer fire department in 1884, but neither the volunteers nor the inadequate water supply system could stop flames that raced through downtown on August 4, 1889. As illustrated in a map produced by R.B. Hyslop, between the Northern Pacific tracks to the south and the Spokane River to the north, the fire cut a swath through the center of the main business district. In all, about 300 buildings were destroyed, only about thirty of which were brick or stone. The community rebounded quickly, conducting business on the streets from tents for a time. Several lessons were learned; a professional fire department was created

and builders determined that future construction in downtown Spokane would be of masonry - brick, stone and, later, glazed terra cotta.

Among the first to suffer from the Panic of 1893 in Spokane was pioneer A.M. Cannon, who had overextended his investments, some of which subsequently failed. When he was denied funding from local banks to recoup, the bank that Cannon had founded, the Bank of Spokane Falls, closed its doors on June 5, 1893, insolvent. Within just days, a chain reaction of panic closed other major banks and people's savings were snuffed out. Before things leveled out, many formerly rich men had lost their fortunes. But by 1896, the economy was well on its way to recovering. In that year, N.W. Durham wrote: "Spokane stands on the threshold of a new career. It is not a boast to say that the outlook, as we stand in the dawn of a new year, is better than ever for further progress and substantial development. With the planning here of national government interests, the establishment of new productive industries, and the rapid growth of mining interests, Spokane's future is assured."

The history of the Northern Pacific Railroad corridor through downtown Spokane and the complex of buildings that the McClintock-Trunkey Annex Building are part of are intimately linked, associated with the process of Spokane emerging as a hub of transportation of goods. It was the location of the railroad, constructed in 1881, that dictated the location of the buildings, which would operate as a shipping center.

The 2-story portion of the complex was built in 1907 to house the Booth-McClintock Company, which would become the McClintock-Trunkey Company, wholesale grocers, in 1908. Robert Hyslop, in his *Spokane Building Blocks*, relates the complex story of how the company evolved:

Robert O. McClintock had been in the wholesale general merchandise business with his wife's brother, Harry D. Trunkey, in Marianna, Arkansas, from 1889 to 1897, when they moved to Spokane and bought an interest in the Booth-Powell Company, then in the Powell Building at 918-920 Riverside, which had been formed in 1896 from E.L.

Powell's wholesale and retail grocery there since 1900. Powell pulled out in 1900 and formed a competing business, Powell, Roberts & Finley, changed in 1904 to Powell-Sanders. Booth-Powell moved to the southeast corner of Post and Railroad, the Electro-Kold building. In 1903 Booth-Powell became Booth-McClintock. In 1906 it moved to Bernard and Pacific, and in 1907 to this building, where it became McClintock-Trunkey in 1908.

This building, the northwestern portion of the complex, is not the building being nominated. It is the first constructed and where the business was first located. An extension to the south was constructed in 1915, when the Northern Pacific railroad grade separation project was accomplished. This raised the level of the rails so that they would not obstruct traffic flow through the downtown area. The extension to the tracks made the building L-shaped. Soon afterwards the extension to the east was built (also not part of this nomination).

McClintock-Trunkey distributed the Juno Brand of canned vegetables and fruits, as well as packaged goods. It is uncertain if the brand was national or local, but it was not likely local, as it was offered in a variety of grocery outlets. The fact that it was delivered directly to the warehouse by rail suggests a wide distributorship. It has long since been replaced by more familiar brands. The logo, a red and gold embossed label with a cameo-like head of Juno, a Greek mythological figure, was prominently displayed at local grocery stores.

The 5-story McClintock-Trunkey Annex Building, the subject of this nomination, was constructed in 1916-1917, forming the southwest corner of the building complex. Although Hyslop writes that the building was constructed for the Spokane Warehouse & Storage Company, an historic photo clearly shows the name "McClintock-Trunkey Co." incised into the concrete entablature above the front entry. Above the name is a cameo bust of Juno, the company's logo. The photograph is undated but the numerous automobiles in front are clearly black Ford Model-Ts, dating to the 1920s. The neon sign proclaiming "Spokane Warehouse & Storage Co." above the entry is mounted on top of

the earlier sign, which would probably be revealed if the electric sign was removed. With construction of the McClintock-Trunkey Annex Building the company had immediate freight access to the raised bed of the Northern Pacific Railroad tracks.

Through most of the 1920s and 1930s, Robert O. McClintock was listed as president of the company, Harvey D. Trunkey was listed as vice president and treasurer, and Sidney S. McClintock as secretary. By 1947, Harvey D. Trunkey was listed as president, Richard S. McClintock as vice president, and Franklin F. Trunkey as secretary and treasurer. A full-page ad in the 1947 issue of the Polk City Directory for Spokane proclaims that the McClintock-Trunkey Company described itself as “Wholesale Grocers, Paper Dealers and Beer Distributors.” By 1950, Thomas C. Alban had joined the company as secretary and assistant treasurer. By 1953, the original McClintock-Trunkey Building, to the north, was occupied by the Washington-Stevens Garage and converted to automobile parking and storage. Building permits indicate that in 1951 the original building was converted to use as a parking garage and storage. The architect is listed as E.J. Peterson and the contractor/builder as Peter J. Young & Son.

The McClintock-Trunkey Company had relocated to E. 1212 Front Avenue. By 1954, both buildings were listed as the Parking Center, with numerous small businesses occupying the lower floors. By 1977 the combined building complex was listed as the Spokane Parking Center and, by 1984, as the Evergreen Parking Company. A variety of small businesses continued to rent space in the offices and cubicles of the lower floors. Meanwhile the McClintock-Trunkey Company had vanished from directory listings. In 1998, the Spokane Parking Office and Store was the listed occupant of the S. 125 Stevens Street building.

ELIGIBILITY STATEMENT

The McClintock-Trunkey Annex is eligible for listing on the Spokane Register of Historic Places under Criterion A as one of the most durable structures that are associated with two of the biggest themes in the history of the downtown vicinity. First, the

building was one of the primary focuses of the shipment of goods by the railroad. The smooth transport of goods was assured in 1915, when the grade separation project raised the bed of the Northern Pacific railroad through the city center. The McClintock – Trunkey Annex took advantage of the situation with multiple freight doors that were immediately accessible to the rail cars, thus eliminating the middle-man necessary to take the goods from the railroad yard to the warehouse. Due to this efficient system of supply and storage, McClintock-Trunkey emerged as arguably the most successful wholesale grocery concern in Spokane.

Despite the replacement of original windows, this building should be considered eligible, under Criterion C, as one of the foremost examples of massive poured concrete construction in Spokane. As noted above, the imposing durability of the building ensures that it maintains its integrity of historic appearance and original construction materials for a long time. It clearly illustrates the aim of the designers of this and other similar structures, which was to create a grid work of sturdy construction meant for the storage and transfer of large quantities of goods. The most noticeable components of such architecture are the massive concrete columns that support the weight above them. Engineered to accommodate more weight according to how many floors above that it had to support, few buildings illustrate the method as well. As an example of the method it is rivaled by few in Spokane, of which the City Hall/Montgomery Ward Building and the Holley-Mason Building are among the best.

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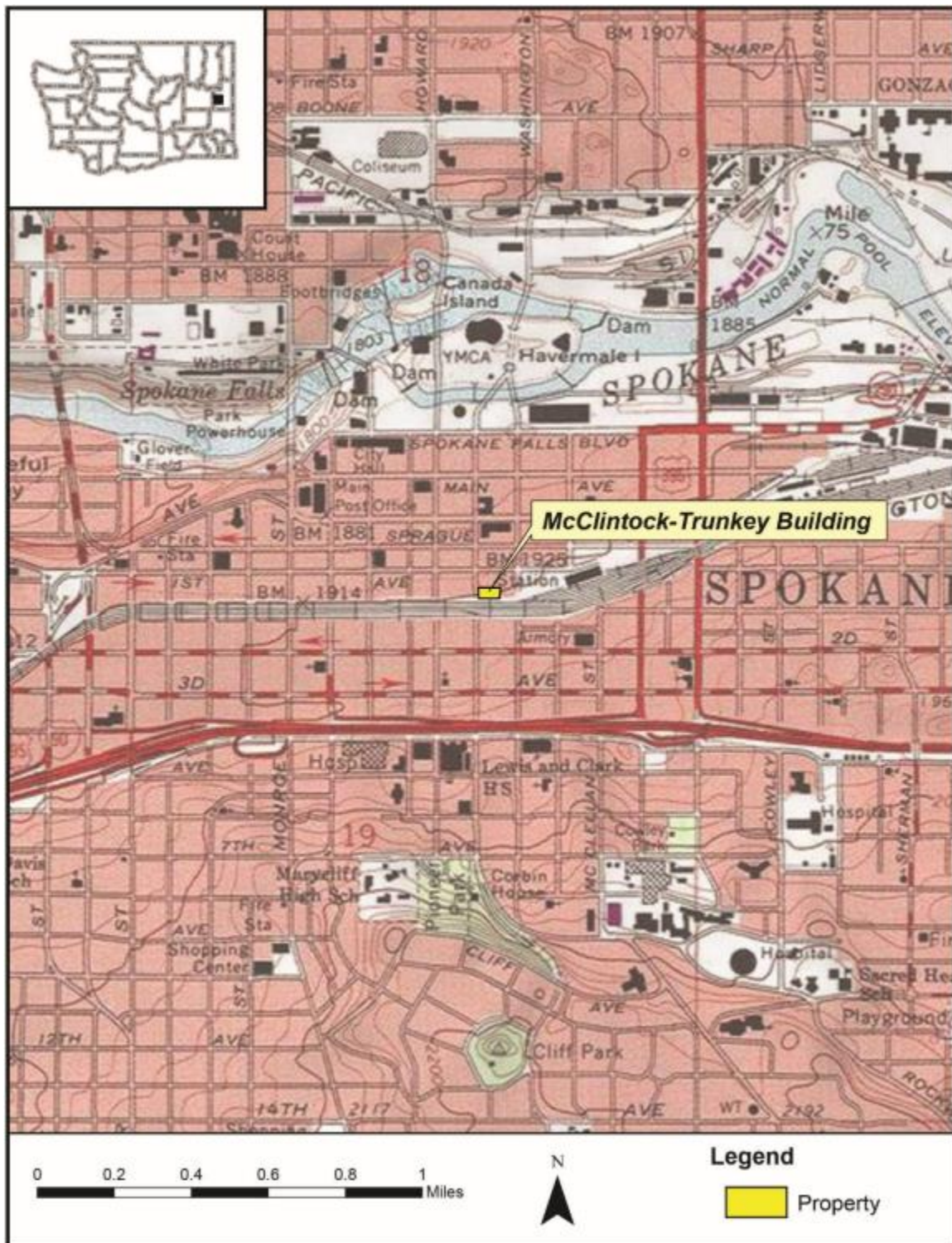
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McClintock-Trunkey Annex Building, 125 N. Stevens Street



MT-1 West (front) elevation, view to the east.



MT-2 West (front) elevation, view to the east, prior to window replacement.



MT-3 East and north elevations, top floor, in background, view to the southwest, prior to removal of adjacent buildings, McClintock-Trunkkey building at center background.



MT-4 West (front) elevation, street front level, view to the northeast.



MT-5 West (front) elevation, ground floor widow detail, view to the east.



MT-6 West (front) elevation, main entry, view to the east.



MT-7 West (front) elevation, plaque at upper right of entry, view to the east.



MT-8 West (front) entry, plaque at upper left of entry, view to the north.



MT-9 West (front) and north elevations, view to the southeast.



MT-10 North elevation, view to the south.



MT-11 East and north elevations, view to the southwest.



MT-12 East elevation, view to the west.



MT-13 South and east elevations, view to the northwest.



MT-14 South elevation, lower level window detail, view to the northeast



MT-15 West (front) elevation, upper windows, view to the northeast.



MT-16 First floor, recessed main entry, view to the northwest.



MT-17 First floor, concrete columns, former cubical area, view to the southwest.



MT-18 First floor, safe door, view to the southeast.



MT-19 First floor, interior of safe, view to the northeast.



MT-20 First floor, rear freight door, view to the east.



MT-21 first floor, concrete column, new baseboard partition, view to the northeast.



MT-22 Concrete stairs from first floor to second level, view to the west.



MT-23 Second floor, concrete columns, view to the southeast.



MT-24, Second floor windows, view to the southwest.



MT-25 Third floor, freight elevator door, view to the northwest.



MT-26 Third floor, multi-pane windows replacing freight doors, view to the southwest.



MT-27 Third floor, concrete columns, view to the southwest.



MT-28 Fourth floor, concrete columns, view to the southeast.



MT-29 Fourth floor, top of freight elevator shaft, view to the northwest.



MT-30 Fifth floor, stairs to roof, view to the northwest.



MT-31 Roof, elevator penthouse and stairs exit, view to the northwest.



MT-32 Roof, elevator penthouse and stairs exit, view to the northwest.



MT-33 Roof, detail of ventilation intakes, view to the north.



MT-34 Basement, columns and ceiling grid, view to the northeast.



MT-35 Historic photograph, unknown photographer, ca. 1920s