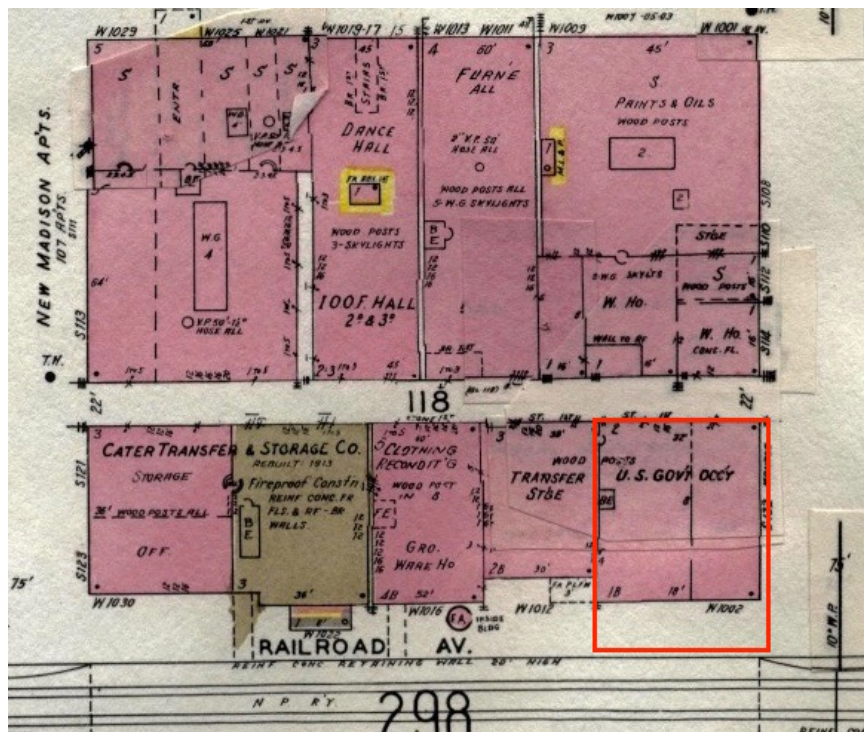




# PACIFIC STATES ELECTRIC BUILDING

122 SOUTH MONROE STREET



## SPOKANE REGISTER NOMINATION

4/28/2020

# 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: Pacific States Electric Building  
And/Or Common Name: Electric Building

## 2. Location

Street & Number: 122 South Monroe Street  
City, State, Zip Code: Spokane, WA, 99201  
Parcel Number: 35192.5354

## 3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> building	<input type="checkbox"/> public <input type="checkbox"/> both	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agricultural <input type="checkbox"/> museum
<input type="checkbox"/> site	<input checked="" type="checkbox"/> private	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure			<input type="checkbox"/> educational <input checked="" type="checkbox"/> residential
<input type="checkbox"/> object	<b>Public Acquisition</b>	<b>Accessible</b>	<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: Electric & Railside LLC  
Street & Number: 502 West Riverside, STE 103  
City, State, Zip Code: Spokane, WA 99201  
Telephone Number/E-mail: 509-217-5508/Chris@RenCorpRealty.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: N/A

Date: Enter survey date if applicable

Depository for Survey Records:

Federal  State  County  Local  
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 \_\_\_\_\_

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

## 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: Less than one  
Verbal Boundary Description: See attached  
Verbal Boundary Justification: Nominated property includes entire parcel and urban legal description.

## 11. Form Prepared By

Name and Title: Jim Kolva, Owner, et al.  
Organization: Jim Kolva Associates, LLC  
Street, City, State, Zip Code: 115 South Adams Street, Suite 1, Spokane, WA 99201  
Telephone Number: 509-458-5517  
E-mail Address: jim@jimkolvaassociates.com  
Date Final Nomination Heard:

## 12. Additional Documentation

*Additional documentation is found on one or more continuation sheets.*

**13. Signature of Owner(s)**

\_\_\_\_\_  
\_\_\_\_\_

**14. For Official Use Only:**

Date nomination application filed: \_\_\_\_\_

Date of Landmarks Commission Hearing: \_\_\_\_\_

Landmarks Commission decision: \_\_\_\_\_

Date of City Council/Board of County Commissioners' hearing: \_\_\_\_\_

**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**  
**City/County Historic Preservation Officer**  
City/County Historic Preservation Office  
Third Floor – City Hall  
808 W. Spokane Falls Blvd.  
Spokane, WA 99201

\_\_\_\_\_  
**Date**

Attest:

Approved as to form:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Assistant City Attorney

### SUMMARY STATEMENT

Built in 1928 to house the Pacific States Electric Company, the building includes portions of the former Washington Machinery and Supply Company that had been expanded in 1907 and 1910. The unreinforced brick (in color tones from green to red) building fronts toward the east along Monroe Street. Railroad Alley Avenue fronts along the north side and the BNSF Railroad viaduct is across a driveway to the south. Rising from a concrete basement wall, the front façade is one-and-one-half stories in height, one story over a daylight basement. A sheet metal coping caps the low parapet wall. Symmetrically-arranged the centered, semi-circular arched entry bay, is flanked on each side by three basement/ground floor bays and four first floor bays. Brick pilasters that terminate in a brick cap intersect a brick soldier course at the tops of the window bays. The pilasters flank the entry bay and divide the façade into bays, and mark the corners. Brick soldier courses run between the pilasters at the heads of the basement and the first floor windows. Windows are single-panel fixed glass (originally industrial steel sash). The front entry features a leaded glass sunburst transom window within a voussoired brick header arch and five radiating brick rays. Invoking Classical elements, but simplifying them, the design might be termed Starved Classicism (or perhaps Electric Moderne).

Because of slope and changes in grade, the north side is two stories above grade, and the south side is one story above grade.

### DESCRIPTION OF PROPERTY

Located in the West Downtown and fronting east along Monroe Street, the building is within a string of historic warehouse and industrial buildings flanking the Burlington Northern Santa Fe elevated railroad viaduct. (The twenty-foot tall concrete viaduct replaced the at-grade Northern Pacific mainline and spurs in 1916.) On a rectangular site of approximately 8012 square feet, the building's main floor is approximately 6,075 square feet. The north façade, two-stories in height, is along Railroad Alley Avenue while the one-story south façade is opposite the BNSF elevated viaduct. The difference in north and south façade heights is related to the downward slope from south to north as evidenced along the front façade. The subject building (one story) steps out about ten feet from the south façade of the two-story former Washington Machinery building (1907-1910) that is adjoining to the west.

On the north side of the building (two stories), across Railroad Alley Avenue to the north, is a parking lot and the historic Montvale Hotel (1899, SRHP) and the U.S. Rubber Building (1911, SRHP) to the northwest. Further west of these buildings are the 1909 Odd Fellows Lodge (1910, SRHP) and the Madison Hotel (1906, SRHP). The buildings that are across the alley front onto First Avenue. Monroe Street forms the eastern boundary of the block with First Avenue on the north, Madison Street on the west, and the elevated viaduct of the BNSF Railroad (formerly Northern Pacific) on the south. Originally, the south boundary prior to construction of the viaduct was Pacific Avenue and the Northern Pacific Railroad main line and spurs that served the warehouse district.

On a lot that extends to the BNSF viaduct, the building is setback about 26 feet with the intermediate area used for driveway and parking. The building is about 80 feet wide and 75 feet in depth, with a footprint of about 6000 square feet. The western property line is at the juncture of the adjoining Washington Machinery building which had been incorporated into the subject building when constructed in 1928; and the north property line is on the building line along Railroad Alley Avenue.

### **East Façade-Front**

Fronting along the east side of Monroe Street, the building rises from a concrete basement wall to a height of one-and-one-half stories--one story over a daylight basement. The wall is clad in a variegated--with a color range from green to red--rug-face-textured brick in running bond. The centered, semi-circular arched entry bay is flanked on each side by three basement/ground floor bays and four first floor bays in a symmetrical arrangement. Projecting brick pilasters divide the façade into window bays and mark the corners. They are terminated by a narrower brick capital that intersects with brick soldier courses run between the pilasters to the corners at the heads of the basement and the first floor windows. The pilasters that separate the window bays project one header course forward of the wall plane on both the concrete foundation and main brick wall. Brick soldier course run between the pilasters to the corners at the heads of both stories of windows. A sheet metal coping caps the low parapet wall.

The front entry, two concrete steps above the sloping grade, is framed on each side by stacked single brick headers that transition into the intrados of the semi-circular arch framing the entry bay. The arch encompasses the door assembly and a leaded glass fan-light. The door assembly is composed of a modern single, bronze-anodized aluminum-frame, glass panel door, aluminum-framed vertical single-panel sidelights that rise to the cross bar at the top of the door, and a three-section fixed-glass panel transom window, divided correspondingly with the door and sidelights. "S122" is in the middle panel. Above the door assembly is the original semi-circular-arched leaded glass fanlight framed with wood. The arch is a standard row-lock one formed by three rows of brick header voussoirs inset with five radiating three-brick soldier courses that projects the sunburst pattern of the leaded glass transom window (twelve segments). (One brick at the keystone position is missing.) Affixed to the pilasters that frame the door bay are octagonal milk-glass lanterns.

The window bays are flat arches framed with brick soldiers across the header, brick headers along the jambs and at the first floor level, and slightly projecting vertically-orientated brick headers as sills. The windows are single-panel fixed glass (originally industrial steel sash) set only about two-inches into the wall. The upper, first floor windows differ slightly on the north and south sides of the entry bay: the north side windows are fixed with no sash division, while the south side windows include an upper section of internally divided lights—one row with five lights divided by metal mullions. The basement windows are shorter in height and are fixed single glass panels. A concrete "plug" fills the gap between the tops of the brick sills and the bottoms of the metal frames. The basement/ground level windows are framed identically except that the sill is the top of the concrete basement foundation wall

The corners are articulated by a single brick table at each corner that projects beyond the pilaster base—perhaps suggesting a capital. Three two-stretcher courses align with the soldier course and are capped with a projecting brick table slightly inset from the lower corner tables.

### **North Façade**

The north façade fronts along Railroad Alley Avenue with the west end wall joining with the adjacent Washington Machinery building (of which it was once a part). The wall is in three segments that reflect the additions to the Washington Machinery building and final form of the Pacific States Electric building in 1928. The wall segments are flat without projections or significant detailing. From front (east) to rear, a two-story wall segment continuing the rug-face

brick and coursing pattern of the front façade wraps the corner and extends about twelve feet westward. The concrete foundation (about 34 inches high) is revealed on the north side only in its twelve to sixteen-inch thickness before transitioning to basalt rubble. A 20-inch square, 9-foot tall brick chimney marks the juncture with the next wall segment into which it merges.

The second wall segment, approximately 20 feet in length, rises from a one-story random-pattern basalt rubble basement wall which extends to and through the adjacent Washington Machinery building. The wall is red brick in common bond, headers every seventh course. Two windows openings are on the second floor and two in the basalt basement wall. This segment meshes with, by fingering into, the yellow-painted red brick wall segment, about 42 feet in length which, in turn, is embedded in the wall of the three-story Washington Machinery building to the west.

The red brick wall segment and the yellow-painted brick wall segment differ in the size and configuration of the window openings. In both segments, however, the openings are along the same second floor sill line. Within the easterly red brick segment, the original window openings are narrower and shorter in height than those of the yellow wall. Flat steel bars support the row of brick stretchers that form the flat arches. The jambs are undifferentiated from the wall plane, and the slightly projecting brick header sills are within the jamb lines of the openings. As with the south facade, concrete plugs fill the gap between the bottoms of the steel-frame glass panels and the top of the brick sills. The windows of the second floor are fixed obscured glass (pebble pattern) and are set two inches into the wall.

The easterly basalt wall section has two vertically-aligned window bays within flat arches formed by a single row of brick headers at the juncture of the brick wall of the second story. Deeply set into the basalt opening--about 12 inches--the sash is steel with six lights, two-by-three. The upper section of four lights pivots horizontally on shoulder bolts with the bottom opening out. The sash is set on a formed concrete sill and it appears that the opening at one time may have extended below the sill level.

Within the yellow wall segment are six window openings--four equally spaced and two paired. These windows, as presently configured, are approximately 16 inches taller and 6 inches wider than the easterly wall segment and are also within flat arches. These windows, however, have been reduced in original height by filling in the segmental arches, a reduction of about 10 inches. The existing flat arches are supported by flat steel bars supported by triple brick headers on each side of the jamb with a row of brick headers along the top of the bar to form the window head which also extends three headers beyond the jamb line. The embedded segmental arch is formed by three rows of brick header voussoirs. The sills are slightly projecting brick headers that extend one header outside the jamb line. As previously described, there are concrete plugs filling the gap between the bottoms of the steel-frame sash and tops of the brick sills. Each of the windows is fixed single-panel clear glass that is set only about two inches into the wall.

At ground level, a former segmental arch loading door bay is at the juncture of the red and the yellow-painted wall segments. Within jambs formed by the basalt basement walls, the door assembly is set about 12 inches into the wall. The wide segmental brick arch that springs from the corners of the basalt and embeds in the brick wall is composed of four courses of brick header voussoirs. The double pedestrian door is wood-frame with glass-panels and vertically-oriented narrow glass panel sidelights. Low recessed wood panels with vertical bead board are within the door frames below the glass panels. Between the entry and the west end, there are four window openings in the basalt wall. Like the door bay, the jambs are within the basalt and the segmental

arches spring from the basalt into the brick of the upper story. The industrial steel sash is set about 12-inches into the wall opening and is divided into 12 lights--the top and bottom rows of three lights are fixed; the middle section of six lights pivots on shoulder bolts with the bottom opening out. The sills are concrete as are the spandrels within the arch segments. The four westerly second floor windows are aligned over those of the ground floor. The two easterly windows are aligned with one over the middle of the entry bay and the other aligned with its east edge over the west edge of the entry bay.

One wrought iron balcony, identical to those of the adjacent Washington Machinery building, is below the two westerly windows, but both windows are fixed and appear to have no access to the balcony.

### **West Façade**

Except for a ten-foot wide wall section that extends to the south, the west façade adjoins the taller Washington Machinery Building and is not visible. The red brick wall section is in common bond with a row of headers every seventh course. Rising from a concrete foundation wall, with a soldier course at the window heads of the south façade, the wall terminates in a low parapet wall capped with a brown-painted sheet metal coping.

### **South Façade**

Facing the elevated Burlington Northern Santa Fe railroad viaduct, the flat, common-brick south facade rises from a concrete basement wall at loading platform level and terminates in a parapet wall that is capped by a brown-painted sheet metal coping. The parapet wall steps down about twelve inches from west to east in the eastern one third of the wall.

The brick wall is in common bond with a header row at every seventh course. At the east end, the face brick of the front façade wraps around the corner approximately 18 inches. Other than window and door openings the only detailing is a corner-to-corner brick soldier course along the window heads, and brick header courses extending from and supporting the steel headers of the two loading doors. Within the one-story wall, from east to west, are three equally-spaced window bays, two window bays filled-in with concrete blocks, a former loading door converted to a pedestrian door with sheet metal side panel, two window bays, and a former loading door converted to a window. The sills are slightly projecting brick headers angled down and within the jamb line. Apparently, the steel-frame sash did not fit the original openings since four-inch concrete plugs run from jamb to jamb filling the gap between the sills and the bottom of the sash. The windows are single-panel glass that replaced the original industrial steel sash.

Rusted steel angle-iron, about 33-inches high, protect the outside corners of the former loading doors which are about seven-by-seven-feet in size. The easterly opening contains a black-painted metal-frame glass-panel pedestrian door with a glass sidelight on the east side and a steel panel on the west side. The door is approached by six concrete steps to a solid concrete platform that extends about two feet to the south in a triangular point that angles to the west. A steel pipe rail is along the outside edge of the steps and landing platform. The westerly loading door is filled with a single-glass panel within a black-painted metal frame.

### **Interior**

#### **Basement/First Floor**

The basalt rubble basement/first floor of the south side is inset about ten feet from the outside brick wall and its concrete foundation. This is likely the basement wall and foundation of the original

Western Machinery Building when it was extended to the east and Monroe Street in 1910. During the 1928 construction of the Pacific States Electric building, a new south wall was built that extended about ten feet from the original building. [Note: the basement which is exposed as a foundation wall on the south façade, is the first or ground floor basalt rubble wall on the north façade.]

The basement level is divided into two spaces, one of which extends into the adjacent Washington Machinery building. A dance studio is in the southern half and a restaurant is in the northern half. Access is provided by the main building entry on the east side. Two exterior steps provide access to the door through which is a stair landing within a glass-wall atrium with glass panels on both the basement and second floor levels. A straight run of eleven steps, centered in the entry atrium, ascends to the upper level, and narrow flanking stairs descend in seven steps to the basement floor level. In the lower level is the dance studio on the south side and the restaurant on the north side. Both spaces reveal wood post and beam structure. The dance studio also exhibits exposed floor joists in the ceiling while the restaurant has sheetrock ceilings. Also, within the dance studio, a segment of the original basalt rubble basement wall is visible along the south side. Floors in both spaces are wood, and walls are sheetrock. There are three tenant spaces on the upper level, one on each side of a wide hallway, and one at the west end.

The basement as the first floor/lower level on the north side of the building opens to Railroad Alley Avenue with an entry near the middle of the building. The double doors open to a concrete landing with a landing that accesses the restaurant to the east and a brew pub to the west.

On the south side of the building is a single door entry approached by concrete steps and an angular loading platform. The door opens to an office in the southwest corner of the 1928 building wing. This office is separated from the spaces that are accessed from the main east side entry.

A metal-clad penthouse, about 25 feet by 25 feet is on the roof at the west end of the 1928 building set back about 15 feet from the south parapet wall.

#### ORIGINAL APPEARANCE & SUBSEQUENT MODIFICATIONS

The Pacific States Electric building, constructed in 1928, was an expansion and reconfiguration of the easterly portion of the original Washington Machinery & Supply Company that had been last expanded in 1910. The original building was separated into two segments in 1928 and as evidenced by the east (front) and south facades embedded into the new building. The north façade of the original building was essentially retained during the expansion.

In the construction of the 1928 building, the south wall of the new building was extended about ten feet from the south wall of the original 1907-1910 building as evidenced by a change in height and brick type. A new front façade was designed by architects Wells and Bertelsen and differentiated by the rug-face brick and pilasters. This new front wrapped the northeast corner and extended into the north façade of the original building for about twelve feet.

The two-story section as depicted in the 1958 Sanborn map was 75 feet in length (east to west) by 80 feet wide (north to south). The window sash and the doors on the south and east facades of the

building were modified around 2005. The lower level of the north façade, within the basalt rubble wall section retains the original industrial steel sash windows.

A photo of the original entry showed double wood-frame glass-panel doors above which was a fixed single-light transom window and the existing fan light. (Libby, 1928) Historic photographs also indicate that a long sign band was placed on the parapet on the Monroe street façade.

## **SECTION 8: STATEMENT OF SIGNIFICANCE**

### **Areas of Significance**

**Category A - Broad Patterns of Spokane History, Trade and Commerce**

**Category C – Architecture**

**Significant Date – 1904, 1907, 1928 (Construction and enlargement)**

**Architect – Wells and Bertelson (1928 portion)**

**Owner and Builder – Eugene Enloe, Owner contracted builders Alloway & Georg**

### **SUMMARY STATEMENT**

Although the West Downtown nomination misnames the Electric Building as the Washington Machinery & Supply Building, the building at 122 South Monroe is designated as contributing to the National Register District. (It should be noted, however, that the Washington Machinery building at its greatest extent after a 1910 expansion extended to Monroe Street and portions of that original building are included within the Electric Building.) The building retains the character-defining elements as described in the nomination:

This simple two-story square brick warehouse has components from two different periods. The whole has a flat roof and one prominent chimney at the north elevation. The façade, the newer portion, which sits on a poured concrete foundation, is sheathed in a variegated novelty brick. The façade features nine bays with new show windows arranged on either side of a central entry and bay, the bays are divided by slightly projecting piers which end at the second floor windows. The central arched entry features some radiating brick detail. The rear portion of the building is of older brick on an uncoursed basalt foundation. Irregular windows, most of which have been replaced or filled with concrete were originally segmentally arched with brick voussoirs, typical of the utilitarian brick structures in the district.

The building is within an historic corridor of warehouse buildings that runs from Division to Cedar streets in the downtown core. Both sides of the 1916 elevated Northern Pacific railroad viaduct between the flanking alleys were lined with two-to-three story red brick buildings that were built to support the Northern Pacific Railroad and Spokane's position as a regional distribution center. Although the building, particularly in its origin as the Washington Machinery & Supply building, is a part of that corridor in that the rear portion served as a warehouse, the building, constructed in 1928, was not a railroad dependent use. It did not have a direct connection to the railroad viaduct, but may have been able to use the loading platform and freight elevator of the next door Washington Rubber Building. None-the-less, Pacific States Electric company was a major distributor of electrical appliances and goods for the region during an expansion of electrical use in the inland northwest, and as such fit the pattern of distribution centers along the historic rail corridor, but with interstate trucks as being the major mode for freight and goods movement. It is also only one of two warehouse/distribution/service buildings constructed within the North Pacific corridor in the 1920s; the other being the Wells Chevrolet Service building in 1926.

### **Significant under Category A – Historical Significance**

Eligible under Category A as a contributing building to the West Downtown Historic Transportation Corridor (NHR 1999), the 1928 Pacific States Electric Building (Electric

Building) possesses architectural and historical significance and integrity of material and form as described within that district nomination. As an industrial/warehouse building, one of two constructed in the Northern Pacific rail corridor in the 1920s, the building represents the position of Spokane as a regional distribution center with the use of rail and truck.

The building also represents the transition in use and form of a building originally built by the expanding Washington Machinery and Supply Company for manufacturing and warehousing. The 1928 building, however, retained elements of the Washington Machinery building; hence it exhibits both eras of construction. A new front (east) façade and expansion to the south incorporates the structure and walls of its predecessor. The internal structure and north facade possess the character of the original railroad warehouses built along the Northern Pacific tracks between 1900 and 1910: basalt rubble foundations/basement wall, wood post and beam structure, unreinforced red brick walls in flat plain facades, segmental arch windows and flat roof.

The historic significance is the role the building, this location, and this company in particular played in Spokane's role as a goods distribution center for the inland northwest. The increasing popularity of electricity and electric appliances during the second decade of the twentieth century, as well as Spokane's role in goods distribution, are conveyed by the late 1920s appearance of the building. It was purpose-built in a location near the rail line and in west downtown Spokane, convenient for both meeting with retailers and wholesalers, as well as shipping and receiving goods.

The building also was used during the Cold War for a little-known function as an air defense filter center. A unit of the U.S. Air Force, the center was staffed by volunteers whose duty was to observe the skies for aircraft. Originating in WWI, the Ground Observer Corps (GOC), worked in WWII and the early years of the Cold War. "...the nation's air warning system lay largely in the hands of the corps, a US military adjunct composed almost entirely of volunteers, intently studying wall charts and model airplanes to memorize the characteristics of "ours" and "theirs." (Callander, 2006)

They manned search towers and bare rooftops equipped only with binoculars. Through the war years and most of the 1950s, GOC members spotted and plotted the movements of potentially hostile aircraft. After WWII ended, operations were scaled back but with the rising Soviet and Chinese threats, in February 1950, the commander of the Continental Air proposed a revised Ground Observer Corps with 160,000 civilian volunteers operating 8,000 observation posts. By 1951, some 210,000 volunteers and 26 filter centers were operating. By the late 1950s, radar would replace humans with binoculars. In July and September 1957, the main Distant Early Warning (DEW) Line and, the North American Aerospace Defense Command (NORAD) was established. In January 1958, the Ground Observer Corps was reduced from 24-hour ready-reserve status. A year later it was inactivated. (Callander, 2006) The building was the last place in which this group operated.

### **Significance under Category C – Architectural Significance**

The Electric Building, as completed in 1928, represents one of the common building types and expressions for buildings constructed for light industry, show rooms, and warehousing. The structural expression of the brick building with pilasters, and expanses of steel sash, convey part of its purpose, while the more formal entrance provides it with a suitable presence for south Monroe Street in downtown Spokane. The architectural firm of Wells & Bertelsen provided

Eugene Enloe and the Pacific States Electric Company with an appropriate and pleasing facility, demonstrating the economy of using parts of an existing building on the site for the north wall.

The front façade of the 1928 Pacific States Electric Building introduces a more contemporary look to invite the public into its displays of the latest in electrical equipment and appliances thereby functioning as both a showroom and sales office, as well a warehouse. The 1928 rebuild and expansion, used poured-in-place concrete foundations, flat arch window and door openings, and a more elaborate front with a variegated rug-face brick façade, a decorative sunburst transom window over the main entry with brick rays that radiate through the brick arch. Suggested Classical elements with brick coursing, articulated pilasters, and stylistic capitals allude to the historic past while pushing the building into contemporary design, much as electricity and the appliances within were modernizing the tools of the home.

The building, built with a common material – brick – exhibits a textured face brick on the Monroe Street façade, another way in which it acknowledges its west downtown location and a higher function than its neighboring warehouses. The termination of the pilasters with a set back and top edge covered with a wider brick unit as a cap. The termination of the pilaster and using soldier courses at flat-arched window heads allude to Classical design composition. That, plus projecting header sills is how one built with brick, and is both functional and somewhat decorative. The central entrance, providing access to both levels, is vertically extended by the transom, fanlight, and decorative rowlock arch with radiating brick to fill the central bay of the façade.

The manner in which the Electric Building, particularly the Monroe Street façade, represents industrial building design of the late 1920s, its finesse with the entrance suitable for South Monroe Street, and its high degree of historic integrity enable it to convey a time and place of light industrial building design in Spokane.

### **Historical Context**

The historical context for Spokane has been included in several National and Spokane Register nominations, including West Downtown Historic Transportation Corridor (WSU, 1999) and the East Downtown Historic District (Woo, 2003), both National Historic Register multiple-property listings: thus, the Spokane historic context discussion is abbreviated.

The Spokane River and its falls had long been a gathering place for Native American tribes. It also attracted white settlers, J.J. Downing and family, and S.R. Scranton who established a claim at Spokane Falls in 1871. James N. Glover and Jasper Matheney would follow and purchase the claims of 160 acres and the sawmill from Downing and Scranton. Early industry would use the water power for milling and sawing lumber and to generate electrical power. The settlement would grow slowly until the railroad entered the city.

The Northern Pacific Railroad arrived in Spokane Falls in 1881, the year of Spokane's incorporation, and with the connection of the eastern and western branches in 1883, transcontinental service through Spokane Falls was established. Spokane continued to grow as a regional shipping and distribution center through the 1880s. Between 1886 and 1889 the population increased from 3,500 to 20,000 people. Although suffering a set back by the fire of August 4, 1889, which destroyed approximately thirty-two blocks of the business district from the railroad tracks to the river and from Lincoln to Washington Streets, the city quickly rebounded as new brick buildings rose from the ashes. The devastation wrought by the fire resulted in a city

ordinance to reduce fire hazard, leading to brick and terra cotta becoming the dominant building materials of the rebuilt downtown.

When Spokane businessmen rebuilt the downtown after the fire, the business district would spread east to Division Street and follow Monroe Street across the river. Sanborn Fire Insurance maps from 1891, 1902, and 1910 show a marked increase in the building of commercial buildings in the east downtown. Frame dwellings gave way to brick commercial buildings and street frontages began to solidify. Among the property types and businesses that were prevalent were hotels, lodging houses, saloons, banks, drug stores, and restaurants. They were built to meet the needs of a rapidly growing population.

Generally, warehouses cropped up along the Northern Pacific rail corridor between the two alleys bracketing the tracks. In the blocks south of that warehouse district were shops and two-to-three-story apartment buildings and hotels. These apartment blocks ran along Second and Third avenues, and the cross streets including Post, Howard, Stevens, and Washington as they advanced up the lower South Hill.

According to the United States Census, Spokane's population exploded from 36,848 to 104,402 between 1900 and 1910. According to architectural historian Eugenia Woo (2003):

This growth mirrored the population expansion of the state that saw its greatest increase in the same decade. Many people moving to Washington settled in the state's three largest cities: Seattle, Tacoma, and Spokane. Various industries rapidly developed and with it a demand for more buildings. Most of the city's urban downtown skyline was created from about the late 1890s to 1912 with the construction of office buildings, banks, hotels, department stores and other commercial buildings. As author John Fahey describes, Spokane, which had put up 675 new structures in 1900 as migration accelerated, built 1,500 to 1,900 buildings a year from 1904 through 1909.

The economic boom and population expansion of approximately the first fifteen years of the 20th century was short-lived. Growth in both areas in the next decade slowed considerably. By 1920, the population of Spokane was only 104,437, an increase of only 35 people from 1910. Investors soon realized the city was overbuilt. The region it served (the Inland Northwest) was not able to sustain the city and keep pace with the speculative growth. By 1950, the population had increased by only 50,000.

### **The Railroads and their Influence on Industry, Commerce, and Labor**

The story of industry, commerce, and labor in Spokane is tightly interconnected with the coming of the railroads. The Northern Pacific Railroad (NP) came to Spokane in 1881 with the connection to cross the continent in 1883. During the next two decades, several Northern Pacific branch lines were built through the region, establishing Spokane as a hub, to serve the farming, lumber, and mining areas of the Inland Northwest. Additionally, the Union Pacific (UP), Great Northern (GN), and the Chicago, Milwaukee, St. Paul & Pacific (MILW) came through Spokane on their way to the west coast. By the turn of the century, eight railroads converged in Spokane making the city a major transportation center.

Spokane's proximity to abundant natural resources in mining, lumbering, and agriculture was a great catalyst in transforming Spokane into the major distribution center of the Inland Northwest. The prospect of finding gold, silver, lead, copper, zinc and other minerals drew men to the area seeking their fortune. Spokane became a principal distribution point for equipment and supplies. Miners patronized Spokane's mining outfits, hotels, saloons, restaurants, and gambling halls before and after setting off to the mines. Many who made their fortune from the mines settled in Spokane and helped build the city.

Among the industries that began to rise at the turn of the 20th century was the lumber industry. The arrival of the railroads lowered lumber shipping rates in 1894, thus allowing mills to ship lumber farther. Forests in the Great Lakes region of the Midwest had been depleted and the Great Lakes lumber barons looked elsewhere for mature forests. Western states and railroads solicited these lumber barons to deforest their lands to increase commerce. Like any other industry, the timber industry saw cycles of boom and bust. By 1930, the timber industry had declined significantly.

The Washington Machinery and Supply Company carved its business niche in the lumber industry. In March 1903, the Spokane Daily Chronicle reported that the new owners of the company, Messrs. George H. Wright and William Aitchison already had five cars (rail) of new goods coming from the east. They were in the business of manufacturing and distributing equipment for lumber mills, mills that would produce the lumber that would, in turn, be shipped back to the east coast.

Railroad connections to eastern markets and to the west coast allowed Spokane suppliers to fill a demand for lumber products that contributed to the increasing growth of Spokane. Flour was shipped to such diverse ports as Liverpool, New York, or Tokyo. Livestock and meat also moved out of Spokane. The city grew as both a market for goods and a regional supplier.

While the railroad was certainly the heart of much of Spokane's early industrial life, it could not be determined if the warehousing and distribution of electrical apparatus and appliances made use of the railroad. Although at the grand opening of the new building, the company president D. E. Harris commented: "The building has Northern Pacific trackage on the south and an alleyway on the north." (SDC, 9/29/1928) Since the rails were elevated and there were no at-grade spurs in this location, the only access would have been via the overhead bridge that connected the viaduct and the neighboring Washington Rubber building. Since the concrete loading docks alongside the intermediate Washington Machinery building connected the buildings, it may have been possible to bring GE electrical supplies into the building from the NP line. The concrete dock that currently exists was used by trucks for Spokane region distribution.

Per the West Downtown nomination, the warehouse symbolized the commercial age, particularly in association with the railroad corridor that crossed Spokane's downtown business district. The twenty-five warehouses within the district served as receiving and distributing points for a continuous supply of manufactured goods arriving and leaving by train. Spokane's West Downtown Historic Transportation Corridor exemplifies that development. Most of the district's buildings that face the Northern Pacific Railroad were built between 1891 and 1911 as railroad dependent businesses. They are framed two-to-four-story brick warehouses and factories, many of which stand on uncoursed basalt foundations. Most were designed in a utilitarian style characterized by recessed segmental-arched windows and openings and simple corbelled brick

that served as limited ornament. Later warehouses were concrete with industrial metal sash. Freight platforms or loading docks connect many of the warehouses at second story level to the elevated railroad grade that was constructed in 1916.

In themselves as individuals, these vernacular brick warehouses are humble working-class buildings and not distinguishable as architectural masterpieces. They are simple in material, form and detailing, and were for the most part, purely functional.

The Pacific States Electric (PSE) building was essentially built on the foundation and structure of the original Washington Machinery and Supply Company (WM&S) building. The front façade and the south façade were added in the 1928 construction of the PSE building—the building was extended with new walls and concrete foundation to the south about ten feet from the underlying WM&S building. The front façade, south façade, and a twelve-foot segment of the north façade were constructed as a new building. The two westerly segments of the north façade of the building had been built in 1907-1910 as the WM&S company. The western segment is a characteristic railroad warehouse with basalt foundation and wall, red brick (painted yellow) and segmental arch windows. This was incorporated into and became the warehouse portion of the Pacific States Electric building.

The warehouse building served as a transfer point for materials shipped into Spokane via the Northern Pacific Railroad to serve the market of Spokane and the Inland Northwest. Although the window sash on the second floor of the front façade (north) and the rear façade (south), the building retains its fundamental character and is recognizable as described in the nomination: basalt foundations, red brick walls, segmental-arch window openings, railside concrete loading dock, and main dockside loading doors. Again, the building is significant under Category C as a specific example of a rail corridor warehouse as described in the West Downtown Historic Transportation Corridor nomination.

The Northern Pacific (NP) rail corridor extended between and parallel to the alleys between First and Second Avenues in a swath through downtown Spokane. The NP owned the land, through a land grant, between the alleys and leased it to the owners of the buildings along the corridor. The railroad encouraged the construction of warehouses and industrial buildings along the corridor since these businesses would provide revenue to the railroad through the leases as well as the freight charges. Typically, the NP (and subsequently the Burlington Northern, and Burlington Northern Santa Fe) entered into what amounted to month-to-month leases for the land. The buildings were owned by private individuals, mostly those using them for business. The railroad lease provided that the building owners would vacate the land (remove the buildings) with thirty-days-notice, if requested by the railroad on termination of the land lease.

Even before arriving in Spokane, a full page ad for Pacific States Electric Company and its General Electric products was displayed in the May 11, 1922 edition of *The Spokesman-Review*. Spokane was listed along with other major west coast cities, San Francisco, Los Angeles, Oakland, Portland, and Seattle as a distributor of electrical equipment.

The growth of electrical power in the northwest and Pacific coast was being touted by Mr. T. E. Bibbins of the Pacific States Electric Company during a visit to Seattle. “POWER DEVELOPMENT MARVEL” reported *The Spokesman-Review* on August 26, 1923.

The electrical development of the Pacific coast is the wonder of the world, according to Tracey E. Bibbons [sic] of San Francisco, president of the Pacific States Electric company, who is visiting Seattle.

“In 1910 there were produced in Washington, Oregon and California 1,690,000,000 kilowatt hours of electric energy,” Mr. Bibbins said. “In 1922 there has been developed and consumed in these three states slightly more than 6,000,000,000 kilowatt hours. No such record of increase in proportion to population can be found anywhere else on the face of the earth. Construction now in hand and projected will double the 1922 capacity by 1930.

“While the east is still struggling against laws prohibiting interstate transmission of energy, the west coast has actually constructed and put into operation a super-power line that makes all the power created in all the Coast states available at any one city or town where an unusual demand, either temporary or lasting, may develop.

As a precursor its entry, *The Spokesman-Review* would report on September 14, 1923 that Pacific States Electric Company planned to bring \$100,000 in stock to Spokane and invest in a new warehouse. “Power development in the Inland Empire with the resulting possibilities for selling electrical equipment has decided the Pacific States Electric company to lease a warehouse at Spokane...”

According to the report, Mr. T. E. Bibbins, of San Francisco and president of the company was in Spokane to announce the plans. He explained that the company has an investment of \$3,000,000 on the Pacific coast and that he could foresee the growth of the electrical business in the Inland Empire and his firm's local branch growing with it.

The Pacific States Electric company distributes the General Electric wiring devices and supplies, Hurley Machine company electrical household appliances, Edison Maxda lamps, Hot Point appliances and the products of the Radio Corporation of America.

The company has warehouses at San Francisco, Los Angeles, Oakland, Portland and Seattle, and is one of the largest electrical supply jobbers on the entire Pacific coast, according to Mr. Bibbins.

In October 1923, the *Spokesman-Review* reported that Pacific States Electric Company had entered into a five-year lease with the Lewis & Staver Company, taking a 33x110-foot room in their warehouse. \$5,000 would be spent building a sheet iron loading platform through the roof and the rear end of the room would be double-decked with offices in the front. The *Spokane Daily Chronicle* followed in November by an article stating: “As a result of extensive developments of hydro-electric energy in the northwest...” Pacific States Electric opened an office and warehouse at S122 Lincoln Street.

In recounting the year just past, the *Spokane Chronicle* reported: “Year Sees 16 New Industries.” Among those new companies, having invested upwards of \$1,000,000 in Spokane during 1923, “Perhaps the largest single industry to locate in the city during the years is the Pacific States Electric company of San Francisco.” Spokane was made a branch territory with a stock investment of \$100,000.

The Pacific States Electric Building and the Wells Chevrolet Service building were only two buildings constructed in this warehouse corridor in the 1920s. Most of the new buildings in this district, but not within the Northern Pacific ownership between the two alleys, were automobile related and included Wells Chevrolet, Eldridge Buick, Regal Brothers Dodge Plymouth, and Northwest Truck Transport.

The Pacific States Electric building was developed by Eugene Enloe, a Spokane Capitalist engaged in mining, electrical distribution systems, and banking. He served as president of the Washington Trust Bank and retired from the bank to manage its many financial interests in the Spokane region. Enloe was heavily involved in the early electrification in eastern Washington and foresaw the growth of the electrical appliance and supply business to meet the growth demands of the new northwest industry. He built a modern building from which General Electric and its subsidiary, PSE could vend and store its wares.

Enloe engaged the firm of Wells and Bertelsen to design his building. Wells moved to Spokane around 1914 after a successful design career in Oklahoma City, and Bertelsen had established his career as a draftsman for the firm of Cutter & Malmgren office and after Cutter moved to California took over the firm. The Electric Building was early in Bertelsen's career, four years after attaining an architect's license. He would go on to design the City of Spokane Water Department Warehouse at Hamilton and Foothills (also a Starved Classical building) in 1940. Wells, after teaming with John K. Dow on the Art Deco Rogers High School (NRHP, 1932) would move on to Seattle, and Bertelsen would reach prominence in Spokane with designs of the Shriner's Hospital and the Spokane Coliseum (Moderne, razed) in 1954 with Whitehouse and Price.

In 1928 the Pacific States Electric Building was constructed, and the three-story Washington Machinery & Supply building was reduced to its current footprint. The *Spokane Chronicle* reported on Saturday, September 29, 1928 that "ELECTRIC FIRM IN NEW HOME." The new Pacific States Electric Building would hold its formal opening the following Monday in their new building at S122 Monroe Street. Mr. D.E. Harris of San Francisco, company president and Harry B. Rogers, local manager, would host the event.

"This expansion to larger quarters is gratifying," said Mr. Harris today. "I feel that the success of our business here can be attributed to results obtained through our advertising campaign in the *Chronicle* and other newspapers, as well as to our careful selection of merchandise and the natural expansion of the electrical business throughout the country following continued inventions and improvements.

"Our new office and warehouse building here has some 12,000 square feet of floor space, almost as much as the total floor space occupied by the company up and down the coast 15 years ago."

The new building was erected by E.C. Enloe, local capitalist. Alloway & Georg were the general contractors.

Three display rooms, attractively fitted with fine hangings, good rugs and period furniture, are incorporated in the new buildings. One is given over to radio sets and equipment, another to electrical appliance equipment and the third to lighting fixtures.

The article also described the building's contents that included: steel cabinets for merchandise in the supply room, offices for salesmen, a room for the clerical department, office for the manager, a radio repair room, and shipping department on the main floor. The basement would be used for storage. Finally, "The building has Northern Pacific trackage on the south and an alleyway on the north."

General Electric planned a new warehouse and office in 1953. At a cost of \$250,000, the proposed warehouse and office building would be out for bid on May 5<sup>th</sup>. Funk, Molander & Johnson and William C. James were architects for the proposed building at Pittsburg and Trent which, at that location, would be served by both rail and motor freight.

### **MILITARY CONNECTION**

On September 5, 1955, the U.S. Air Force confirmed reports that the Spokane filter center would relocate to the Electric Building. The center was detachment 1 of the 4755<sup>th</sup> Ground Observer Corps squadron at Geiger field. The center was opened on August 11, 1950 and planned to move out of its present location on the second and third floors of the Kershaw building. Since most of the civilian volunteers were elderly, the stair climbing at the Kershaw building was a hardship. The new facility would include 5,000 square feet on one floor.

As reported by *The Spokesman-Review* on September 5, 1955, GE had moved out of the Monroe building in late 1953 to its new warehouse building in early 1954. The old building stood idle since that time; most of its ground floor windows were broken by vandals.

"FILTER TO MOVE MEMORIAL DAY" reported *The Spokesman-Review* on May 24, 1956 as the U.S. Air Force readied its move into its new quarters. Full-scale operations for the air defense facility were slated for June 1.

The former GE building was remodeled at a cost of \$12,386 for center operations. It will afford about 5000 square feet of usable floor space, twice that of the second and third floors of the Kershaw building at W610 Sprague. Operations in the new location also will work less hardship on center volunteers, many of whom are elderly persons who have difficulty climbing several flights of stairs.

The center is a unit of the 4755<sup>th</sup> GOC squadron of the Ninth air division at Geiger field and is a keystone of the Northwest's air defense.

On the 5<sup>th</sup> of July, an article in the *Spokane Chronicle* reporting the upcoming dedication explained the purpose of the center. "The center is the receiving point for ground observer station reports of planes heard or seen throughout the Inland Empire." "Working with air defense units, the center charts the courses of airplanes flying overhead. It is operated by civilians on a volunteer basis, 24 hours a day."

The air defense filter center planned to observe the fifth anniversary of Operation Skywatch on July 12<sup>th</sup>, 1957 as reported by *The Spokesman-Review*.

"Operation Skywatch was inaugurated by the air force in July, 1952, to supplement the air warning system throughout the continental United States," said Captain Loscalzo, "This alert program was found necessary in view of the Korean situation and the cold war, which could burst into open flame by the imperialistic potential aggressors behind the iron curtain."

On January 27, 1959, *The Spokesman-Review* reported: “Filter Center Bows Out; Technology Takes Over.” “Technology has put us out of business,” Capt. Joseph A Loscalzo observed. “High-speed aircraft, electronic computers and formation of three radar networks across the United States and Canada are some of the reasons why the Spokane filter center is closing its doors Saturday.” Across the U.S. some forty-nine other centers, their 15,700 posts and some 280,000 volunteer skycanners will be idled at the end of this month.

### Can’t Keep Up

“When the emergency air warning corps was formed about nine years ago there were many airplanes in the 200-miles-an-hour class,” said 1<sup>st</sup> Lt. Danilo B. Medigovich, field operations officer at the center. “Now some are going 1400 miles an hour. That makes this thing obsolete,” he said pointing to the large transparent board upon which aircraft are plotted at the center once they are reported by a ground observer corps member.

The board represent a large area, but is incapable of keeping track of many modern warplanes because of their high speed, said Medigovich. The board takes in the region bounded by the Cascades in Washington; Canada, Oregon and Montana borders besides a northern section of Idaho above the Salmon river.

The Spokane filter center has been the communications hub for this 72,000-square-mile area with 300 lookout posts and 40000 observers who have included bankers, tractor rivers, farmers, students—almost every occupation.

An open house would be held on January 31<sup>st</sup>, and in February, all equipment would be removed and the 140 workers would close out their mission.

After the Air Force moved out, Berliners bought the old General Electric Supply Building at S122 Monroe in 1959 for its beauty supply business. The 1960 Polk listed Berliners Barber and Beauty Supply at 122 South Monroe. The *Spokane Daily Chronicle* of October 30, 1962 reported the business career of Iona J. Dea and her involvement with the old General Electric Supply building as the Spokane operator of Berliners. Having graduated from Everett High during the Great Depression, she eventually joined Berliner’s (beauty and barber supply) in Seattle, became the office manager and volunteered to be transferred to Spokane to run a new office. Iona Dea and her husband bought into the company and, with 12 employees, operated 12,000 square feet of showroom, warehouse, and office space in the two-story building. They operated as I & I Beauty Supply.

Spokane Lithographing Co. purchased the building in 1975 from I & I Beauty Supply for approximately \$70,000 as reported by *The Spokesman-Review* on October 19<sup>th</sup>.

July 1977 advertisements for the sale of new and used store fixtures ran through a March 1978 advertisement for a liquidation sale of the Fixture Factory at S122 Monroe.

On July 5, 1978, Frank Bartel, business editor, of the *Spokane Daily Chronicle* would write about the new life proposed for the unused old Pacific States Electric warehouse building in downtown Spokane. The “Old Warehouse Is Scheduled to Become ‘Fashionable Spot’.” The 50-year old brick and stone structure would house Robert’s Formal Wear, a tux shop, First Impressions bridal store (both owned by Robert and Ruth Mills), and Burchett Studio, a portrait studio. The ownership would be under the Burchett and Mills Investment Co. As described by Bartel:

The old Pacific States Electric Co. warehouse is no architectural prize, with a rather staid exterior design for the most part, ugly steel window casings and an unfinished substreet-level first floor. But it has a beautiful (painted over) leaded-glass sunburst window over a spacious main entry.

The original brick is in good shape and the building has a lot of potential for innovative improvement.

An attractive split entry is already going in. New show windows are planned. And Mills said the interior will be completely remodeled, rewired and replumbed.

The conversion is representative of a number of recycling projects that have more than kept pace with new construction in downtown Spokane in the past few years. Along with cleaning up and returning to use some shabby and dismal structure, the recycling and restoration movement has helped to preserve some architectural character in the central business district, many observers feel.

...

A building permit was issued to Burchett & Mills to convert warehouse-office to retail store, S122 Monroe, \$64,000 on July 28, 1978. Burchett Studios and Roberts Formal Wear also occupied the building in the late 1970s through the 1990s. In 1996, Art By Yourself set up a ceramics studio in the basement from Railroad Alley. Burchett occupied the building until the year 2000 when he entered semi-retirement. Other occupants included the Blue Door Theater and home of unexpected productions from 2000 to 2002, Rek-O-Rek-Shuns (Antiques, collectibles, gifts, home décor), and Art by Yourself.

*The Spokesman-Review* in a September 6, 2000 article would report “West First’s revival,” and reveal plans for the Railside/Oddfellows/Madison block. “...the Blue Door Theatre is operating in the space above Art By Yourself at 122 S. Monroe. Far West Billiards (Rob Brewster) and Earth Goods (Jill Smith) were in the Montvale and Oddfellows buildings. Per the article, Rob Brewster indicated that the entire block would soon be controlled by Brewster and Smith’s group.

### **Building Chronology**

The Pacific States Electric Building (and Washington Machinery and Supply Company) is in the western portion of downtown Spokane along the Burlington Northern Santa Fe railroad viaduct, originally built by the Northern Pacific Railroad. Within a block-wide corridor that stretches through downtown Spokane between Division Street on the east and Cedar Street on the west, the warehouse district was built predominantly between 1900 and 1911. The following is a chronology of the development of the block in which the building resides as well as a history of the building itself.

The 1888 map depicts Block 18, Railroad Addition, bounded on the north by “W. 1<sup>st</sup> St.,” south by W. Railroad Av., east by Monroe, and west by Madison.” The subject site, within the southern half of Block 18 is now in the area depicted as “W. RAIL ROAD AV.” The northern half of the block as depicted shows that four frame dwellings occupied the eastern one-third and two dwellings occupied the northwest corner of the block.

In 1889 ten wood-frame dwellings occupied all the parcels in the northern half of the block. The subject site was still within the yet to be defined area along the railroad mainline and spurs.

The 1890 and 1891 maps depicted twelve wood dwellings on the northern half of the block (now Block 118). West Railroad Avenue and the Northern Pacific main line and spur bounded the south side of the block which was still not defined as a parcel.

Transition marked the 1902 map (p12) as the downtown commercial district was moving west. By 1902, Sanborn that Block 118 had expanded to the south and was bounded on the south by Pacific Avenue (formerly Railroad Avenue) and the main track of the Northern Pacific. An unnamed east-west alley (now Railroad Alley Avenue) bounded the original block (north half) and now divided the expanded block. In the north half, two westerly lots were labeled as "excavation for new block," two dwellings, a two-unit residence, the Montvale Block in the northeast corner, and three dwellings in the southeast corner. West Railroad Avenue had been consolidated into a single parcel labeled "NORTH WEST IMPROVEMENT CO'S COAL AND WOOD YARD." which was now south of the alley and northern half of the block. A rail spur penetrated the Yard and connected to the Northern Pacific R.R. main tracks to the south. The assemblage of track within the rail corridor is now labeled Pacific Av. "FORMERLY RAILROAD AVENUE."

This new parcel and the entire strip of land along the railroad corridor south of the future Railroad Alley Avenue is owned by Northern Pacific Railroad. The railroad leased the land to the individuals, partnerships, or corporations that would build the warehouse and manufacturing buildings along the rail corridor. This strip of land ran the entirety of the downtown area between the alleys bounding the north and the south of the railroad ownership.

On March 3, 1903, the *Spokane Daily Chronicle* reported the purchase of the holdings of A. G. Kamm in the Washington Machinery and Supply company, on the northwest corner of Monroe and Railroad avenues by George Wright and William Aitchison. Later in the month on March 27<sup>th</sup>, *The Spokane Press* reported: "The Washington Machinery and Supply ... would soon begin construction of a large addition to their current plant."

In response to the growth in business, the company announced plans for a new building in 1907. As reported by *The Spokesman-Review*, on January 5<sup>th</sup>,

Plans have been drawn for a new building for the Washington Machinery company on the north side of Railroad avenue facing the Northern Pacific right of way between Monroe and Madison streets. The building will be 50 by 80 feet in all and will have two stories and a basement. It will be used principally for warehouse purposes, be built of brick and cost approximately \$8000.

The Washington Machinery company has been dealing largely in woodworking tools and steam power appliances, and intends to add a complete line of iron working tools, which necessitates more floor room than is now available."

Growth for the company continued to expand and hence the need a concomitant expansion of the plant. The *Spokane Daily Chronicle* would report this last stage in the growth of the Washington Machinery company at the northwest corner of Monroe and the Northern Pacific Railroad. In its November 21, 1910 edition, the following was revealed: "Washington Machinery & Supply Co. to Have One of Largest in West."

Over a portion of the same site on which the Washington Machinery and Supply company began business in Spokane seven years ago with a floor space of

but 750 square feet in its establishment, that concern will soon occupy a three-story building 80X125 feet in dimensions, or a floor space of about 30,000 square feet.

Work will be begun early next spring by the Washington Machinery and Supply company in remodeling the greater part of its building at the northwest corner of Railroad avenue and Monroe street. The Monroe street and Railroad avenue side of the building will be reconstructed along a more attractive design of architecture and one more story will be added to that portion of the structure that now consists of but one story and a basement.

This part covers an area of 80X100 feet and the addition and remodeling will cost something like \$15,000, it is figured.

The 1910 Sanborn recorded that growth in outlining the new building in three sections; one at three stories, and two at two stories. The building stretched between Railroad Alley and Pacific Avenue/NPRR, between the five-story brick Washington Rubber Company on the west end and Monroe Street terminating the east end. Completing the west end of the southern portion of the block was the three-story brick Spokane Paint and Oil Company that abutted the Washington Rubber Company on its east end. On the northern half of the block, the five-story brick Madison Hotel had been built on the west end of Block 118. The three-story brick IOOF Hall occupied the entire parcel to the east, a two-unit residential building with a shed to its south is on the next parcel, and the three-story brick Montvale Hotel remained on the northwest corner. The area behind (south) of the Montvale was vacant.

In 1919, Washington Machinery and Supply company moved to a new larger facility on the north side of the Spokane River, on Division Street and Cataldo Avenue with access to the Oregon Railroad & Navigation Company line. A variety of businesses would occupy their former building over the next several years.

The Northwest Phonograph Jobbers, Inc. was organized in 1920 to wholesale phonographs and accessories in the Inland Empire. The Spokane Daily Chronicle edition of May 27<sup>th</sup> reported that they had just opened new offices and a warehouse yesterday at S122 Monroe Street. Scott Electric Company advertised its business in 1921 at this address, followed in 1922 by Rennie Electric. Electrical and battery shops and a ladder factory would also occupy the building.

Eventually the building would evolve to house a major distributor of electrical goods in the Spokane region

The 1928 Sanborn map shows the north half of the block in its current configuration with the U.S. Rubber Building as the new building on the map. On the southern portion, the Sanborn notes that the east half of the Spokane Paint and Oil Building is reinforced concrete, rebuilt in 1913. The Washington Rubber Building has the notation "poultry." The Washington Machinery building is labeled "MACHINERY WAREHO." The easterly portion of the building, that which would become the Pacific States Electric Building in 1928, in the middle section houses an electric stove warehouse, and in the eastern end is a battery shop, and on the second floor, a ladder factory. The new building footprint and use was not yet illustrated in this map update. The 1917 concrete Northern Pacific viaduct is depicted but somewhat obscured by the paste over from the update of the 1910 map.

At the beginning of the year 1928, on January 7, *The Spokesman-Review* would report the recent business deal of Eugene Enloe, prominent Spokane capitalist. "More than \$1,000,000 in cash..."

would come to Spokane in a deal that involved the sale of an 11-city Canadian Power system. Mr. Enloe had entered the power business some 22 years ago and had supplied power to some 35 towns of the Inland Empire, with systems including Medical Lake, Big Bend, Okanogan, and his association with the Washington Water Power Company.

Flush with cash from his Canadian power sale, Enloe invested in a new building. "Enloe to Erect \$30,000 Building," the *Spokane Daily Chronicle* would report on July 2, 1928. The two-story brick building would be leased for 25 years to the Pacific States Electric company. Construction would start as soon as the present building can be removed from the site. Alloway & Georg have been awarded the building contract. Wells & Bartleson [sic] are the architects." [Note: Bartleson should have been Bertelsen. Henry C. Bertelsen was in partnership with William A. Wells at the time the Enloe building was designed.]

*The Spokesman-Review* reported the securing of a building permit for warehouse on August 1, 1928. Alloway & Georg were contractors for the new \$22,000 warehouse at S122 Monroe that was being made for Eugene Enloe. "A new brick addition 75x80 feet, one story and a basement, is a part of the contract. The building has been leased to the Pacific States Electric company and will be completed by the middle of September."

On October 4, 1928, the *Spokane Chronicle* included a photo of the new Pacific States Electric Co. building "Fireproof Home for Electric Firm on South Monroe," captioned the photo. Also included were photos of D. E. Harris, president and Harry B. Rogers, local manager.

In September 1929, *The Spokesman-Review* reported that the eleven Pacific States supply houses would consolidate and merge with General Electric Supply corporation (of Delaware) as of October 1. The article reported the opening of an office in Spokane ten years ago with the establishment of the warehouse four years later. Mr. H. B. Rogers, Spokane manager, stated that Spokane's facility "was the largest distributor of electrical supplies on the Pacific coast." Rogers reassured that the consolidation does not mean a change in ownership, but that it brings into one national group 14 wholesale distributing corporations owned by the General Electric company. Likewise, the organization would not change in policy or management.

It was not until the 1950 Sanborn Map that the current footprint is shown. In addition, the map shows the Northern Pacific railroad viaduct, a reinforced concrete retaining wall 20' high, as bounding the south boundary of the block. Also, in depicting the subject building, labels it and the two building segments to the east (now the Pacific States Electric Building) as "GENERAL ELECTRIC SUPPLY CORP.," an electrical supply warehouse.

Apparently, the 1012 West Railroad address was used from 1928 to 1940 by the Nott-Atwater Company (157 South Monroe) as a warehouse. General Electric Supply followed, using the building as a warehouse between 1940 and 1953, while the Pacific States Electric company, essentially a subsidiary General Electric Supply, maintained its business office at S122 Monroe, the front face of the building.

The 1958 (p282) Sanborn map indicates that the entire block was covered with brick buildings (one was concrete). The former Washington Machinery building was now separated (in ownership and name) from the 1928 Electric Building (which incorporated portions of the former) and was labeled "TRANSFER STORAGE." The two easterly sections that had been

incorporated into the Pacific States Electric Building in 1928, are labeled “U.S. GOV'T OCC'Y.” As stated above, the Spokane filter center would move out in February 1959.

The Electric Building, Washington Machinery Building, Washington Rubber Building, and the Spokane Paint and Oil Building would be purchased by City Terminal LLC soon thereafter in the fall of 2000. Between 2000 and 2004, South 122 Monroe would house a variety of businesses involved in the restaurant, coffee and creative arts: Spike Coffee house and the Brooklyn Deli in 2001; Art By Yourself until 2004, Gifts from the Heart; Tryst Coffee House in 2002; Corner Booth Productions in 2003; Railside Center Arts Gallery in 2004.

The Assessor's Field File for 2001 indicated the ownership of the strip of four buildings between Madison and Monroe between Railroad Alley Avenue and the BNSF viaduct were owned by City Terminal LLC, followed by the Odd Girls LLC which controlled all of the block except the Montvale Hotel. Ownership by the Odd Girls, including the Electric Building, was transferred the building to Spokane Partners, LLC by quit claim deed on January 14, 2005. Spokane Partners owned all of the buildings in the block except for the Montvale. Eventually, the Spokane Partners suffered financial difficulties and the properties by trustee deed to Assist, Inc. which then conveyed to Evesham, LLC on 4/19/2013. Finally, the property was conveyed by statutory warranty deed from Evesham, LLC to Electric & Railside, LLC. January 17, 2019.

#### **Building Developer Eugene Enloe (1859-1945)**

Eugene Enloe, a 40-year resident of the Spokane area, was an investment banker who had been engaged in the electric light and power, and investment and realty business for nearly 40 years. Enloe was one of the pioneers of electricity in the northwest, owning or controlling at various times systems in 35 towns in the Inland Empire. At the time of his death, he had resided at W2208 Second, in the mansion built by mining millionaire Patsy Clark. Enloe was retired as president of the Washington Trust Bank in 1941 to pursue his private business interests.

He was born in Greenville, Ill. in 1859 and came west with his wife and four of his seven children to Medical Lake in 1891. He operated a hotel in Wenatchee, then bought a bakery in Medical Lake which he enlarged into a general store. "...and often said that he first became interested in the electric and power business because he had so much trouble with the lights in his store." (S-R, 9/3/1945) Thus, in 1905, he, with associates, induced the Washington Water Power (WWP) to build a line to Medical Lake and then took over the contract for operation of the line (he would sell the system to WWP in 1928).

He then organized the Big Bend Light and Power Company in 1907, which served Reardan, Davenport, Sprague, Ritzville and Lind; and in December 1913, Big Bend Light & Power sold its franchises and distributing system to WWP. His reach included Okanogan County where he built and operated hydroelectric plants on the Similkameem and Methow rivers. The company served Riverside, Omak, Okanogan, Brewster, Pateros, Bridgeport and Mansfield and eventually sold to WWP. In 1917, Enloe, as its president, was working with the Grangeville Electric Light and Power Company in Idaho to erect a second dam and flume and equipment to supply the towns and industries in the vicinity of the mineral fields in the area.

In the 1920s he and his family owned and operated power plants in Drumheller and Wayne, Alta., Canada, and sold in 1928 for \$1,000,000 (about 14.8 million in 2020 dollars). Also, in 1928, just after the sale of his major electrical holding in Canada, Enloe was elected to the Washington Trust Bank board of directors. He would become president of the bank two years later in 1932.

Besides the light and power interests, Mr. Enloe was president of the Idaho Portland Cement Company, president of the Enloe Investment Company, a security holding corporation; president of the Pacific Coast Investment Company, head of the Spokane Realty Company, and was a director of the WWP, the Inland Empire Paper Company, the Continental Coal company, the Enfield Oil Company, the Spokane Hotel Company, and the Y.W.C.A.

He and Mrs. Enloe, who died last March, were always active in Y.W.C.A. work, donating the building on Main Avenue where the club is now quartered, and the summer home for girls on Spirit Lake. He was also a member of the Spokane Country Club, the Spokane City Club, and the United States Chamber of Commerce. He was entombed at the Enloe family mausoleum at n

**Architects Henry C. Bertelsen (1888 - 1963) and William A. Wells (1878-1938)**

Born in Varde, Denmark in 1888, Henry C. Bertelsen, educated at the Chicago Institute of Fine Art, came to Spokane in 1905. After a short apprenticeship with architect Howard Hals, Bertelsen began working as a draftsman for the architectural firm of Cutter & Malmgren in 1909. A skilled draftsman, he eventually managed the firm's drafting room, and reportedly completed many of their final architectural drawings. When Karl Malmgren passed away in 1921, Cutter made Bertelsen his assistant, but was unable to pay his wages due to Spokane's declining economy. When Cutter departed Spokane in 1923, in lieu of back wages, Bertelsen, along with Cutter's secretary, were left the contents of Cutter's office. In 1924 Bertelsen formed a partnership with the older and more experienced William A. Wells.

Architect William A. Wells is noted for having designed some of Oklahoma City's early-day buildings. Born in May 1878 in Seneca, Kansas, he attended the Art Institute of Chicago and worked in Frank Lloyd Wright's Oak Park, Illinois, studio. By 1902 Wells established an architectural practice in Moline, Illinois, but in 1903 he relocated to Oklahoma City, Oklahoma Territory. In Oklahoma City he designed a number of downtown's most architecturally significant commercial buildings, often partnering with Arthur J. Williams. Many of his buildings have been razed, but the Colcord Building (1909-10, Sullivanesque) is extant and listed on the National Register. He moved to Spokane in 1914 and formed a partnership with H.G. Ellis. Around 1924, he joined Bertelsen in partnership as Wells & Bertelsen. In addition to the Electric Building, the firm designed St. Ann's School at 124 S. Lee (extant) in 1925, and Lincoln Elementary School at 5<sup>th</sup> and Browne in 1928 (razed). They also completed designs for the 41<sup>st</sup> Air Service unit of the Washington National Guard at Felts field in 1925 and 1927, an addition to the Auto Interurban Garage at 444 Catlado (razed) and the Gordon grocery warehouse at Riverside the NP tracks in 1927 (razed). Although an April 1929 article stated that Wells and Bertelsen were designing plans for a new North Hill Branch library, when completed later in the year (November), only Bertelsen was credited with the design. Likewise, Wells was credited with the design the St. Ann's Catholic Church in 1930. Thus, 1929 was likely the last year of the partnership. Wells would go on to join John K Dow in designing the National Register-listed Rogers High School (1932) before moving to Seattle where he passed away in 1938.

After his partnership with Wells, Bertelsen was prominent in Spokane and designed several significant buildings including, in whole or in part: the Spokane Coliseum (razed), the Inland Automobile Association Buildings, the Shrine Hospital for Crippled Children, several buildings on the Gonzaga University campus and buildings for the Sisters of the Holy Names. All of these are noted in major sections of an inventory of his work in the Northwest Museum of Arts and Culture in Spokane. Bertelsen was very prominent in charitable and civic projects, e.g., the

Salvation Army, Booth Memorial Hospital and the Inland Automobile Association. He was a trustee of the Fairmont Cemetery Association, and a member of Our Savior Lutheran Church, Inland Empire Boy Scout Council, Rotary, Spokane Club, to mention but a few. He died on August 23, 1963 and was survived by his wife Alma G. Bertelsen, who lived to the age of 93 (1888-1981). She was secretary and receptionist at her husband's firm.  
(DAHP, 2020; Oklahoma Historical Society, 2020)

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ELECTRIC BUILDING

## **MAPS, GRAPHICS, AND PHOTOS**

ELECTRIC BUILDING



Assessor's Field File 2001, Building Photo ca. 1975

**SPOKANE DAILY**

**New Fireproof Home for Electric Firm on South Monroe**



**"DOLLAR A WEEK"  
IS DEBATE TOPIC**

**High Schools to Argue on  
Installment Idea in  
This District.**

Announcement of the high school debate schedule for the northeast side debate district, along with the question for the state debate this year, was made today by Principal J. D. Meyer of Hillyard high school, manager of the debate district.

The question for debate is: "Resolved, That installment buying as a means of exchange is economically desirable," provided: the term does not include purchase of homes, investment securities or insurance.

The northeast district includes Spokane, Lincoln, Pend Oreille and Stevens counties. Eighteen schools have entered this season, the largest number entered in the state debates from this district in several years. The dates for the debates for the season are as follows: October 19, 1928; November 16, 1928; December 14, 1928, and January 11, 1929.



The Pacific States Electric company moved into its new fireproof brick and concrete home at 8122 Monroe street Monday of this week. The building was erected by Eugene Enloe, local capitalist. Alloway & Georg were the contractors. The company held a formal opening Monday. D. E. Harris of San Francisco (lower left), president, was in Spokane for the event, and with Harry B. Rogers (right), local manager, acted as host to the several score of customers and business associates.

**DAILY MARATHON      WINNING SUM ON NOTE**

ELECTRIC BUILDING



Pacific States Electric Co., 1928. Libby, L87-1.37703-29. NW Museum of Arts and Culture

18
THE SPOKESMAN-REVIEW, SPOKANE, WASH.
THURSDAY MORNING, MAY 11, 1922



**GREENPILDED NOT GALVANIZED CONDUIT**—Recognized as the standard by which all other galvanized conduits are compared. Has the galvanized inside and out. Superior in bending quality and durability. Specified by the Interstate Commerce Commission for the country. Imported and labeled under the supervision of the Underwriters' Laboratories, Inc.

**GE EXTERNALLY OPERATED SWITCHES**—"Safety First" is assured by the General Electric externally operated switch. Multiple Class B protection and may be handled without danger by even the most inexperienced operator. Loose carrying parts are completely isolated and inaccessible while alive, eliminating the fire and shock hazard.

**GE ENCLOSED FUSES**—These are electrical safety valves. The protection of your electrical equipment is dependent upon their accuracy. Remember in fuse buying is dependent upon the amount of safety which you purchase. G-E enclosed fuses are the most economical because you can disconnect upon their absolute melting under all conditions.

**FRAGILE NOT GALVANIZED ISOLATORS**—Fragile but galvanized outer boxes represent the latest development in design and labor-saving features. Their strong construction and hot patented shell give them exceptional quality of service and durability. They are made for use with both rigid and flexible conductors.

**FRAGILE FRIGID FIXTURES**—The Lucerne Edison is an exciting unit for economical lighting made to serve Mazda C lamps ranging from 75 to 100 WATT. It is specially designed, being made in one piece of light drawing temper glass of high diffusing quality and low light absorption.

**FRAGILE KILNDRON UNITS**—The Kilndron is a totally enclosed, anti-oxidant economical lighting unit. It is recommended for stores, offices, schools, hospitals and other places where a diffused light of high intensity is needed. The Kilndron hangs in place the lamp can be removed or replaced without disturbing the glass shell.

**MAZDA LAMPS**—Mazda—the best of a thing, but the mark of a service. It can appear only on lamps which meet the exacting requirements of Mazda service. The Pacific States Electric Company distributes every of Mazda Lamps for every purpose. It is one of the most important items in our complete line.

## Why General Electric Wiring Devices are sold under the "Check" Seal—

**THE** General Electric Company and its products are universally known to represent the highest standards.

In choosing the G-E line of wiring devices for distribution throughout the Pacific Coast, the Pacific States Electric Company further demonstrates its policy of selling only standard electrical materials, devices and appliances.

As the second step in providing the electrical consumer with standard, dependable service, the Pacific States Electric Company attaches its "check" seal to the General Electric products; this means that the guarantee of the General Electric Company is further certified by the Pacific States Electric Company.

As an additional means of protection to the electrical consumer, these standard products bearing the "check" seal of the Pacific States Electric Company are distributed through qualified dealers and electrical contractors.

Standard electrical products obtained from reliable manufacturers, certified and distributed by the Pacific States Electric Company and installed by qualified contractors, insure complete and permanent electrical satisfaction. Sub-standard contracting service is usually based on sub-standard materials and such service is always expensive in the long run and never satisfactory.

The contractors and dealers operating under the policy which entitles them to use the "check" seal of the Pacific States Electric Company are entitled to the full confidence of the public.

The "check" seal shown on the products installed by an electrical contractor or sold by an electrical dealer therefore becomes a simple and helpful identification of the highest standards of material and workmanship without which no electrical installation is worth consideration.

*The electrical appliances shown on this page, together with other standard electrical products, certified by the "check" seal, are described in our new booklet, "The Electrical How for Homeholders." You will enjoy this booklet, with its many practical suggestions for the convenient and economical utilization of electricity in your home. It may be obtained free from any electrical contractor or dealer displaying this seal.*

## PACIFIC STATES ELECTRIC COMPANY

SAN FRANCISCO   LOS ANGELES   SALT LAKE   DENVER   PORTLAND   SPOKANE



*Go to dealers and electrical contractors who display the "Check" Seal*



Look for this Seal.

# A Radio worthy of the name



**RADIO PHOTOGRAPH**  
CATHODE TUBE—Glass  
envelopes of rich brown  
enamel with metal finish.  
Three types Super-hetero-  
dyne circuit, 9 tubes—four  
of which are screen-grid.  
Several times more selectivity  
and sensitivity than any  
previously offered. Has tone  
control and new improved  
electrical photograph re-  
production.



**LOWCOST**—A distinguished  
example of early American  
cabinet design. Reproduction  
beautifully with new ma-  
terials. Super-hetero-  
dyne circuit, 9 tubes—four  
of which are screen-grid.  
More selective and sensitive  
than any set hitherto offered  
to the public.



**HIGHCOST**—Two door  
cabinet of early American  
design. Detailed, distinc-  
tive. Rich brown enamel  
with metal finish. Super-  
heterodyne circuit, 9 tubes  
—four of which are screen-  
grid. Several times more se-  
lective and sensitive than  
any set previously offered.  
Panel with Tone Control.



The symbol of research and  
a mark of dependability—  
"The Initials of a Friend."

## General Electric

More than twenty years devoted to research and development work for the Radio industry by General Electric engineers and scientists—Over twenty million dollars spent by General Electric—that radio might reach its present state of perfection.

And now—Out of the "House of Magic" comes the crowning achievement—a new type receiving set—radio as never before...

### GENERAL ELECTRIC RADIO

In it, masters of radio have combined for the first time the unexcelled selectivity of the super-heterodyne circuit with the unequalled power of screen-grid tubes—a station at every hairline...astonishing distance...elimination of hum...full-range tone, natural as though you are in the studio!

This set embodies every quality radio science can impart... a typical General Electric product.

You may purchase a General Electric Radio on the Convenient Budget Plan.

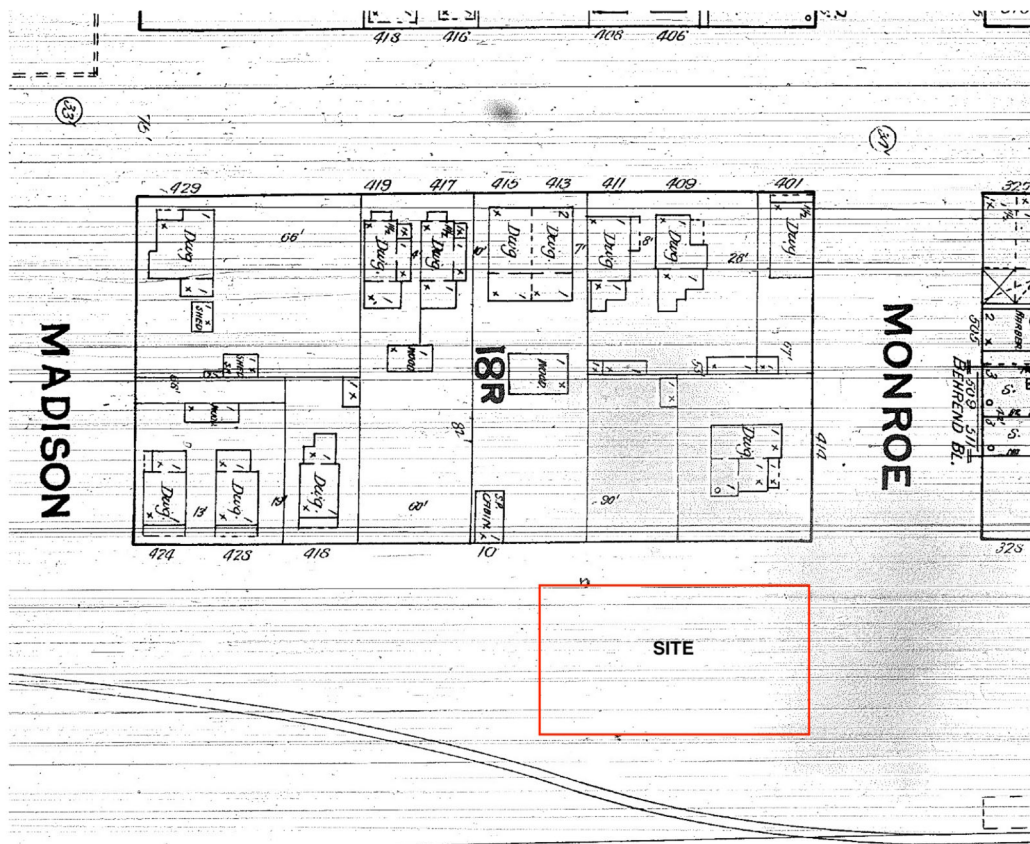
See it, hear it today!

# GENERAL ELECTRIC FULL RANGE RADIO

## General Electric Supply Corporation

5122 Monroe Street

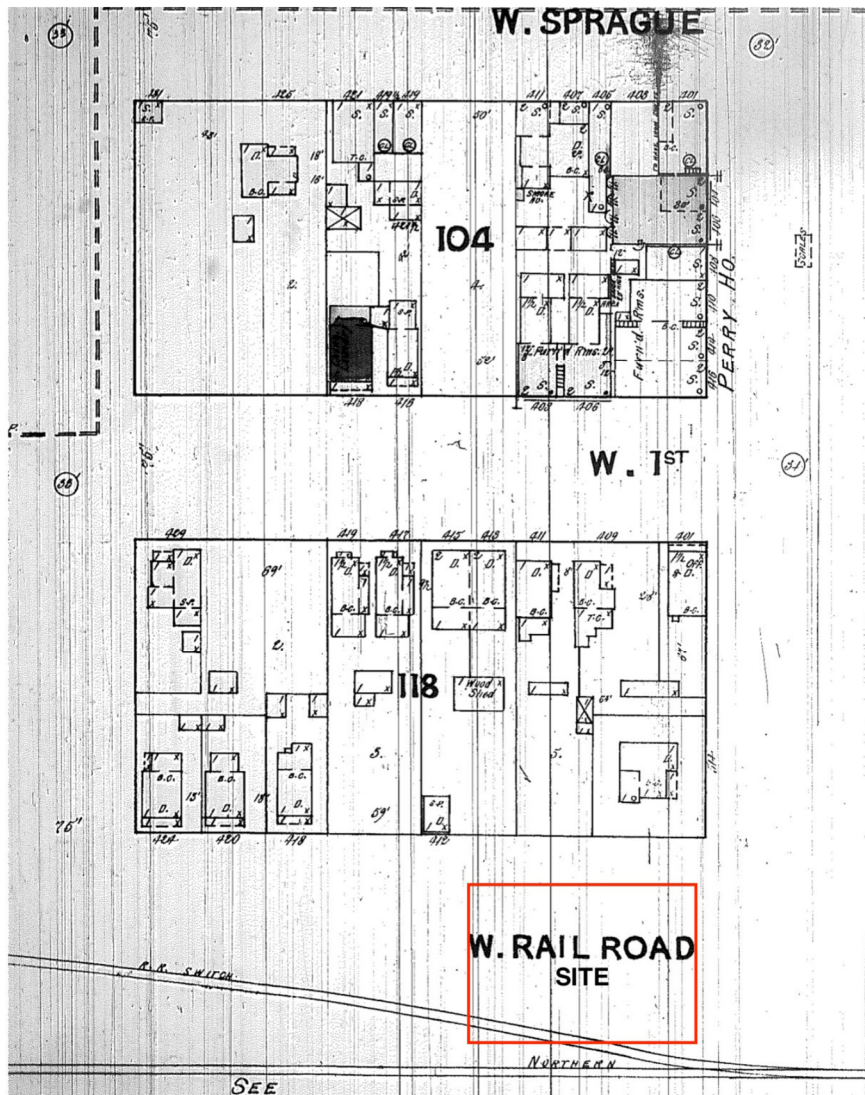
Spokane, Washington



Sanborn Insurance Map – 1890 – page 9

**SOUTH 122 MONROE STREET  
1890 SANBORN MAP**

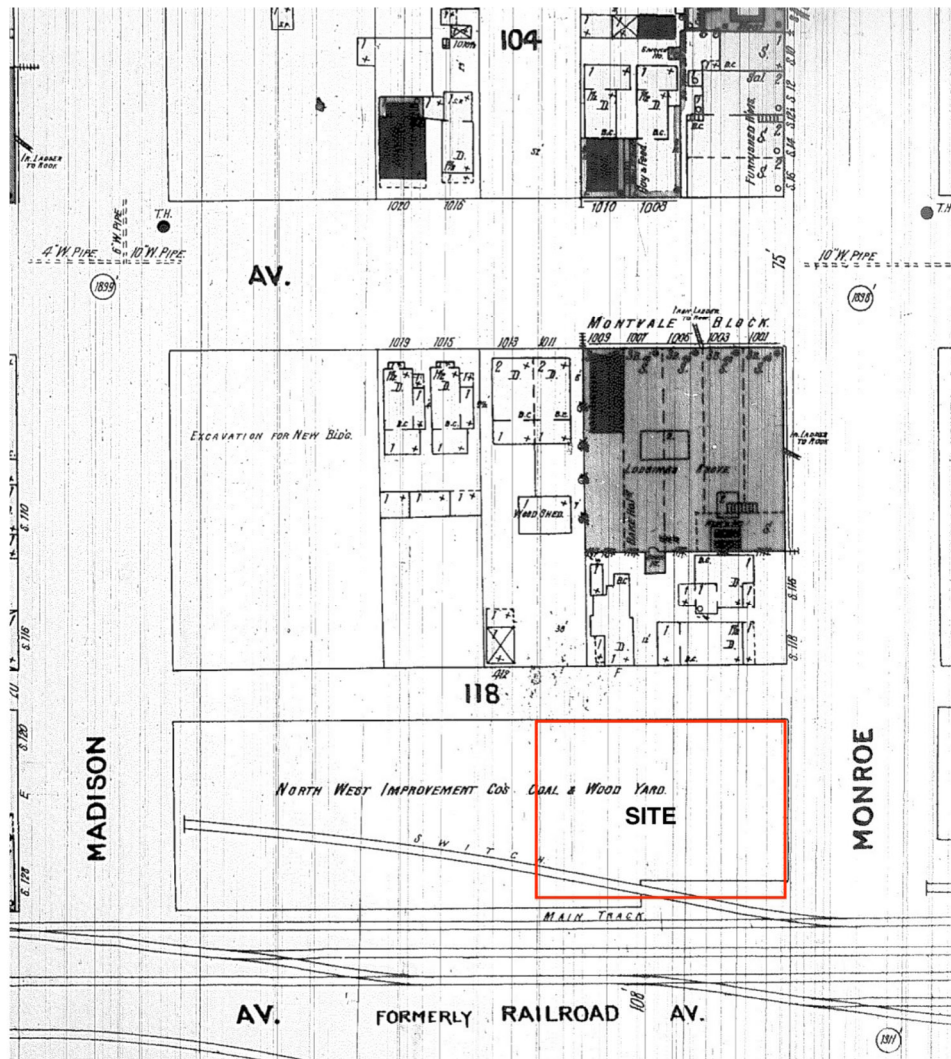
N  
1' = 100'



Sanborn Insurance Map – 1891 – page 12

# SOUTH 122 MONROE STREET 1891 SANBORN MAP

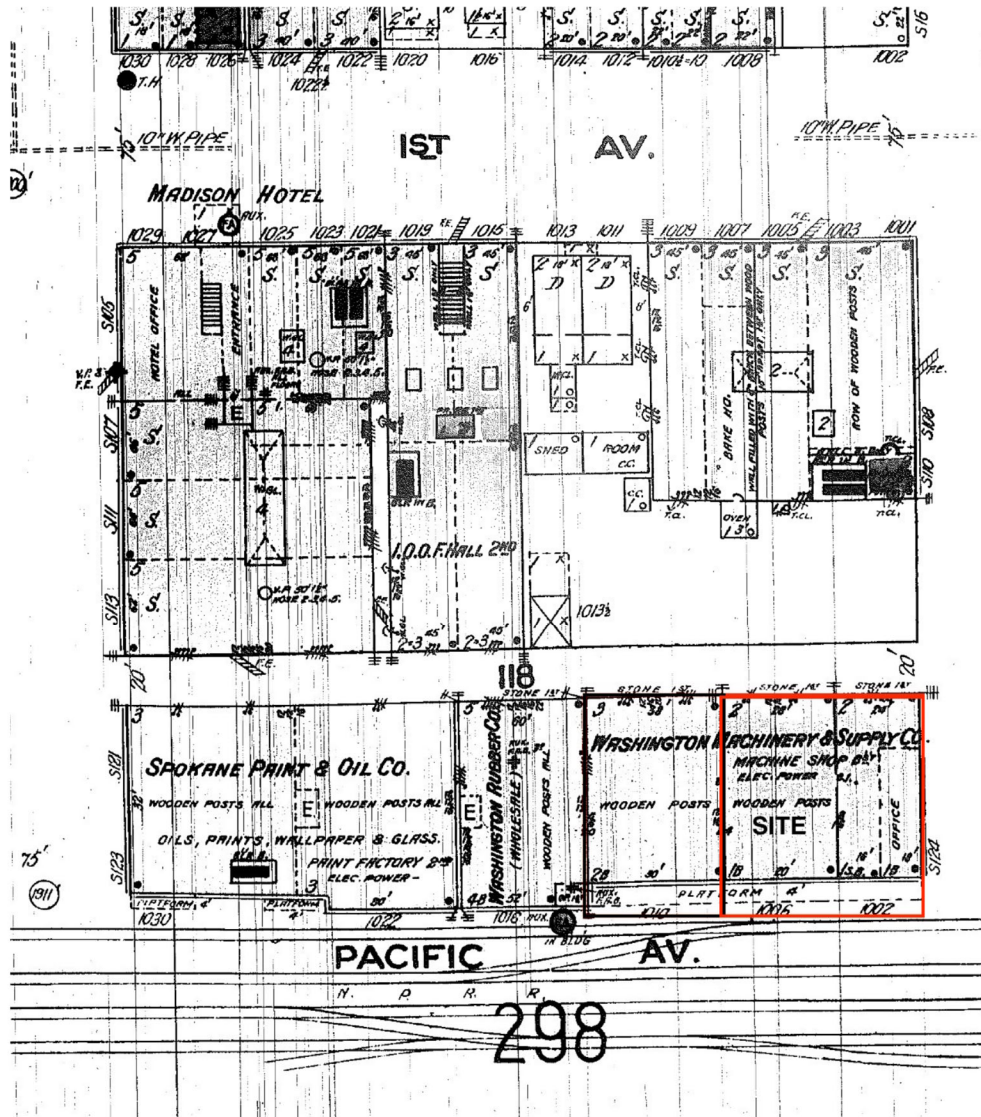
N  
1' = 100'



Sanborn Insurance Map – 1902 – page 22

# SOUTH 122 MONROE STREET 1902 SANBORN MAP

N  
1' = 100'

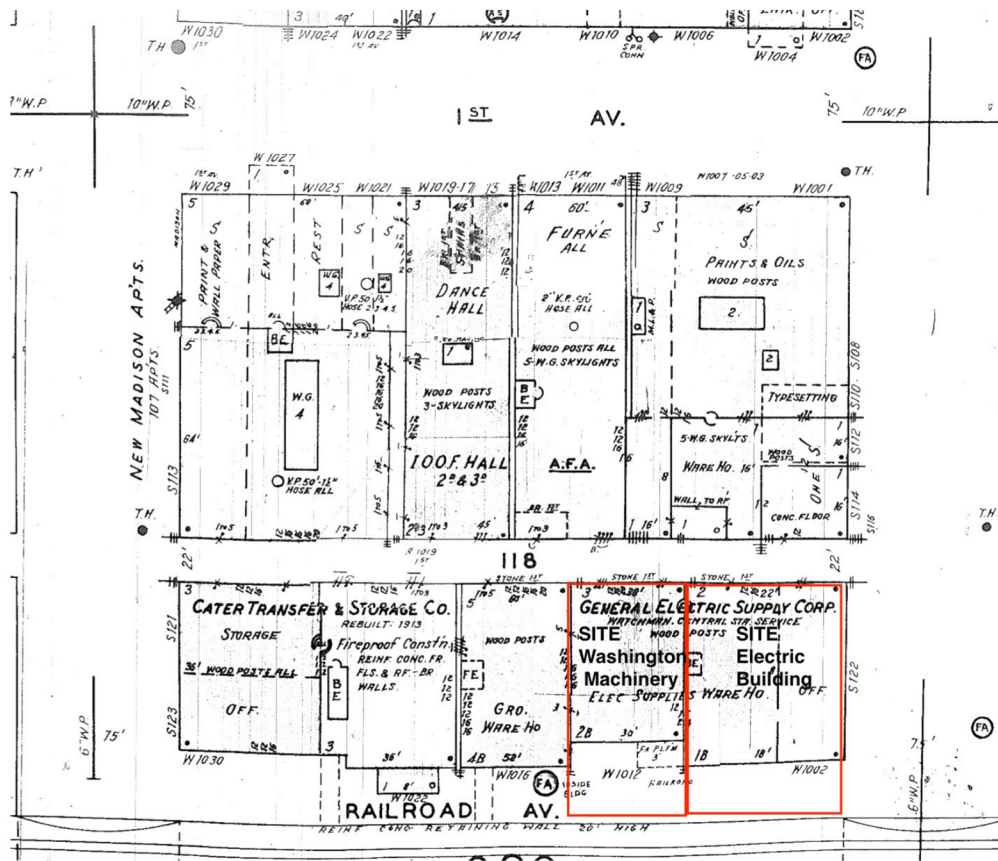


Sanborn Insurance Map – 1910 – page 282

**SOUTH 122 MONROE STREET  
1910 SANBORN MAP**

N  
1' = 100'

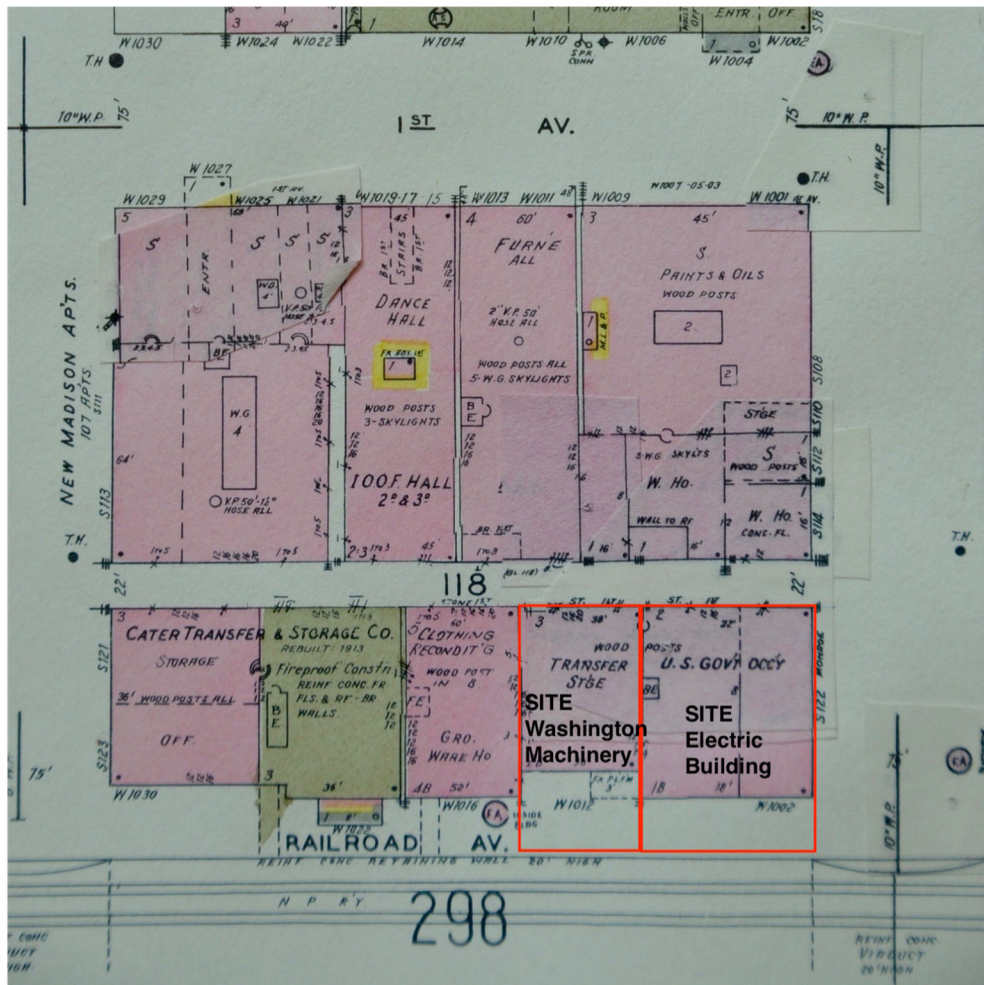




Sanborn Insurance Map – 1950 – page 282

**SOUTH 122 MONRE STREET  
1950 SANBORN MAP**

**N**  
1' = 100'



Sanborn Insurance Map – 1956 – page 282

**SOUTH 122 MONROE STREET  
1956 SANBORN MAP**

**N**  
1' = 100'

ELECTRIC BUILDING



1. Context along Monroe Street, looking southwest



2. Context along Monroe Street, looking northwest

ELECTRIC BUILDING



3. Northeast corner, and context along Railroad Alley Avenue



4. Front Facade along Monroe Street, looking west

ELECTRIC BUILDING



5. Southeast corner and context along BNSF viaduct alley, looking northwest



6. Southwest corner, looking northeast along BNSF viaduct alley

ELECTRIC BUILDING



7. Northwest corner, looking SE along Railroad Alley (juncture with Washington Machinery on west)



8. North facade along Railroad Alley (Washington Machinery on west), looking south

ELECTRIC BUILDING



9. North facade-northeast corner showing wall juncture (1928 & 1910)



10. North facade - wall juncture (1910 & 1907)

ELECTRIC BUILDING

11. North facade - wall detail and juncture with Washington Machinery building



12. Front facade - detail of window bay, pilasters, and main entry



13. Front facade-main entry, detail of sunburst transom



14. South facade - detail of side entry (former loading door and dock) and window bays