

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: Spokane & Inland Empire Railroad Car Facility

And/Or Common Name: Great Northern Railway Facility/Taylor-Edwards Warehouse

2. Location

Street & Number: 800 E. Spokane Falls Boulevard (formerly E. Trent)

City, State, Zip Code: Spokane, WA 99202

Parcel Number: 35174.0589

3. Classification

Category of Property	Ownership of Property	Status of Property	Present Use of Property	
X building	<input type="checkbox"/> public	X occupied	<input type="checkbox"/> agricultural	<input type="checkbox"/> museum
<input type="checkbox"/> site	X private	<input type="checkbox"/> work in progress	X commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both		<input type="checkbox"/> educational	<input type="checkbox"/> residential
<input type="checkbox"/> object	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> district	<input type="checkbox"/> in process	X 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: Great Northern Spokane LLC

Street & Number c/o 5005 Third Ave. South, Seattle, WA 98134

City, State, Zip Code: Seattle, WA 98134

Telephone Number/E-mail:

c/o Stephen Day (206) 625-1511, Stephen@stephendayarchitecture.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	City of Spokane Historic Landmarks Survey
Date	Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local <input type="checkbox"/>
Depository for Survey Records	Spokane Historic Preservation Office

7. Description

Architectural Classification

(enter categories from instructions)

Condition

☐ excellent

☒ good

☐ fair

☐ deteriorated

☐ ruins

☐ unexposed

Check One

☐ unaltered

☒ altered

Check One

☒ original site

☐ moved & date _____

Narrative description of present and original physical appearance 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" in one or more boxes for the criteria qualifying the property for Spokane Register listing:

- X A Property is associated with events that have made a significant contribution to the broad patterns of Spokane history.
- X B Property is associated with the lives of persons significant in our past.
- X 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.

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: Approximately 2 acres

Verbal Boundary Description: The property is shown as "Parcel B" on the attached base survey map at Fig. 6-1. The full legal description is at "Exhibit A" attached to this application.

Verbal Boundary Justification: Extent of current ownership; the boundaries enclose all remaining historical structures of the Spokane & Inland Empire Railroad Car Facility.

11. Form Prepared By

Name and Title: Stephen Day, AIA, partner

Organization: Stephen Day Architecture

Telephone Number/E-mail: (206) 625-1511; Stephen@stephendayarchitecture.com

Street and Number: 1326 Fifth Avenue, Suite 654

City, State, Zip Code; Seattle, WA 98101

Date June 16, 2010

12. Additional Documentation

Maps, Plans, Photographs (prints and electronic files): see table at continuation sheets

13. Signature of Owner(s)


Great Northern Spokane, LLC,
a Washington limited liability company

By: 
Dean Allen, Manager

14. For Official Use Only:

Date Received: _____ Attest: 

Date Heard: _____ City Clerk

Commission Decision: _____ Approved
as to Form: 
Council/Board Action: _____ Assistant City Attorney

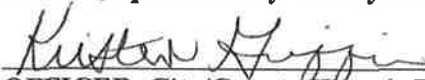
Date: 8/9/10

We hereby certify that this property has been listed in the Spokane Register of Historic Places.


CITY ADMINISTRATOR, City of Spokane
or

CHAIR, Spokane County Commissioners

CHAIR, Spokane City/County Historic Landmarks Commission


OFFICER, City/County Historic Preservation Officer
City/County Historic Preservation Office
Third Floor - City Hall, Spokane, WA 99201



Spokane & Inland Empire Railroad Car Facility

Summary

The Spokane & Inland Empire Railroad Company (“SIERR”) played a pivotal role in advancing the western U.S. development of electric interurban and city railroads in the first decade of the twentieth century. The SIERR Repair Facility is apparently the “Inland Empire’s” largest and most substantial surviving historic resource from the electric railroad era. This facility is an architecturally significant building assemblage constructed on a prominent peninsula on the banks of the Spokane River, approximately one mile east of the downtown office and retail core of Spokane, Washington. The immediate adjacent surroundings currently include parking areas and sports fields owned by Gonzaga University, with some additional remaining warehouse and industrial uses.

The existing building complex was completed in 1907, with an addition completed in 1908, in an austere, industrial variation of the Romanesque Revival style. The complex appears as one contiguous building but is essentially composed of a series of long, contiguous train sheds with low sloped roofs. The majority of the building spaces are single storey plus basement level (which originally contained a series of repair pits), with some second floor additions inserted into the building volumes in the 1950’s or later. The train sheds originally allowed for train cars to enter and exit the repair and fabrication facilities on rails with turntables, and repair pits were incorporated below. The interior and exterior walls are constructed of red brick in a common bond pattern, above a foundation of rough hewn granite, concrete and mixed stone. Wood roof trusses are typically supported by iron and/or heavy timber columns, or by brick pilasters and engaged columns, with a mix of heavy timber, concrete columns and stone foundation walls in the basement below. The interior brick surfaces and openings are predominantly in their original configuration. However, virtually all rails and railroad repair equipment were removed by the 1950’s when the building use changed from a railroad car repair facility to trucking and warehouse use. Although many window openings have been temporarily filled or otherwise modified, these modified openings could be restored to their original configuration. The great majority of the basic architectural components of this building assemblage are largely intact.

The complex retains a relatively high degree of historical integrity in terms of its prominent setting on the Spokane River, its overall plan, significant materials, workmanship, feeling and association.

Narrative Description

Overview of the Building

The Spokane & Inland Empire Railroad (the “SIERR”) Car Facility was built on an oxbow peninsula jutting into the Spokane River, apparently starting with a major building phase completed in 1907¹, with an additional adjoined car barn added by 1908² (see photograph from 1907 at Fig. 1; Fig. 2 photograph from 1908; Fig. 3 aerial photograph from c. 2003; Fig. 4 parcel map with rail plan, c. 1929) (also see expanded discussion of building sequence below).

The architect of the complex was Albert Held, prominent Spokane architect, and the builder was the P.L. Peterson Company³ (see additional information regarding the architect and builder below).

The narrative below refers to the area descriptions labeled in the Key Plan at Fig. 5-1 (e.g, “Car Barn 1”, “Car Barn 2”, etc.). See also the diagrammatic existing conditions elevations at Fig. 5-2.

Approximate Building Dimensions:

(The various building components below share party walls and collectively form one contiguous complex)

Car Barn 1: Plan: 52 by 202 feet; maximum interior height: 27’-8”

Car Barn 2: 40 by 202 feet; maximum interior height: 31’-7”

Car Barn 3: 79 by 200 feet; maximum interior height: 23’-6”

Car Barn 4 / Garage: 40 by 200 feet; maximum interior height: 22’-6”

Blacksmith/Boiler Room: 36 by 40 feet; maximum interior height: 18’-1”

Storage Rooms: 36 by 42 feet collectively; maximum interior height: 18’-1”

Site Conditions

The SIERR facility site has been significantly reduced in size in comparison to its configuration at the primary periods of significance (1907-1911), when a multitude of rail lines converged on the building. The property boundaries on the north, east and west have all been adjusted inward towards the building edges. The facility’s historical relationship with the Spokane River (to the south) is largely intact (see Fig. 6-1 survey – the SIERR property is shown as Parcel “B”). As described above, regrading of the site occurred on the north and east, when rail line approaches were removed and the building site was reconfigured in the 1950’s to accommodate the shift to trucking and warehouse uses. To the north is a one-story 1950’s warehouse facility and an access route to East Spokane Falls Boulevard (historically, also named “Trent Avenue” and earlier “Olive Avenue”). To the east is an elevated highway approach to the North Hamilton Street Bridge. To the west is land owned by Gonzaga University, currently used for vehicle parking. Periodic flooding and deposits from the Spokane River have affected the southern edges of the property, now in an unusually naturalistic state for an urban industrial waterfront area. Portions of the site area to the south of the buildings are

¹ “Spokane & Inland Shops.” Electric Railway Review. Vol. XVIII, No. 23, 7 December 1907, 891.

² Spokane & Inland Empire Railroad Company. Spokane’s Electric Railroads (Spokane, 1908), 12.

³ Clive Carter, Inland Empire Electric Line – Spokane to Coeur d’Alene and the Palouse (Coeur d’Alene: Museum of North Idaho, 2009) 60.

currently the subject of an approved State of Washington Department of Ecology hazardous materials voluntary cleanup program, aimed at addressing lead deposits that date from the railroad-era use of the facility. The facility is currently leased on a month-to-month basis to a trucking and warehouse company.

Building Development Sequence

Trade publications dating from 1906-1908 indicate that the SIERR buildings were constructed in two successive phases, one quickly following the other. Car Barns 2-4 inclusive, together with the areas labeled “Garage” and “Storage” in the Existing Conditions Plan at Fig. 5, were apparently constructed under one building campaign completed in 1907. They were certainly in existence when the complex was featured in an edition of the *Electric Railway Review*, dated December 7, 1907.⁴ See Fig. 6-2 plan labeled “Spokane Shops - Floor Plan and Sections of Pits and Turntables” and Fig. 1 “Exterior of Interurban Portion of Building”. Car Barn 1 was constructed as a contiguous addition, which does not yet appear in the December 7, 1907 *Electric Railway Review* publication, nor does it appear in the 1907 photograph labeled “S&I car barns and machine shops”, published in the SIERR brochure from that year (see Fig. 7)⁵. However, Car Barn 1 does appear in the 1908 publication entitled “Spokane’s Electric Railroads” in a photograph labeled “Spokane & Inland Empire Car Barns at Spokane” (see Fig. 2)⁶. The addition of Car Barn 1 appears to have been foreseen even at the time of the original construction, given the incorporation of integral masonry brackets on the exterior of the building to support the roof structure in the (future) adjoining addition (see Fig. 7).

According to the 1910 edition of the Sanborn maps of Spokane (“corrected to 1929”) (see Fig. 8)⁷ and based on aerial photographs of the site taken in 1929 (see Fig. 9⁸ and Fig. 10⁹), at some time between 1910 and 1929 two other features were added to the buildings:

(a) an additional car barn/repair/storage facility was constructed west of and parallel to Car Barn 1, but separated from the other buildings by a space approximately fifty feet in width, with a rail yard in the intervening space. This building was still in existence in a photograph apparently dated 1972 (see Fig. 11)¹⁰ and appears to have been a frame building, rather than brick masonry common to the remaining components of the complex. It was subsequently demolished. The area of the demolished building is now owned by Gonzaga University and is part of an automobile parking area adjacent to the subject site; and

⁴ “Spokane & Inland Shops.” *Electric Railway Review*, 891.

⁵ Spokane & Inland Empire Railroad Company. *Spokane & Inland Empire Railroad Company*. (Spokane: SIERR, 1907) 2.

⁶ Spokane’s Electric Railroads. *Spokane & Inland Empire Railroad Company*. (Spokane: SIERR, 1908) 10.

⁷ Sanborn Fire Insurance Maps. *Sanborn Fire Insurance Maps for Spokane, Washington, (1910, corrected to 1929)*, in the archives of the Northwest Museum of Arts & Culture, Spokane.

⁸ Libby Studios. Aerial photograph of Spokane, 1929, in the archives of the Northwest Museum of Arts & Culture, Spokane, at call number OS-87.1-39908-29.

⁹ Libby Studios. Aerial photograph of Spokane, 1929, in the archives of the Northwest Museum of Arts & Culture, Spokane, at call number OS-87.1-39713-29.

¹⁰ Anonymous, photograph in archives of the Northwest Museum of Arts & Culture, Spokane, dated April 1972 in margin.

(b) a small brick office/supervision space was added to the north elevation, between Car Barns 1 and 2. This protruding addition is still standing but is in poor condition and was not built as part of the initial building campaigns by SIERR (see Fig. 12). Accordingly, the historical record indicates that the existing features of significance for the SIERR assemblage were in place by the end of 1908.

Portions of the site surrounding the building were, at some point in the 1950's, excavated and lowered approximately 36 inches or more in order to accommodate trucks and dock-high storage bays. Those portions of the site leading up to the rail entry doors into the building were originally built up to meet the grade of the rails and main floor deck in the buildings (compare Fig. 13 photograph, showing original grade configuration with rails, to the 2009 photograph showing re-grading to accommodate truck bays, at Fig. 14).

Exterior Descriptions

North Elevation

Car Barn 1 portion of the North Elevation. The north elevation of the complex is composed of the contiguous, north facing exteriors of Car Barns 1, 2 and 3. See Key Plan at Fig. 5-1 and elevations at Fig. 5-2. Beginning at the northwest corner of the complex, the north elevation of Car Barn 1 includes a simple brick cornice above a common bond brick wall. It currently includes three truck bays with overhead doors serving the interior spaces, which are now used as warehouse space (see 2009 view at Fig. 14-1 and undated historic photograph at Fig. 14-2). The overhead doors now in place were apparently added after trucking/storage uses replaced railroad uses of the facilities (by 1956). The three Car Barn 1 door openings have been reduced in size by infill panels above a new header, resulting in a shortened opening in comparison to the grand openings of the original configuration for Car Barn 1 (also as shown in the 1908 photograph at Fig. 2 and at 14-2). As can still be seen by remnants of rails embedded in the floor deck at the portals, these three entry portals each originally included a separate pair of rails serving rail cars entering this facility. Historically, each portal also included a full width, multipane glazed transom, above a pair of now-vanished hinged wooden doors (Fig. 14-2). It is not clear to what extent any portion of the transoms remains behind the infill panels but this will be investigated during removal of the non-historic infill panels. The 1908 photograph shows a tall, narrow door for pedestrian access into the space, at the northwest corner, now filled in with brick as shown in the 2009 photograph (see Fig. 14-1). In general, the brickwork in this elevation is intact and in fairly good condition, but repointing appears necessary in various places. However, at some point a thin coat of brick-red paint was unevenly applied over the majority of the entire north elevation of the complex and is now in a faded condition.

Significant features: Original exterior wall brickwork and stone work, original window openings.

Car Barn 2 portion of the North Elevation. The Car Barn 2 portion of the north elevation provides the tallest and most expressive facade of the SIERR building assemblage. Topped with an inventive brick entablature, this façade includes a single large portal, providing a monumental entry into what was originally constructed as the main shop devoted to interurban railway cars. (See 1907 views at Fig. 1 and Fig. 7; undated historic view at Fig. 15-1; and 2009 view at Fig. 15-2). This celebratory portal is one of the most prominent features of the SIERR building and includes a shallow brick arch topped by a brick keystone element. Stone impost blocks are on either side of the arch. Brick material was apparently removed from each side of the opening at some point in order to widen the portal (perhaps in connection with the 1950's transition to trucking/storage). Otherwise the brick elements of this portal appear to be largely intact. However, as with the openings at Car Barn 1, this opening in its current condition has been shortened by introducing a new header and panel infill above, with rolling overhead doors below. Additional selective demolition of the non-historic infill panels is required to determine if the prominent circular motif and surrounding original materials (evident in the 1907-1908 photographs) remain in the arch area above the impost line. The pedestrian door in the historic elevation (east of the central portal) has been filled with concrete block. The unsympathetic addition of the office/supervision space (described above) was constructed of brick at some point after the original period of significance. This protrusion is in poor condition and significantly detracts from the architectural strengths of the central portal (see Fig. 16 and Fig. 17). It also has covered the symmetrically-placed pedestrian door that originally mirrored the door just east of the portal (see Fig. 15). At some point after the mid-1950s, the Spokane Culvert & Fabrication Company leased space in the complex and painted their company name above the main portal, now partially obscured. A metal roof access ladder was added after the period of significance, just east of the main portal, and that ladder remains in place in damaged condition. The relative height of Car Barn 2 allowed for a series of paired clerestory windows to run all along the twelve bays of its east-facing façade, above the roof level of the adjacent Car Barns 3 and 4. These window openings are currently of mixed condition, with several blocked with brick, others filled with plywood and several with what appear to be original wood sash windows, in a 5hX4w multipane pattern, in various stages of deterioration (see Fig. 18; see also discussion below regarding east elevations and interior elevations).

Significant features: Original exterior wall brickwork and stone work, original window and door openings, portal detailing, brick entablature.

Car Barn 3 portion of the North Elevation. The Car Barn 3 portion of the north elevation provides the side or flanking elevation of this portion of the SIERR facilities (see Fig. 19; see 1907 view at Fig. 20-1). It was constructed by 1907 with 11 bays, each with a single, very tall window opening centered in each bay, with a shallow brick arch at the top of the window openings (see 1938 photograph with window detail at Fig. 20-2). Currently, all of these original window openings are blocked and/or altered, as described

below in this paragraph. Each bay is further defined on the exterior wall by a series of tall brick pilasters, each steeply sloped at the top, with brick bases below. A projecting brick base course runs along the entire north façade of Car Barn 3. The parapet walls at the Car Barn 3 portion of the north elevation progressively step up in height as the facade moves east, with the tallest parapet in the series located at the east end of the façade.

Beginning with the bay that adjoins Car Barn 2 and moving eastward, this first bay includes a roof drain opening below the parapet that likely included a scupper and downspout at some point in the past, now missing. Roof drainage down the façade at this location has left a vertical pattern of moss and moisture/runoff staining on the surface of the brick and mortar in this area (see Fig. 21). The original window opening in this bay has been blocked with brick above a retrofitted (1930's?) 3hX4w multipane wood window. The original steel brackets for the window shutter are still in place. An electrical conduit has been added to the wall, which extends up and over the parapet. Moving eastward, the Bay 2 façade has been almost totally rebuilt, with a series of five newer (1950's?) steel sash windows, in an asymmetrical pattern, above and to the sides of a new doorway serving the current trucking and warehouse offices, with concrete exterior stair/porch and a steel and wood canopy. The original Bay 3 window opening has been partially blocked with brick, with a pair of the (1950's era?) steel sash windows inserted partially in and partially outside of the original opening (Fig. 22). At Bay 4, four steel sash windows have been inserted into the wall plane, partially in and partially outside of the original tall window opening (Fig. 23). Bay 5 has an asymmetrically placed doorway, porch and canopy similar to that at Bay 2, and here the original window opening is apparent and intact, but now blocked by brick. A steel sash window has been inserted above the porch canopy, and one steel sash window has been inserted east of the doorway. A metal hooded light fixture has been added to the façade, above the porch canopy (Fig. 24). At Bay 6, three steel sash windows have been inserted partially in and partially outside of the original opening (Fig. 25). At Bay 7, three steel sash windows have also been inserted, but here the added windows are located just outside of the area of the original (now blocked) window opening (Fig. 26). Bays 8 and 9 each have an opening with paired steel sash window insertions, partially in and partially outside of the original opening (Fig 27). Bay 10 has the original opening blocked with brick, but this bay is now windowless. At Bay 11, at the east end of the north elevation, a pair of steel doors have been inserted across the lower half of the original opening, with a steel lintel across the head of this added opening. The remainder of the original opening is blocked with brick. The words "TAYLOR-EDWARDS WHSE. NO. 2 800 E. FRONT AVE." have been painted across the parapet of the east end of this elevation, presumably painted after the 1956 lease to the Taylor-Edwards company (Fig. 28). In general, the Car Barn 3 north elevation has a fair degree of mortar deterioration at the parapet and the original brick in this elevation has been replaced here more than any other façade in the building complex.

Significant features: Original exterior wall brickwork and stone work, original window openings.

East Elevation #1

Car Barn 3 / 4 / Garage Space portion of the East Elevation. The Car Barn 3 / 4 / Garage portion of the east elevation was originally one of the primary façades for the complex, with a series of eight separate entry portals to this railcar storage house (see 1907 view at Fig. 20-1¹¹ and undated historic photographs at Fig. 29-1 and Fig. 29-2). These eight portals remain, each separately numbered (south to north) above the portal in fading numerals, painted in white directly on the brick. See also 2009 photograph at Fig. 29-3. This façade is now largely obscured by an elevated highway approach to the adjacent North Hamilton Street bridge over the Spokane River. However, this elevation retains its original, well-proportioned brick entablature (a variation on the entablature at the Car Barn 2 north elevation entry portal), apparently completely intact and in good condition. Starting at the south end of this elevation and moving north, there is clear evidence of a single, tall window opening that retains its shallow brick arch but this window opening was subsequently modified and enlarged to grade level. A pedestrian scaled door has been inserted here, with a header and concrete block infill above (Fig. 30). Next, moving to the bay labeled on the building as Bay “1” and progressing northward to Bay “8”, the Bay 1 portal and Bay 2 portal have each been fitted with a steel rollup door. At some point after the 1950’s transition of the facilities from railroad to trucking-related storage, the interior area served by the Bay 1 and Bay 2 portals was subdivided and the eastern portion modified as a garage and storage space (see the Existing Conditions Plan at Fig. 5). The Bay 3 and 4 portals have been filled with concrete block, though they still retain portions of their exterior hinge mountings for the original large wood shutter doors at these portals (Fig. 31). Bays 5 and 6 are unique in that they alone have retained what appear to be their original paired, wood, glass and steel shutter doors. These doors are shown in an undated historic photograph at Fig. 29-1 and in an undated photograph with 1908 snow sweeper car at Fig. 29-2. The 1907 publicity photograph includes these large doors (at Fig. 20-1). Photographs taken in 2009 of the surviving doors are at Figs. 31, 32 and 33. These doors and their hardware have been exposed to the extreme Spokane weather for over a century. The multipane windows have been removed or boarded over and the wood in particular has deteriorated in several places, but the surviving doors provide an evocative set of original artifacts from the building’s period of significance. The portals at Bays 7 and 8 have each been filled with concrete block, but portions of their original hinge mountings remain (Fig. 29-3).

Significant features: Original exterior wall brickwork and stone work, brick entablature, original window and portal openings, original wood/glass/steel doors, portions of door hardware.

South Elevation #1

Car Barn 4 / Garage Space portion of the South Elevation #1. This portion of the site was historically lower, given the overall slope of the land toward the river, and given that

¹¹ Spokane & Inland Empire Railroad Company. Spokane & Inland Empire Railroad Company. (Spokane: SIERR, 1907) 3.

this façade was built as a side elevation for the car barns and did not require a raised grade for rail car access. Also, by lowering this adjacent grade, window openings at the repair pit (basement) level could be included, allowing for some degree of natural lighting. The exterior walls of this lower pit area are constructed of an exposed, irregular stone matrix (see Figs. 34, 35), providing a base for the upper portions of the façade, built up of the common bond brick that is characteristic of the complex. The overall effect is of a well-proportioned brick expanse, with a repeating rhythm of vertical paired openings, supported by a robust, naturally-rusticated stone base. A shallow projecting roof eave caps the façade, with wood framing and panels in varying degrees of deterioration. This elevation includes nine bays, each with a pair of tall narrow window openings, topped with shallow brick arches. All of these openings have been filled with concrete block. Except for the bay at the far eastern edge of this elevation, below each pair of windows is a separate pair of repair pit window openings set into the stone foundation wall (Fig. 36). These lower windows still retain several of what appear to be original steel window shutters, now heavily rusted. Overall, this façade and its original window openings are quite intact, including nearly all of the original exterior shutter hinge mountings for the upper windows – though all of those shutters are now missing.

Significant features: Original exterior wall brickwork and stone work, original window openings, original steel shutters, portions of door hinge hardware.

East Elevation #2

Boiler Room / Blacksmith Shop / Storage portions of the East Elevation #2. This elevation shares most of the general characteristics of the Car Barn 4 / Garage South Elevation #1 (described above), although the openings in the upper brick portions of this façade are not as tall and attenuated, given the overall lower height of this façade (Fig. 37-1 and Fig. 37-2). The north half of this area of the complex was apparently used as a boiler room and blacksmith shop, according to the 1907 “Electric Railway Review” article’s description and plan at Fig. 6¹² and by the chimney stack, still standing and in good condition. An unusually wide doorway-sized opening was included in this section of the building, with brick shallow arch at its head, apparently used for access to the boiler area and blacksmith shop. A non-original exterior metal smoke stack was added to this façade at some point, as well as a pipe hole (not presently in use). In general, the pattern of openings in this façade are more irregular and organic than with any other elevation of the complex, reflecting the interior functions and requirements of the smaller-scale rooms contained within. Overall, the masonry in this façade appears to be in relatively good condition, although there is a significant stress fracture in the brickwork at the upper window head, second opening from the north end (Fig. 37-2). Above this façade and to the west, the upper clerestory windows of the double-height Car Barn 2 are visible (mentioned above), some with original shutters in place and some remaining multipane clerestory windows, in deteriorated condition.

¹² “Spokane & Inland Shops.” Electric Railway Review, 891.

Significant features: Original exterior wall brickwork and stone work, original window openings, original steel shutters, door hardware.

South Elevation #2

Storage Room portion of the South Elevation #2. The Storage Room, south elevation, is one of a series of prominent, adjacent facades facing south toward the Spokane River (Fig. 38). Historically (as is true today) this series of elevations must have been highly visible from the rail lines and roads located on the south side of the Spokane River. The Storage Room, south elevation, is topped by a scaled-back brick entablature, a variation on the design of the other entablatures on the north and east elevations, described above (Fig. 39). The materials and window openings in this façade continue the basic pattern described above for the facades located around the corner in the east elevation. The masonry of this elevation is very intact, with virtually no removals from the basic construction of the walls. An unusual feature here (and in the elevation to the west) is the inclusion of a small stone buttress placed at the center of this elevation, at the basement level (Fig. 40).

Significant features: Original exterior wall brickwork and stone work, original window openings, miscellaneous door hardware.

Car Barn 2 portion of the South Elevation #2. At the south end of Car Barn 2, this façade is the tallest and most developed of the south elevation group, providing a counterpart to this car barn's prominent north portal elevation (Fig. 41). This elevation is two bays wide and is capped by a continuation of the handsome brick entablature that wraps the entire north, west and south elevations of Car Barn 2. The brick portions of this façade were originally constructed with two pairs of clerestory-level windows above two pairs of tall base windows. However, at some point between 1929 and 1972, the separating brickwork between the east pair of lower window openings, portions of the surrounding brick and much of the repair pit-level stone wall and openings were removed in order to create a larger (and very irregular) opening. The central two clerestory-level windows still retain their wood multipane windows, although missing all glass and in deteriorated condition (blocked with wood panels on the interior side), while the outer two window openings are missing their window units entirely. A brick pilaster is in the center of the façade, dividing the two bays, and supported at its base with a stone buttress.

Significant features: Original exterior wall brickwork and stone work, brick entablature, original window openings, door hardware.

Car Barn 1 portion of South Elevation #2. Apparently added the year after Car Barn 2 was constructed, Car Barn 1 presents a more austere counterpart and is visually deferential to Car Barn 2 (Fig. 42). This south elevation is divided into three bays, with its parapet stepping down to the west in three segments. The brick upper wall features three pairs of tall window openings, each with shallow arches at the heads, all built over a

random stone base wall without openings. All windows have been filled with concrete block and all openings retain their exterior shutter hinge mounts.

By 1929, as shown in the aerial photographs of that year (see Figs. 9 and 10), an elaborate raised deck was constructed at the level of the main floor deck in Car Barns 1 and 2. This deck wrapped around the south elevation of the buildings, providing a linking surface between these buildings and the separate car shed constructed to the west. By 1972, as shown in the photograph at Fig. 11, this deck had been removed.

Significant features: Original exterior wall brickwork and stone work, original window openings, door hardware.

West Elevation

Car Barn 1, West Elevation. Measuring 202'-6" in length, this elevation provides the single longest, uninterrupted rhythm of exterior window and door openings in the entire complex (see 1908 photograph at Fig. 2, undated historic photograph at Fig. 43-1, 2009 photographs at Fig. 43-2 and Fig. 44). The upper brick portions of the wall are set in a common bond pattern above a projecting brick base, which is in turn set on a random stone base. Its twelve bays were constructed with a pair of very tall window openings in each bay, with shallow brick arches at the heads, except for the fifth bay from the south corner, which was constructed with a single large doorway (though not a portal for train cars) (see Fig. 43-2). A shallow projecting eave caps the façade, with some deterioration in the wood members. Large wood shutters were hinged at each window opening, now all missing, but the majority of the exterior hinge mounts remain in place. The original windows were large, multipane wood units, with an upper transom and lower unit. (See Fig. 2 and Fig. 43-1). Beginning at the south end of this elevation and moving northward (Figs. 45-50), the openings in bays 2, 5, 9 and 12 have all been substantially altered at some point after 1929 to provide larger openings, based on the 1929 aerial photographs. The remaining rough masonry openings are in essentially original condition. All openings are currently filled with concrete block, except for bays 2, 5 and 12, which also include rollup doors that were added at some point between 1929 and 1972. In general, it appears that the remaining brick and stone masonry in this façade is in fair to good condition, notwithstanding the alterations to accommodate the loading doors.

Significant features: Original exterior wall brickwork and stone work, original window openings, shutter hardware.

Interior Descriptions

Overview and Original Uses. Certain features appear in all of the interior spaces for the building areas described below. Except as noted below, the buildings were all originally constructed as train car storage and/or repair barns related to either the interurban or city

cars operated by SIERR.¹³ Functions of the buildings changed over time, after the acquisition of the facility by the Northern Pacific Railroad and the decline of interurban and urban electric railways, as indicated in the building labels in the 1910-1929 Sanborn maps.¹⁴ But in general these car barns were apparently used for inspection, repair, fabrication and storage of various types of train cars and train equipment up to the time that the facility was no longer used as a rail facility and shifted to use as a trucking-based warehouse in the 1950's.

Car Barn 1 was originally used for the inspection, storage and repair of the electric interurban cars used in the SIERR operations. This barn had 3 tracks running north-south. Car Barn 2 included machine shops activities and was also dedicated to the electric interurban cars, with double height interior space, including two pit tracks running half its length, at which point the tracks united at a 9'-6" diameter turntable, with a single track continuing to the south end of this barn. Work spaces were located on either side of the single track. A basement below Car Barn 2 was originally used to store heavy materials, including wheels, accessed by cranes dropping through trap doors.¹⁵ A toilet room was included at the southeast corner of Car Barn 2. Car Barn 3 was built for storage of the city (Spokane) electric streetcars, including six tracks running parallel east-west the entire length of the barn. The adjacent Car Barn 4 was designed for repair work for the city cars, with two tracks running east-west its entire length, including double-crossovers near the center of the barn. A toilet room was included in the southwest corner of Car Barn 4. Two storage rooms were located at the southeast corner of the complex. The boiler room and blacksmith shop were located adjacent to both Car Barn 2 and Car Barn 4. A total of 4 turntables were included in the complex in order to handle material and cars and served to interconnect the various tracks in the interurban shops, the city shops and the blacksmith shop.¹⁶

The buildings' design originally allowed for train cars to enter and exit the repair and fabrication facilities on rails set at the main floor level. An extensive system of repair pits were located below the track level of Car Barns 3 and 4, as shown in the 1907 plan at Fig. 6-2, now largely filled or lidded over with the 1950's era concrete warehouse deck.

The interior and exterior walls are constructed of red brick in a common bond pattern, above a foundation of rough hewn granite and mixed stone. The timber roof structural spanning elements are supported by iron pipe and wide flange iron columns, with timber bracing, with a mix of heavy timber, concrete columns and stone foundation walls in the basement below. The interior brick surfaces are largely in original configuration, except where altered (as described above) in order to widen exterior openings in certain locations.

¹³ "Spokane & Inland Shops." *Electric Railway Review*, 891.

¹⁴ Sanborn Fire Insurance Maps. Sanborn Fire Insurance Maps for Spokane, Washington, (1910, corrected to 1929), in the archives of the Northwest Museum of Arts & Culture, Spokane.

¹⁵ Carter, *Inland Empire Electric Line*, 61.

¹⁶ "Spokane & Inland Shops." *Electric Railway Review*, 891.

By 1950 the shops were remodeled to service various Great Northern Railway, including bridges and signals departments, and diesel locomotives.¹⁷ Virtually all rails and railroad repair equipment were removed by the mid to late -1950's when the building use changed from a railroad car storage/repair/fabrication facility to trucking and warehouse use.¹⁸

Car Barn 1 Interior. Car Barn 1 is located at the far west side of the building complex and runs generally north-south. This structure was the last of the group of buildings completed in the 1907-1908 SIERR building campaign. As noted, the addition of Car Barn 1 was apparently foreseen at the time of the construction of the earlier Car Barn 2, which included brackets on its exterior facade to be later used as roof structure supports in the interior of Car Barn 1. Historical accounts from 1908 indicate that Car Barn 1 was initially built as an SIERR car barn and repair/machine shop.¹⁹ The structure measures 202'-6" in length, with twelve interior bays. When originally constructed, it included one set of rails for each of its three large portals located to the north, with rails presumably running the entire length of the car barn. The roof and roof structure slope and drain to the west. A sprinkler system has been installed, with lines running east-west. Car Barn 1 included a series of twelve rectangular wire glass skylights, one per bay, located side-by-side in a line over the central track in the car barn (see 1929 aerial photograph Fig. 10). The openings in the ceiling for these skylights are evident in the interiors (discussed below), but all of the skylights were removed and the openings closed at some point after 1929.²⁰

Beginning with the interior elevation looking north, towards the entry portals, it is evident that there has been alteration of the brickwork surrounding the newly-configured portals (see Fig. 51). The same is true for the elevation looking west, with regards to the alterations to the window and door openings (discussed above). However, for most of the remaining interior elevations, the original brick configuration is intact. Looking east (Fig. 52), the interior elevation in Car Barn 1 is actually the facade that had for a short period of time (in 1907) acted as the exterior west-facing elevation for Car Barn 2 (see 1907 exterior view of Car Barn 2 at Fig. 1). The high interior walls with clerestory-level windows, above the tall, paired window openings (originally forming an exterior wall of Car Barn 2), are all still very visible. However, when Car Barn 1 was constructed, the roof level was set below the level of the west-facing brick entablature of Car Barn 2. As a result, this entablature is not visible from within Car Barn 1. The timber roof structure is supported by wood and iron columns, with wood bracing (Fig. 53). Former skylight openings have been boarded in (Fig. 54) and the wood roof members indicated that there have been roof leaks. The tall, paired window openings in the south (river-facing) facade are visible from within, currently filled with concrete block (Fig. 55). The same is true for the west wall, with blocked openings (Fig. 56).

¹⁷ Carter, *Inland Empire Electric Line*, 62.

¹⁸ *Taylor-Edwards Warehouse & Transfer Co. of Spokane Inc. v. Burlington Northern, Inc.*, 715 F.2d 1330 (9th Cir. Sep. 12, 1983).

¹⁹ *Spokane's Electric Railroads*, 10.

²⁰ Libby Studios. Aerial photograph of Spokane, at NMAC call number OS-87.1-39908-29.

Significant features: Original interior wall brickwork, original window openings, roof structure and columns.

Car Barn 2 Interior. Car Barn 2 was historically (and remains) the most visually-significant and intact of the various car barns. Built in 1907 as the shop devoted to the SIERRA interurban cars,²¹ it was constructed with two pit tracks that ran approximately half of its 202'-6" length. These tracks united at the center of the building to form one track, which continued the remainder of the length of the barn, with work spaces on each side (see plan at Fig. 6-2). The basic masonry work of its double height space with clerestory window openings and interior brickwork are all essentially intact (see Fig. 57). Each interior bay is further defined by deep, engaged columns that were possibly used as supports for overhead machinery and cranes. All of the machinery and track work are now gone, but the engaged columns (in brick) all remain in place. A series of eleven wood and iron rod roof trusses cross above in the short span of the building (approx. 38 feet), each truss centered above an engaged column. Wood girders span in the opposite direction, supported by the wood trusses, with a wood roof structure above (see Fig. 58). This system leaves the entire interior space of Car Barn 2 free of columns. The interior brick was whitewashed (presumably for light reflectivity), perhaps early on in the use of the buildings. This whitewash remains, in a fading state. A sprinkler system was installed at some point, with lines running east-west (Fig. 59). In general, the historic elements from the period of significance are still in place (including the wall brickwork, all of the rough masonry window openings, several of the original clerestory windows, the roof trusses, and engaged brick columns). However, the original toilet room at the southeast corner of Car Barn 2 (shown in the 1907 plan at Fig. 6) and all contents have been completely removed. Also, new doorway openings have been introduced at the east wall, including an opening at the southeast corner, leading east into the "Storage" area adjacent to Car Barn 2 (Fig. 60) and one centrally located doorway, leading to Car Barn 4 (Fig. 61). A wood stud-framed office space has also been inserted into Car Barn 2 at the northeast corner (Fig. 62).

Significant features: Original wall brickwork, original window openings, roof trusses, and engaged brick columns.

Car Barn 3 Interior. Originally a car storage and repair house with six tracks running the entire 200' length of this car barn,²² the interior of Car Barn 3 is made up of three longitudinal bays, defined by rows of heavy timber columns supporting timber beams and girders above (see Fig. 63). It appears from the 1929 aerial photographs that an extensive series of skylights had been installed, placed in five rows running north-south, with five skylights in each row (see Figs. 9, 10). The boarded-up openings for the skylights are visible in the ceiling, though all skylights have been removed. A sprinkler system was installed at some point, with lines running generally east-west. The interior of Car Barn 3 has also been altered through the addition of a two-story office space insertion (see Figs. 64-66) and the Existing Conditions Plan at Fig. 5), constructed of wall board and wood

²¹ "Spokane & Inland Shops." Electric Railway Review, 891.

²² "Spokane & Inland Shops." Electric Railway Review, 891.

studs and presumably dating from after the 1956 lease to the Taylor-Edwards trucking and storage company. The City of Spokane has no building permits or other records on file regarding any tenant improvements to the facility. Also, a ramp was installed, a large driveway opening was made in the brick wall between Car Barns 3 and 4 and a garage door installed (Fig. 67). However, except for these alterations and the series of reconfigurations described above in the discussion of the Car Barn 3 north elevation, the basic set of original historical elements for Car Barn 3 appear to be intact and in generally good condition.

Significant features: Original wall brickwork, original window openings, heavy timber roof components, heavy timber columns.

Car Barn 4 / Garage Interior. Car Barn 4 was built with two long, narrow shop bays used for rail car repair. Two sets of rail lines ran the entire 200 foot length of Car Barn 4, with double crossovers near the center of the barn.²³ The structural roof system of Car Barn 4 / Garage is a variation of that used at Car Barn 2, with a series of wood trusses spanning the short distance of approximately 38 feet, supporting wood girders and wood roof structure (Fig. 68). Brick pilasters support the roof trusses, shallower than and not as tall as the engaged columns in the double height space of Car Barn 2 (See Fig. 6 original plan). However, an extensive stud wall and sheathing system have been used here, apparently to introduce insulation to the area labeled as Car Barn 4. As with Car Barn 3, the 1929 aerial photographs show a series of five skylights for this barn, in line with the skylights in Car Barn 3 (Fig. 9, 10). The boarded-up openings for the skylights are visible in the ceiling, though all skylights have been removed. A sprinkler system was installed at some point, with lines running north-south. The space labeled “Garage” in the Existing Conditions Plan was originally a contiguous portion of Car Barn 4, as seen in the 1907 plan at Fig. 6. Its interior has not been sheathed with the stud wall/plywood system described above, so the original Car Barn 4 masonry is exposed in this location (Fig. 69). The Garage area has been further excavated by approximately thirty inches in order to provide at-grade vehicle access. A ramp has been installed to connect the floor level at Car Barn 3 with this lower level at the Garage (see Fig. 70). A connecting doorway has been opened in the masonry wall between these two barns. The large overhead rolling doors and the modified opening shown in the exterior photograph at Fig. 30 are seen from the interior at Fig. 71. However, other than these modifications, the basic set of original historical masonry elements for Car Barn 4 and the Garage space appear to be largely intact and in generally good condition, subject to additional selective demolition of the plywood sheathing and stud walls.

Significant features: Original wall brickwork, original window openings, heavy timber roof components, engaged brick columns.

Boiler Room/Blacksmith Shop. This relatively small (approx. 40' X 36') interior space was referred to as a “boiler room” and “blacksmith shop” in the 1907 “Electric Railway

²³ “Spokane & Inland Shops.” Electric Railway Review, 891.

Review” article describing these spaces.²⁴ The walls here follow the typical common bond pattern, with window openings topped by shallow arches. A single wood truss spans east-west across the space, supported by brick pilasters at the east and west walls (Fig. 72). Above this truss are wood girders supporting the wood-framed roof system, currently in a damaged condition due to water infiltration from the roof (Fig. 73). A large doorway has been opened into Car Barn 2, with additional damage to brick at the opening (Fig. 74). The brick in this space shows dark staining, which would be consistent with the original uses for this room. The 1907 article also indicates that a rail turntable was located here, one of four in the facilities which allowed interconnection between the interurban repair shop, the blacksmith shop and the city car repair shop. None of these turntables remain in place. Except for the roof framing damage due to water infiltration and the enlarged wall opening, the basic original historical elements for this space appear to be largely intact and in generally good condition.

Significant features: Original wall brickwork, original window openings, heavy timber roof components, brick pilasters.

Storage Spaces. These two relatively small (approx. 36 feet X 40 feet combined) interior spaces were referred to as “store rooms” in the 1907 “Electric Railway Review” article describing these spaces.²⁵ As with the blacksmith/boiler space, the walls here follow the typical common bond pattern, with window openings topped by shallow arches. Given the short spans here, the roof requires only heavy timber joists to support the wood-framed roof system (Fig. 75), currently in a damaged condition due to water infiltration from the roof (Fig. 76). Except for the roof framing damage due to water infiltration, and except for the wall opening enlargement into Car Barn 2 (Fig. 77), the basic original historical structural elements for this space appear to be largely intact and in relatively good condition.

Significant features: Original wall brickwork, original window openings, heavy timber roof components.

Basement Spaces / Repair Pits. The December 7, 1907 “Electric Railway Review” article on the SIERR facilities includes a plan of Car Barns 2, 3 and 4, showing the extensive system of repair pits associated with the various tracks and turntables.²⁶ With the transition from rail repair, rail car and fabrication facility to trucking/warehouse use, the repair pits apparently interfered with the use of the facility. At some point (or perhaps incrementally) the repair pit walls and deck above were altered substantially in order to create a load-bearing warehouse floor deck system in the various car barns-turned-storage warehouses. Various remnants of the repair pit walls remain in place at the basement level (see Fig. 78).

²⁴ “Spokane & Inland Shops.” *Electric Railway Review*, 891.

²⁵ “Spokane & Inland Shops.” *Electric Railway Review*, 891.

²⁶ “Spokane & Inland Shops.” *Electric Railway Review*, 891.

Spokane Register Narrative Statement of Significance

- X A Property is associated with events that have made a significant contribution to the broad patterns of Spokane history.
- X B Property is associated with the lives of persons significant in our past.
- X 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.

Period of Significance

The period of greatest significance for the Spokane & Inland Empire Railroad Car Facilities is linked to the building's unique importance as a center for the repair, fabrications and storage of electric railway equipment. That period commences with the construction of the building complex in 1907 and continues to 1911, a year of converging events marking the end of the presidency of the company founder and chief visionary, Jay P. Graves, the beginning of the rapid decline of the electric street railways and interurban railway system, the rapidly falling SIERR company's fortunes - and the building's gradual transformation from a facility that exclusively served electric railway cars. 1911 also saw the beginning of a dramatic fall in real estate activity in Spokane, and real estate development was a primary factor behind the expansion of the electric railway systems. By 1912, building permits issued in Spokane had fallen by half from 1911. By 1913, permits fell by half again. Electric rail patronage on the SIERR system fell rapidly after this time and in 1912, this reduced demand was also seen as "probably attributable to the increasing use of automobiles", a phrase that would be repeated for many years in the annual reports of the Washington Water Power Company, the power provider for the SIERR system.²⁷

Statement of Significance: Summary

The Spokane & Inland Empire Railroad ("SIERR") Facilities and Car Barns constitute the largest and most intact building assemblage arising from the early 20th Century heyday of the electric railroad in the "Inland Empire" of Washington State. Given Spokane's national prominence in the early development of electric rail systems, these facilities provide a set of valuable resources connected with the transportation history of the United States. Built in a robust but austere variation of the industrial Romanesque Revival style, the SIERR buildings as a whole constitute a rare surviving example of a large scale electric railroad car complex from a century ago, a significant building type in both architectural and engineering terms. The brick and stone building complex features structural clarity and architectural expression in the straightforward materials, repetitive bays and scale of the various rail car barns. Although the tracks system, interior repair pits and railroad-related equipment were removed with the transition of the facility from a rail-focused complex to a trucking/warehouse facility, the SIERR building complex still stands as a rare surviving representative of an electric railroad car repair, storage and

²⁷ John Fahey, Shaping Spokane – Jay P. Graves and His Times (Seattle and London: University of Washington Press, 1994) 52.

fabrication facility. It retains a relatively high degree of historical integrity in terms of its basic architectural/building components, its prominent relationship to the Spokane River, its overall plan, survival of significant materials, workmanship, feeling and association. The SIERR facility was apparently the most programmatically complex project designed by the prominent Spokane architect Albert Held. And these facilities constitute the most extensive surviving complex associated with the electric railroad ventures of SIERR's first president and largest stockholder, Jay P. Graves, a prominent figure in the development of street and interurban rail systems in the United States. Mr. Graves was a significant civic figure in the history of Spokane and Washington State, a visionary railroad builder, mine developer, philanthropist and patron of the arts and architecture.

A. Property is associated with events that have made a significant contribution to the broad patterns of Spokane history.

SIERR and Electric Railway Development

The Spokane & Inland Empire Railroad Car Facility constitutes the largest remaining architectural resources associated with the SIERR Company and its early development of electric railways in the "Inland Empire" of Washington State. By 1911, the Spokane area was ranked third overall in the United States in the development of electric railways, and perhaps first in terms of electric rail capacity per capita.²⁸ In that same year, the company was described in newspaper accounts as the foremost electric railroad system in the Pacific states. SIERR was nationally and internationally-recognized as an innovator in the early development of electric railway systems.²⁹

Starting in 1902 with the acquisition of the Montrose Streetcar Company,³⁰ Jay P. Graves began a complex series of transactions and partnerships which would culminate in the formation of the SIERR. The SIERR was organized in 1906 as a parent company that consolidated several electric rail lines developed by Graves and associates in the first years of the twentieth century³¹. These consolidated electric rail lines included the Spokane & Inland, Spokane Traction, Spokane Terminal, and the Coeur d'Alene & Spokane lines. Of the 100,000 shares issued in connection with the formation of the consolidated SIERR company, Graves owned 45,000 shares, Frederick A. Blackwell (founder of the Coeur d'Alene & Spokane line) owned 25,000 shares, Lewis Clark was allocated 25,000 shares, and the remaining 5,000 shares were split between others. Graves was elected the company's first president.³² Although the Spokane Terminal Company (founded by Graves in 1905 to construct the central passenger terminal in Spokane)³³ was the company that announced the construction of what would become the

²⁸ "Spokane Ranks Third in Electric Interurban Railroads." *Spokesman-Review*. 9 October 1911, 1.

²⁹ "German Commission Inspecting Single Phase Railways." *Electric Railway Review*. Vol. XVIII, No. 14, 5 October 1907, 404.

³⁰ John Fahey, *Shaping Spokane*, 35.

³¹ Fahey, *Shaping Spokane*, 61.

³² Fahey, *Shaping Spokane*, 61.

³³ Fahey, *Shaping Spokane*, 55.

SIERR facilities, by 1907 the building was completed under the ownership of the newly-formed and consolidated SIERR.

The SIERR system was published in U.S. and European engineering publications as an outstanding, early example of the novel single-phase motor system developed by Westinghouse Electric and Manufacturing Company, as opposed to the more typical three-phase electric system.³⁴ European delegations that traveled to Spokane to survey the SIERR facilities included a group of German engineers and railway experts, commissioned by Kaiser Wilhelm in 1907 to analyze the single-phase system (see Fig. 79).³⁵ The SIERR company also attracted significant interest from New York investment circles, in part because of the unusual single phase system, which was also used on a crucial section of the New York, New Haven and Hartford Railroad to provide a smoke-free rail line into New York City's Grand Central Station.³⁶

The SIERR car facilities were constructed in two phases in 1907-1908 to service the various cars and equipment in the expansive and growing SIERR system. This assemblage of masonry train buildings and support spaces formed a bustling center of rail-related activity. Both city trains and interurban/rural trains were serviced, repaired, stored and modified at these facilities.³⁷ From this point, rail lines stretched outward into the SIERR system, linking towns and agricultural centers of the Inland Empire (see system map at Fig. 80-1)³⁸.

SIERR and the Rise of Electric Interurban Rail Travel in the "Inland Empire"

The SIERR trains included a wide variety of freight and passenger functions that intensified the development of farm-to-market commerce and city-country day excursions in this rich agricultural region of the Western United States.³⁹ The train system also included elaborate touring coaches, with wood paneling and upholstered wicker chairs (see Fig. 80-2).⁴⁰ The SIERR lines provided a fast, electrified network that allowed Spokane city dwellers to reach areas of great natural beauty through day trips, such as to the Palouse country and Lake Coeur d'Alene area, excursions that only a few years earlier would have involved much greater effort and time. The SIERR system provided hourly trips to Lake Coeur d'Alene and eleven trains daily to Liberty. Country residents could speed into the city for shopping and entertainment trips and be home by evening, fueling economic activity in Spokane. Salesmen could cover far more ground by electric rail than by horse power and Spokane wholesalers could deliver orders with same-day service. Farmers could board trains from town to town or into the city after tethering their horses in sheds built by the SIERR at newly-built train stations. Instructional trains were run by

³⁴ Edwin Austin, Single-Phase Electric Railways (New York: D. Van Nostrand Company, 1915) 276.

³⁵ "German Commission Inspecting Single Phase Railways." Electric Railway Review, 404.

³⁶ Fahey, Shaping Spokane, 59.

³⁷ "Spokane & Inland Shops." Electric Railway Review, 891.

³⁸ Spokane & Inland Empire Railroad system map, reproduced at Fahey, Shaping Spokane, 64.

³⁹ "Grain Traffic on the Inland Empire System." Electric Railway Review. Vol. XVIII, No. 16, 19 October 1907, 678.

⁴⁰ "Parlor Car Service – Inland Empire System." Electric Railway Review. Vol. XVIII, No. 26, 28 December 1907, 977.

SIERR that included college professors lecturing as passengers sped through the countryside.⁴¹

The SIERR investors and directors also developed hotel, recreational and residential properties to fuel the passenger and freight traffic on the system, and connected the system with steamship excursions on lakes and rivers. These projects included hotel and resort facilities at Hayden Lake and Liberty Lake. A 20 acre waterfront park was developed at Coeur d'Alene, with music pavilion, to generate day trips from Spokane. Special night trains ran from Spokane to accommodate theatergoers returning home to Coeur d'Alene.⁴²

Another significant contribution of the SIERR facilities involved the modification of electric railways cars for use in the interurban delivery of U.S. Mail. By late 1907, the SIERR facilities were used to rebuild rail cars to serve as United States Mail Cars, providing U.S Mail service on the SIERR routes, with two daily mail trains operating between Spokane and Coeur d'Alene, Idaho. The Electric Railway Review reported these rebuilt cars and the SIERR contract with the postal service to be the first instance of U.S. Mail service by electric railway in the far Western United States (see Fig. 81).⁴³

The entire SIERR system depended primarily upon the repair, storage and fabrication functions of the Spokane facilities. As shown in the historic parcel map (see Fig. 4, north is up), the city streetcars (serving Spokane proper) approached the site from the direction of downtown Spokane (to the west) and entered Car Barns 3 and 4. The interurban cars (serving the remainder of the SIERR system) approached the site from the east, over the now-replaced railroad bridge spanning the Spokane River, entering Car Barns 1 and 2.

The Decline of the SIERR Company and Electric Interurban Railways

The success of SIERR as the organizing company behind an electrified passenger system was short-lived. From the time of completion of the SIERR facilities and onward, due to a variety of converging forces and events, SIERR's profits decreased.⁴⁴

By 1907, the year the first phase of the SIERR facilities was complete, the SIERR system was operating over its entire network of rail lines. But in the spring of 1907 a national depression severely restricted the SIERR's ability to continue expansion.⁴⁵ Then on July 31, 1909, a disastrous head-on collision involving two crowded SIERR trains occurred at the station in Gibbs, Idaho. There were seventeen fatalities, with over one hundred injuries.⁴⁶ A series of lawsuits followed this well-publicized accident, although the company was able to settle claims and continue operations.⁴⁷ By 1909, Jay Graves could

⁴¹ Fahey, *Shaping Spokane*, 67.

⁴² Carter, *Inland Empire Electric Line*, 135-136.

⁴³ "Mail Service on the Inland Empire System." *Electric Railway Review*. Vol. XVIII, No. 10, 7 September 1907, 278.

⁴⁴ Carter, *Inland Empire Electric Line*, graph at 10. See Carter for an expanded overview of the SIERR growth and financial profile.

⁴⁵ Fahey, *Shaping Spokane*, 65.

⁴⁶ Carter, *Inland Empire Electric Line*, 154; Fahey, *Shaping Spokane*, 68.

⁴⁷ Fahey, *Shaping Spokane*, 69.

apparently see the inevitability of the impending economic issues, cash flow and various revenue challenges with SIERR and electric railways generally and he began quietly assembling common stock for an eventual sale to a majority owner.⁴⁸ From the early years of the SIERR, the prominent railroad executive and investor James J. Hill (CEO of the Great Northern Railway and its lines) held stock in SIERR through various GN affiliates. Hill was the logical buyer for Graves' stock and in October, 1909, Hill essentially gained control of SIERR through purchases of Graves' common stock. Graves was asked to remain as president.⁴⁹ But by 1911, when it became more apparent to Hill and his affiliates that the SIERR system was becoming a financial burden, Jay P. Graves stepped down or was removed as president of the company.⁵⁰ After a period of steady decline, by 1919 the SIERR was in receivership.⁵¹ The SIERR holdings and routes were then broken up between a variety of companies.

By World War I, the boom years of electric railways had ended.⁵² With the growth of automobile and truck transportation, interurban railway revenues declined steadily, including those of the SIERR system. And the Great Depression years of the 1920's brought even greater losses to these systems. While annual passenger ridership on the SIERR lines had declined to around 700,000 passengers per year in the early 1920's, by the late 1920's ridership had plummeted to less than 100,000 passengers per year.⁵³ Starting in 1927,⁵⁴ the Great Northern Railway controlled the system and those assets that had not been previously sold off, including the historic SIERR car facilities. When GN assumed operations of the railways, they used the SIERR car facilities for GN cars and connected those tracks to their lines into the Great Northern Depot in Spokane.⁵⁵

Accordingly, the period of greatest significance for the Spokane SIERR facilities, with regards to the electric railway development and transportation history of the region and the U.S., commenced with the construction of these facilities (beginning 1907) and continued through the period that the SIERR was under the presidency of Jay P. Graves, founder and visionary (ending 1911). After that time, the SIERR steadily declined. These facilities had been designed to serve a unique, Spokane-centered electric railway system. With the eventual takeover of SIERR assets by the Great Northern Railway and its affiliates, the SIERR facilities became merely one of many rail facilities in a vast system stretching from the mid-west to the Pacific coast. GN gradually converted the facilities to general purpose railroad car storage and repairs. By the 1950's, through its related successor companies, GN eventually leased the former SIERR facilities to non-railroad trucking uses.

B. Property is associated with the lives of persons significant in our past.

⁴⁸ Fahey, Shaping Spokane, 69.

⁴⁹ Fahey, Shaping Spokane, 69.

⁵⁰ Fahey, Shaping Spokane, 71.

⁵¹ John T. Gaertner, North Bank Road: The Spokane, Portland & Seattle Railway (Pullman: Washington State University Press, 1990) 35.

⁵² Fahey, Shaping Spokane, 72.

⁵³ Carter, Inland Empire Electric Line, graph at 140.

⁵⁴ Fahey, Shaping Spokane, 73.

⁵⁵ Robert B. Hyslop, Spokane's Building Blocks. (Spokane: Privately published, 1983) 417.

Jay P. Graves (1859-1948) is widely recognized as a highly significant individual in the history and development of Spokane, as an energetic developer and promoter of railroads and neighborhoods, a philanthropist and as a patron of architecture⁵⁶ (see photograph at Fig. 82-1, with Graves at front center on train platform with gray greatcoat; see bronze bust of Graves at Fig. 82-2). He was the primary driving force and chief stock holder behind the consolidation of the Spokane & Inland Empire Railway system in 1904-1907 and at the forefront of the marketing and selling of company stock in east coast investment circles. Given Graves' significant interest in building design and development, and his position as first president of the company, his involvement must have been central to the development of its largest facility – the SIERR car facilities on the Spokane River. Graves' direct involvement in the SIERR building and its design and construction is also suggested by his earlier relationship with the SIERR facilities architect, Albert Held, and the builder of that complex (the P.L. Peterson Company). Both Held and the P.L. Peterson Company were previously hired by Graves' Spokane Terminal Company to design and build the Spokane Passenger Terminal and other structures eventually owned by SIERR, as further described below.

Jay Graves' Early Years

Graves was born in St. Mary's, Illinois, in 1859,⁵⁷ with ancestors including Captain Thomas Graves, who settled in Jamestown, Virginia in 1608.⁵⁸ Jay Graves said that he arrived in Spokane on Christmas Eve of 1887,⁵⁹ and his life and work there over the following 40 years corresponded with the growth of Spokane from a village to an innovative, bustling city. Jay Graves' older brother Frank preceded him in settling in Spokane in 1884 and paved the way for Jay Graves' initial ventures in land development.⁶⁰ First engaged in small scale real estate investment, then in mining operations in Washington and British Columbia, Jay Graves eventually acquired larger and larger tracts of land in and around Spokane. He would eventually play a role in shaping the city through his interests in the City Beautiful movement, his development of electric railroads, residential plats and parks and his philanthropic land grants.

Graves and the Development of a Regional Electric Railroad System

Beginning with the acquisition of the Montrose streetcar company in 1902, Graves assembled rail companies, land rights for future lines and cultivated investors from New

⁵⁶ "Builders and Leaders: The Spokesman-Review Bronzes." Spokane.net, 4 June 2009 <http://www.spokane.net/town_resources/ourhistory/bldrsLeaders.aspx. As an indicator of Graves' historical significance for Spokane, in 2002, Spokane's daily newspaper (the "Spokesman-Review") identified Graves as one of the twelve most prominent "Builders and Leaders" in the history of Spokane. The newspaper commissioned a bronze bust of each of these individuals, including Graves, now installed on the exterior street level façade of the Spokesman-Review Building in Downtown Spokane (see Fig. 82-2).

⁵⁷ Laura Arksey, *Jay P. Graves*. HistoryLink.org, 1 April 2006, 8 May 2009 <http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=7721.

⁵⁸ N.W. Durham, *History of the City of Spokane and Spokane County Washington*. (Spokane-Chicago-Philadelphia: S.J. Clarke Publishing Co., 1912) Vol. III, 421.

⁵⁹ Fahey, *Shaping Spokane*, 22.

⁶⁰ Fahey, *Shaping Spokane*, 22-23.

York, Boston and Chicago to invest in his electric railroad companies. By negotiating building rights from the city of Spokane in return for the promise to build new and extended electric rail lines, he was able to reach soon-to-be developed neighborhoods lying at the outskirts of central Spokane. With lines stretching through the center of Spokane and outward to farming and forest communities, small towns and suburbs, Graves assembled an integrated electric system that served both city and rural destinations and needs – unique in a time when most interurban rail company lines terminated at the outskirts of cities because of the high price of city rights-of-way.⁶¹ This also allowed Graves' rail lines to accommodate commuter passenger service, sightseeing excursions for city-dwellers and freight lines that could deliver farm and forest products to Spokane and other towns. Graves' vision was to build a clean, fast rail system that would integrate the agrarian world with the benefits offered by the city.

Graves also organized the Spokane-Washington Improvement Company, with powers to plat, install utilities, create park lands and street improvements. Working with the expansion of the streetcar lines, this quickly fueled the development of surrounding neighborhoods with leafy avenues and grand houses, within a rapid commute of the center of Spokane.⁶² Through streetcar lines, land grants and local improvement districts, Graves was central in the development of Spokane's Manito Park and Rockwood districts. Working with Aubrey White, an officer in Graves's various companies and an early booster of the City Beautiful movement in Spokane and elsewhere, Graves hired the Olmsted Brothers to lay out the roads, parkways and home sites for an extension of Rockwood – creating one of Spokane's most celebrated boulevards of that era.⁶³

In 1906, Graves became president and chief stockholder in the newly organized Spokane & Inland Empire Railroad Company to aggregate the various companies he or his various entities and associates had initiated or bought. The SIERR acquired, through exchanges of stock, the Spokane & Inland Railroad, the Spokane Traction Railroad, the Spokane Terminal and the Coeur d'Alene & Spokane Railroad, together with their lands, franchises, equipment and obligations.⁶⁴ In that same year, Graves initiated stock sales in the east to raise additional capital for the system. By late 1906, lines had been extended deeper into the Palouse country south of Spokane.

Also in 1906, Grave's Spokane Terminal Company built a grand passenger terminal in downtown Spokane, designed by Albert Held (see below). Smaller station houses were rapidly built in Spring Valley, Oakesdale, Rosalia, Thornton, Colfax and at Palouse.⁶⁵ In addition to Graves' extensive work with Albert Held, Graves commissioned the noted architect Kirtland Cutter⁶⁶ to design the Palouse station – another indication of Graves' interest in architectural expression. Cutter's firm of Cutter & Malmgren were the

⁶¹ Fahey, *Shaping Spokane*, 56.

⁶² Fahey, *Shaping Spokane*, 37.

⁶³ Fahey, *Shaping Spokane*, 48.

⁶⁴ Fahey, *Shaping Spokane*, 61.

⁶⁵ Fahey, *Shaping Spokane*, 63.

⁶⁶ Cutter & Malmgren Architects, "Front Elevation: Station at Palouse for Spokane & Inland Rail Co." 1907. Copy in archives at Northwest Museum for Arts and Culture, Spokane. Call No. L95-12.133.

architects of many of Spokane's most distinguished buildings and Cutter would eventually design both a city home and the country estate for Graves.⁶⁷

By late 1907, Graves' company had completed the first major phase of construction of the Spokane & Inland Empire Railroad Company's car facilities in Spokane, located on the peninsula bounded on the north by Olive Avenue (later Front Street, then East Trent, now East Spokane Falls Boulevard) and on the south by the curving Spokane River. Graves' skill as a marketer and booster for his company and its facilities is evidenced by a series of articles dating from 1905-1908 featuring the SIERR Company and its facilities in the "Street Railway Review" and the "Electric Railway Review" (leading national publications on urban and interurban railways). These included a December 7, 1907 article focusing on the fabrication and repair facilities, entitled "Spokane & Inland Shops", including a main floor plan and photograph of the just-completed first phase.⁶⁸

The company received international press in engineering circles because of its innovative use of the single-phase alternating current electric system, one of only a few in the United States (described above). Graves is seen as one of the central figures in this choice of systems. He had prior knowledge and experience with AC systems through his work with mining operations – and the initial estimates forecast substantial savings in both initial investments and operating costs with the AC system versus the more typical DC system.⁶⁹

Graves was a tireless promoter of the SIERR system and electric railways in general, as can be seen in a long series of trade publication articles published 1907-1911, as well as in articles that appeared in the newspapers in Spokane and other cities and towns in the SIERR system. The company also self-published booklets titled "The Spokane & Inland Empire Railroad Company" in 1907 and "Spokane's Electric Railroads" in 1908. Both publications included images of the SIERR car facilities (see Figs. 1, 2 and 6).

By the end of 1908, the SIERR complex on the Spokane River was complete.⁷⁰ Unfortunately, by the time the last bricks were placed at the SIERR facilities, the electric interurban railroad age had already reached its peak. Economic declines, the emergence of the automobile, expanded highways and trucking all contributed to the rapid decline of the electric railways. Profitability for the SIERR lines remained increasingly elusive. James Hill and various affiliates of the Great Northern Railroad gained control of the company through a series of stock purchases. In 1911, Graves' was replaced as president of the company he initiated.⁷¹ After that turning point, Graves' active involvement with the SIERR company and its facilities on the Spokane River came to an end.

Graves in the Post-SIERR Years

⁶⁷ Fahey, *Shaping Spokane*, 88-92.

⁶⁸ "Spokane & Inland Shops." *Electric Railway Review*, 891.

⁶⁹ Carter, *Inland Empire Electric Line*, 41-42.

⁷⁰ *Spokane's Electric Railroads*, 10.

⁷¹ Fahey, *Shaping Spokane*, 71.

Graves support of architecture and design in service to the SIERR and in relation to his other interests appears to have started with Graves' commission of noted Spokane architect Albert Held to design the Spokane Terminal Company's (later SIERR) passenger depot in Downtown Spokane, completed in 1906⁷² (now demolished). Albert Held also designed the frequency-changing station in Spokane for SIERR and a series of small passenger stations serving the SIERR lines (see discussion of Albert Held's work below). Held would go on to design the SIERR shops and car facilities on the Spokane River.

After his involvement with SIERR ended, Graves' interests in architecture and the development of Spokane would find new expression. He commissioned Kirtland Cutter to design a Georgian Revival mansion in Spokane's Browne's Addition, completed soon after he left the SIERR presidency.⁷³ Graves' most ambitious residential project for himself would be the expansive farm and estate he named "Waikiki Farm" (from "many waters"), completed in 1912, with landscape design by the Olmsted Brothers firm. This was designed as a working farm, with 125 head of Jersey cattle, purebred sheep, meadowlands for hay production, poultry, terraced gardens and a 100-horsepower electric plant powered by on-site springs.⁷⁴ John C. Olmsted worked with Graves and Kirtland Cutter on the overall landscape planning and architecture. The estate features a still-standing English revival mansion designed by Cutter, now listed on the National Register of Historic Places.⁷⁵ The grounds and buildings of Graves' rural estate are currently used as a retreat and study center serving Gonzaga University.

Graves would also continue to work with others to develop the Granby mines and smelter at Grand Forks, B.C., a significant involvement pre-dating his railroad building career.⁷⁶

Graves' projects also included a series of land developments in and around Spokane, including projects through the Country Homes Development Company, an entity that Graves founded with noted "City Beautiful" proponent Aubrey White. White was the first president of the Spokane Parks Board and an enthusiastic supporter of the Olmsted Brothers' landscape design work.⁷⁷

By 1937, financial difficulties forced Graves to sell his Waikiki Farm in order to settle debts. With the proceeds he built yet another house in Spokane, a two-story, 12-room, cream stucco home located on Spokane's Upper Terrace, designed by the prominent firm of Rigg and Vantyne.⁷⁸

⁷² Carter, *Inland Empire Electric Line*, 51.

⁷³ "Jay P. Graves is Helper of Spokane." *Spokesman Review*. 12 April 1905, 1.

⁷⁴ Fahey, *Shaping Spokane*, 89.

⁷⁵ City-County of Spokane Historic Preservation, *Jay P. Graves House/Waikiki Mansion*. Historic Spokane.org, 16 August 2006, 4 June 2009 <http://www.historicspokane.org/NationalRegister/graves_waikiki.htm>.

⁷⁶ "Stuck to Dreams and They All Came True." *Spokesman Review*. 24 February 1933, 1.

⁷⁷ Fahey, *Shaping Spokane*, 39, 92-93.

⁷⁸ Fahey, *Shaping Spokane*, 101. Rigg and Van Tyne were the architects of a series of significant buildings in Spokane, including the Masonic Temple (with the firm of Rand and Dow).

Graves' philanthropic work included the donation of over 600 acres of land near Spokane to entice Whitworth College to move from Tacoma to Spokane. He served on Whitworth's board for the remainder of his life.⁷⁹

Jay Graves' married his first wife, Amanda Cox, in Illinois in 1880, and seven years later they moved to Spokane with their five-year-old son Clyde.⁸⁰ They were married for forty years, until Amanda's death due to a heart ailment in 1920. Graves then married Alice Hardin Towne, a widow twenty years younger than Graves, who he had met in California.⁸¹

Later in his life, Graves spent winters with his wife Alice in Pasadena, California. They eventually moved there permanently in 1946. The Graves set up residence in Pasadena's grand Huntington Hotel, where Graves died at age eighty-eight, on April 27, 1948.⁸²

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.

Overview of the Building

The Spokane & Inland Empire Railroad complex is a significant building type in both architectural and engineering terms, expressing the distinctive characteristics of a railroad car facility from the peak of the electric railway era in the United States. It is also the most extensive commercial project designed by noted architect Albert Held, and the complex was constructed by the prominent Spokane builder P.L. Peterson Company. The buildings' basic architectural palette was utilitarian, sturdy and robust, yet served the forward-looking development of the electric railroad. The predominant material is dark red brick masonry. The brick is typically placed in a common bond pattern, with a repetitive rhythm of tall, elongated windows to let light deep into the spaces. The brick was laid up over a stone and concrete base, with iron and heavy timber columns and timber trusses. Skylights brought natural light from above, augmenting the daylight of the side windows.

Although virtually all railroad equipment has been removed from the buildings (tracks, repair equipment, boilers, cranes) the structural and architectural features that are hallmarks of this building type are largely intact. The building complex features structural clarity and architectural expression in the straightforward materials, repetitive bays and solid building craft of the various components. The SIERR complex also retains a high degree of historical integrity in terms of its basic architectural elements dating

⁷⁹ Laura Arksey, *Jay P. Graves*, HistoryLink.

⁸⁰ Fahey, *Shaping Spokane*, 23.

⁸¹ Fahey, *Shaping Spokane*, 98.

⁸² Fahey, *Shaping Spokane*, 101.

from 1907-1908, its riverfront site conditions and relationship to the Spokane River, its overall plan and survival of significant materials.

The SIERR Building Uses

Built to serve the varied rail car lines of the SIERR system, the facility involved fabrication, maintenance, repair and overnight rail car storage and equipment storage. Because the SIERR system involved electric railway streetcars that operated in the city, electric railway cars that served passengers travelling from city to suburb to countryside, plus electric trains used for freight, the program in the Spokane facilities was quite complex. A series of tracks brought cars into the buildings, through large hinged wood and steel doors (a few of which have survived) with repair pits below. Rail car turntables allowed connections between the rails of one car barn to another, depending upon the fabrication, repair or maintenance needs for any particular car.⁸³

The SIERR Complex: a Rare Surviving Example of an Electric Railway Car Facility

The building's construction in 1907-1908 places it in the heyday of electric interurban rail facilities, few of which survive. Trade publications of the time illustrate various facilities that share features of the general type and layout of individual components of the SIERR complex. These include the Muncie & Portland Traction Company fabrication and repair facilities near Portland, Indiana⁸⁴ (see Fig. 83), the repair shops of the Omaha & Council Bluffs Street Railway Company, in Omaha, Nebraska⁸⁵ (see Fig. 84), the shop buildings for the Seattle Electric Railway, an interesting example of early concrete construction for this building type⁸⁶ (see Fig. 85), along with a slightly earlier example at the machine shop for the Peckham rail car manufacturing complex in Kingston, New York⁸⁷ (see Fig. 86). Most share a repetitive system of bays and tall windows, often with skylights, use of brick or concrete for fire proof construction (or at least attempts at fire resistance), iron and/or heavy timber joists or trusses or both, large scale wood and iron shutter doors, blacksmith shops, and of course car rail systems with repair pits below. Although the SIERR complex shares these characteristic features of the electric rail car repair and fabrication facilities building type, it appears that the Spokane facilities are unusually developed in terms of architectural expression and complexity of functions.

The SIERR complex is utilitarian but it is not without architectural expression or power, as seen (for example) in the monumental portal leading into Car Barn 2 (see Fig. 1, 7, 13). Also, the fine brick entablature and detailing at Car Barn 2 and elsewhere display architectural ambitions that go beyond function and utility. It is evident that SIERR and

⁸³ "Spokane & Inland Shops." *Electric Railway Review*, 891.

⁸⁴ "Muncie & Portland Traction Company." *Electric Railway Review*. Vol. XVI, No. 5, November 1906, 932.

⁸⁵ "New Repair Shop of the Omaha & Council Bluffs Street Railway Company." *Electric Railway Review*. Vol. XVI, No. 5, September 1906, 533.

⁸⁶ "Concrete Shops for Seattle Electric Railway." *Electric Railway Review*. Vol. XVII, No. 25, 22 June 1907, 806.

⁸⁷ "New Works of the Peckham Manufacturing Company." *Electric Railway Review*. Vol. XI, No. 9, 15 September 1901, 590.

the architect Albert Held were aiming higher than simple problem-solving. Perhaps they were also wishing to express in this building aspirations of a new, emerging era in transportation and technology. And the SIERR facilities were supporting that vision – a future with bustling cultural centers, lush green suburbs and estates, with rich agricultural and resource lands beyond – all linked by clean, fast, electrified rail transport. As mentioned, this period was not only the era of electric railways, it was also the era of the Garden City and the City Beautiful movements. By the time that this complex was designed, SIERR founder Jay P. Graves had already been in contact with the Olmsted Brothers firm – a group of designers tuned to these design movements. Also by this time, Graves had contracted with noted architects Albert Held for several commissions and with Kirtland Cutter and his firm of Cutter & Malmgren to design at least one train depot for the system. Cutter would later design two significant residences for Graves (see above). Based on this, it appears that Graves was accustomed to working with design firms with a high level of skill and regional or national prominence and was personally involved with these projects.⁸⁸

Albert Held, Architect.

Albert Held was a prominent architect and the designer of a wide range of buildings in Spokane that are now listed on the National Register of Historic Places, including: the Holley-Mason Building, the Spokane Public Library – East Side Branch, the San Marco Apartments, the Ammann Apartments, the Breslin Apartments, the Knickerbocker Apartments, the Home Telephone and Telegraph Building and the Hyde Building and Annex (the latter now demolished). He also designed a series of Spokane schools (the Webster, Lincoln, Grand, Lowell and North Central schools) and participated in the design of St. Luke's Hospital.⁸⁹

Held was born March 25, 1866 in New Ulm, Minnesota, the son of German immigrants. His father was a carpenter and builder. He was educated at the University of Minnesota before venturing to Spokane in 1889, the year of the Spokane Fire.⁹⁰

Albert Held was already well-established in Spokane by the time he was hired by Jay P. Graves, owner of the Spokane Terminal Company, to design a series of buildings for the company, including the Spokane passenger terminal. The Spokane Terminal Company building was completed in 1906 at the corner of Main Avenue and Lincoln Street to serve passengers on the SIERR system (see Fig. 87). This 50 by 160-foot building was three storeys plus attic above grade, built in a buff-colored brick with terra cotta trim. Extensive oak woodwork was used throughout the first floor waiting rooms and ticket offices, with marble wainscoting. Marble stairs and iron railings led to the second floor SIERR executive offices. The Spokane terminal was closed when Great Northern took control of SIERR successor ownership and passenger depot activity was moved to the GN

⁸⁸ Fahey, *Shaping Spokane*, 90-91.

⁸⁹ Pacific Coast Architecture Database (PCAD), *Albert Held*. 17 November 2009, <https://digital.lib.washington.edu/architect/architects/3810/>.

⁹⁰ Durham, *History of the City of Spokane*, 200-201.

depot, in 1927. The building was demolished in 1929 to make way for a Sears, Roebuck and Company store.⁹¹

Held was also the architect for another red brick, Romanesque revival structure for the SIERR system, the frequency-changing station on Celesta Avenue in Spokane's Liberty Park neighborhood (see Fig. 88).⁹² At this station, constructed in 1906, the electric current was converted to 45,000 volt alternating current and distributed to fifteen separate substations located along the SIERR system. The builder for this structure was the P.L. Peterson Company,⁹³ the same builder who had (also in 1906) been granted the contract to build the SIERR car barn facilities. The SIERR system also included a series of substations to supply current to the various sections of the lines (see Fig. 89, perhaps located at Mount Hope, now demolished). The identity of the architect for these red brick masonry substation buildings is not clear, but they share certain architectural features with the Spokane passenger terminal, with the larger frequency changing station at Liberty Park and the SIERR facilities, both designed by Held, including brick keystone and arch details prominently featured at the main entry to SIERR Car Barn 2 (compare Fig. 89 with Fig. 15-2) and the prominent circular window featured at the passenger terminal and at the substations (compare Fig. 89 with Fig. 87).

Prior to 1908, Held also designed a series of eight passenger depots to be used for the SIERR system. The buildings varied in length but were similar in their basic design elements and appearance. Each featured brick veneer exteriors, hipped roofs, extended eaves supported by expressive brackets and conical roof above the half-circular projecting office bay (see Fig. 90). All have been demolished.⁹⁴ However, the brick detailing and masonry design work on these projects certainly contributed to his knowledge of the material for the much larger SIERR shops.

Jay P. Graves' Spokane Terminal Company announced in 1905 that the company would build a complex of car shops on the Spokane River. Albert Held was once again selected as the architect.⁹⁵ This commission was for a much more expansive complex of structures than any Held had designed to date. However, Held had been involved with other projects that are interesting in their structural and engineering ingenuity, including his design for the Holley-Mason Building in Spokane, c. 1905, one of the first reinforced concrete multi-story buildings in the State of Washington, advertised as Spokane's first "fireproof" building.⁹⁶

The P.L. Peterson Company, Builder.

⁹¹ Carter, *Inland Empire Electric Line*, 51-53.

⁹² Fahey, *Shaping Spokane*, 59.

⁹³ Carter, *Inland Empire Electric Line*, 42.

⁹⁴ Carter, *Inland Empire Electric Line*, 54.

⁹⁵ Carter, *Inland Empire Electric Line*, 60.

⁹⁶ City-County of Spokane Historic Preservation, *157 South Howard Street (Holley Mason Building)*. City of Spokane, 23 November 2009, http://www.historicspokane.org/SpokaneRegister/holley_mason.htm.

The contractor who built the SIERR facilities was the P.L. Peterson Company, a noted builder based in Spokane.⁹⁷ This was the same company that had built both the Spokane Terminal building and the Liberty Park frequency-changing station, as described above. P.L. Peterson was owned by Peter L. Peterson, a contractor and builder who for many years had offices in Downtown Spokane in the historic, National Register-listed Hutton Building.⁹⁸ The owners of the Hutton Building were Levi Hutton and May Arkwright Hutton, prominent in the woman's suffrage movement in the Western United States. The Hutton-Arkwrights hired the P.L. Peterson Company to build their mansion on extensive grounds in the Lincoln Heights neighborhood of Spokane,⁹⁹ a house now listed on the National Register of Historic Places.

The SIERR Facilities after 1911.

With Jay P. Graves' resignation from the SIERR presidency in 1911, and the rapid decline of the electric railways in Spokane and elsewhere across the United States, the SIERR facilities on the peninsula were gradually transformed from an electric railway center to a conventional railroad storage and repair facility. It would soon become merely one of many facilities owned and operated by the Great Northern Railroad and its affiliates.

At some point (perhaps circa 1915-20), a small night watchmen's station or office was attached to one side of the monumental entry portals at Car Barn 2, altering the symmetry of that façade. Other minor accretions developed on the site, as shown in the Sanborn map updated to 1929.¹⁰⁰ Broken windows begin to appear in the facility during the Great Northern Railroad period of use, as shown in an undated photograph of Car Barns 1 and 2, perhaps taken in the 1920's, based on the passenger car type in the photograph (see Fig. 13).¹⁰¹

The most abrupt change for the rail complex would come with the cessation of rail activity in this area of Spokane and the transition to truck freight facilities. In 1956, the SIERR facilities were leased by GN to the Taylor-Edwards Warehouse & Transfer Co. of Spokane.¹⁰² With the transition from rail to truck and warehouse use, nearly all of the windows were blocked, skylights were removed, most of the large wooden shutters for the train portals were removed. A variety of stud and drywall additions were inserted in the buildings. In 1970, the Great Northern Railway, the Northern Pacific Railway, the Chicago, Burlington and Quincy Railroad and the Spokane, Portland and Seattle Railway all merged to form the Burlington Northern Railroad (later BNSF).¹⁰³ Rail lines were

⁹⁷ Carter, *Inland Empire Electric Line*, 60.

⁹⁸ R. L. Polk Company, *Spokane City Directory* (Spokane 1909-1926).

⁹⁹ National Register of Historic Places, 20 November 2009. <http://www.historicdistricts.com/WA/Spokane/state2.html>.

¹⁰⁰ Sanborn Fire Insurance Maps. *Sanborn Fire Insurance Maps for Spokane, Washington, (1910, corrected to 1929)*, in the archives of the Northwest Museum of Arts & Culture, Spokane.

¹⁰¹ Maynard Rikard, undated photograph in the archives of the Northwest Museum of Arts & Culture, Spokane, call no. L88-408.1067.

¹⁰² Taylor-Edwards Warehouse & Transfer Co. of Spokane Inc. v. Burlington Northern, Inc., 715 F.2d 1330 (9th Cir. Sep. 12, 1983).

¹⁰³ BNSF Railway, *BNSF History – Growth of a Vital American Resource*. BNSF.com, 2006, 18 June 2009. <<http://www.bnsf.com/aboutbnsf/history/>.

significantly altered in this part of Spokane, shifting rail traffic away from this site. The last rail spur to serve these buildings was terminated in the early 1980's.¹⁰⁴

The applicant Great Northern Spokane LLC purchased the historic SIERR facilities from BNSF in May, 2010.

Primary Research Resources

Northwest Center for Arts and Culture, Spokane
Spokane Public Library
Seattle Public Library
University of Washington Special Collections
University of Washington Allen Library
University of Washington Engineering Library Archives

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¹⁰⁴ Taylor-Edwards Warehouse & Transfer Co. of Spokane Inc. v. Burlington Northern, Inc., 715 F.2d 1330 (9th Cir. Sep. 12, 1983).

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EXHIBIT A

Legal Description of the Property

Real property in the County of Spokane, State of Washington, described as follows:

ALL OF BLOCKS 17 AND 18 OF DENNIS AND BRADLEY'S ADDITION, AS PER PLAT THEREOF RECORDED IN VOLUME "A" OF PLATS, AT PAGE 160 & 161;

TOGETHER WITH THOSE PORTIONS OF THE VACATED STREETS AND ALLEYS ADJOINING SAID BLOCKS WHICH ATTACH BY OPERATION OF LAW;

ALSO TOGETHER WITH THOSE PORTIONS OF UNPLATTED LAND, IF ANY, LYING SOUTHERLY OF TRENT AVENUE (PECK AVENUE ON PLAT) ACCORDING TO SAID PLAT AND LYING NORTHERLY OF THE ORDINARY NORTH HIGH WATER LINE OF THE SPOKANE RIVER;

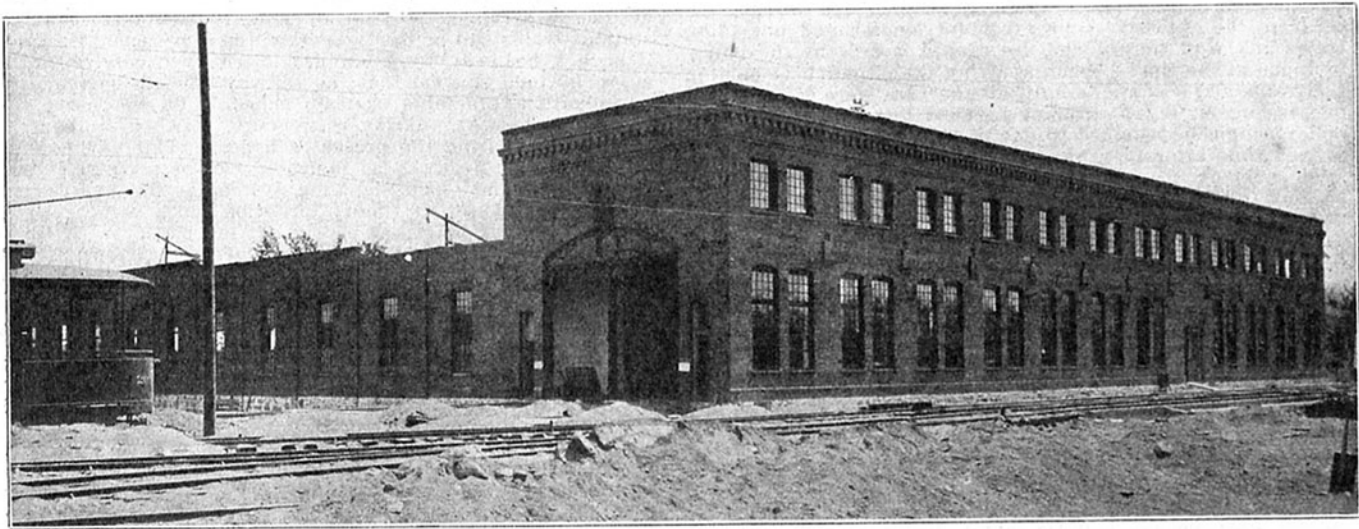
EXCEPT THAT PORTION THEREOF CONVEYED TO RAY P. FLAHERTY BY A WARRANTY DEED RECORDED UNDER AUDITOR'S FILE NO. 446245B AND A QUITCLAIM DEED RECORDED UNDER AUDITOR'S FILE NO. 446246B;

AND EXCEPT THAT PORTION THEREOF ACQUIRED BY THE STATE OF WASHINGTON FOR TRENT AVENUE AND SR290 BY DECREE OF APPROPRIATION ENTERED AUGUST 2, 1983 UNDER SPOKANE COUNTY SUPERIOR COURT CAUSE NO. 82200960-6;

AND ALSO EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF SPOKANE BY A QUITCLAIM DEED RECORDED FEBRUARY 1, 1996 UNDER AUDITOR'S FILE NO. 9602010012;

SITUATE IN THE SOUTHEAST QUARTER OF SECTION 17, TOWNSHIP 25 NORTH, RANGE 43 EAST, W.M., CITY OF SPOKANE, SPOKANE COUNTY, WASHINGTON.

(APN: 35174.0589)



Spokane Shops—Exterior of Interurban Portion of Building.

