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 Fire Station No. 3
And/Or Common Name: Spokane Public Radio (when set in service, 2015)

2. Location

Street & Number: 1231 N. Monroe Street
City, State, Zip Code: Spokane, WA 99201

Parcel Number: 35182.1301

3. Classification

Category	Ownership	Status	Present Use	
☒building	☐public	☐occupied	☐agricultural	☐museum
☐site	☒private	☒work in progress	☐commercial	☐park
☐structure	☐both		☒educational	☐residential
☐object	**Public Acquisition**	**Accessible**	☒entertainment	☐religious
	☐in process	☒yes, restricted	☐government	☐scientific
	☐being considered	☐yes, unrestricted	☐industrial	☐transportation
		☐no	☐military	☒other (media)

4. Owner of Property

Name: Spokane Public Radio, Inc.
Street & Number: 2319 N. Monroe Street
City, State, Zip Code: Spokane, WA 99205
Telephone Number/E-mail: (509) 328-5729

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 State County Local
Depository for Survey Records: Spokane Historic Preservation Office

7. Description

Architectural Classification	Condition	Check One
(see nomination, section 8)	☒excellent	☐unaltered
	☐good	☒altered
	☐fair	
	☐deteriorated	**Check One**
	☐ruins	☒original site*
	☐unexposed	☐moved & date*

* The west section of the building was constructed in 1912, the east section added between 1917 and 1921.
Narrative statement of description is found on one or more continuation sheets.

8. Spokane Register Criteria and Statement of Significance

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

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

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

☒C Property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction. Excellent example of "commercial" style brick building from the early 20th c., in use as a fire station.

☐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: 0.13 acres

Verbal Boundary Description:

STRATTONS ADD EXC S8IN L1 B33&PTN OF NW1/4 SEC18-2 5-43

DAF; & BEG NWCOR L1 TH W.37FT TH SLY TO A PT ON W LN L1 21FT S OF NWCOR TH N TO POB FIRE STA TION (from Spokane Assessor's website)

Verbal Boundary Justification: Nominated property includes entire parcel and urban legal description.

11. Form Prepared By

Name and Title: Cary Boyce, President and General Manager; Jim Kolva, Preservation Consultant
Organization: Spokane Public Radio, Inc.
Street, City, State, Zip Code: 2319 N Monroe Street, Spokane WA 99205
Telephone Number: (509) 328-5729
E-mail Address: cboyce@kpbx.org

Date Final Nomination Heard: April 15, 2015

12. Additional Documentation

Map: See attached
Photographs: See attached

13. Signature of Owner(s)

Cary Boyce

14. For Official Use Only:

Date nomination application filed: _____

Date of Landmarks Commission Hearing: _____

Landmarks Commission decision: _____

Date of City Council/Board of County Commissioners' hearing: _____

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

5/11/15

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

Attest: Approved as to form:

City Clerk Assistant City Attorney

CITY OF SPOKANE WASHINGTON

DESCRIPTION - SUMMARY

Fronting along Monroe Street, Spokane Fire Station No. 3 is composed of two conjoined two-story red brick buildings, the westerly machine shop built in 1912, and the easterly fire station built ca. 1917-1921. The easterly section which was built as a fire station to replace the original wood frame building at that location is the primary façade. The front façade (east) is divided into three truck bays and a single pedestrian entry in the northeast corner. Five equally-spaced window bays with double-hung one-over-one sash are aligned on the second floor. Buff colored brick is used for corner quoins, window sills and heads, and a belt course along the frieze. A brick corbel cornice completes the façade. This section rests on a concrete basement.

The east façade, along Sharp Avenue consists of the north side of the fire station, and the front of the 1912 machine shop. This building was adjacent to the original wood-frame Fire Station No. 3 that was replaced by the present building. Constructed to assemble fire equipment, the shop is symmetrical with two truck bays on the first floor over which are centered segmental-arch multi-light window bays of equal width. Cast concrete pier bases, springers, keystones and frieze corner blocks and brick coursing provide detail to the flat façade. The corbelled brick cornice was continued in the fire station section when completed ca. 1917-1921. The building rests on concrete footings and slab.

SITE

The rectangular site is on the southwest corner of Monroe Street and Sharp Avenue with an address of 1229 North Monroe. Spokane County Assessor's Office has an address of 1231 North Monroe with a parcel number of 35182.1301. The site is legally described as: STRATTONS ADD EXC S8IN L1 B33&PTN OF NW1/4 SEC18-2 5-43 DAF;&BEG NWCOR L1 TH W.37FT TH SLY TO A PT ON W LN L1 21FT S OF NWCOR TH N TO POB FIRE STA TION. Containing an area of approximately 5,668 square feet the site has 49 feet of frontage on Monroe Street and a depth of approximately 114 feet. The building has a 4,656 square foot footprint.

Adjacent to the south of the site is a lot and 2-story commercial building, recently purchased by Spokane Public Radio. That parcel has a panhandle shape which extends north behind the Fire Station buildings to Sharp Avenue. The lot further west is mostly vacant with a small shed in the southeast corner. Across Sharp Avenue to the north is Spokane Art Supply in a one-story metal clad masonry building, and across Monroe Street to the east is a parking lot with concrete block buildings along the east side (AMR ambulance service). Kitty-corner on the northeast corner is the two-story brick Hazen & Jaeger Funeral Home (built 1922, potentially historic).

BUILDING DESCRIPTION

Front (East) Façade

The front façade (east) is flat and dominated by the three truck bay doors. The middle bay had been extended in height (date unknown) to accommodate larger vehicles, but now a six-section fixed transom window occupies the span above the doors. The flanking bays align in height with the pedestrian door to the north. Within each of the openings is a multi-panel glass and shop door which replaced multi-panel glass and wood roll up doors. The center door is side-hinged and operable. A single upper-glass-panel pedestrian door with single-light transom window is in the northeast corner. The door surrounds are simple brick with brick soldier courses forming the door heads. The central truck bay opening is also terminated by a brick soldier course that extends to a two brick course corbel belt course. This belt course runs along the front but terminates short of the buff brick corner quoins.

Five equally-spaced vertically-oriented window bays are on the second floor. Each contains a double-hung one-over-one wood sash window with round wood moldings (glazing is double glass, replacing the original single pane). The window openings are embellished by buff brick header sills, and buff brick window heads. The heads consist of three stretcher courses, with the upper projecting slightly and, on each side, a vertical course that drops down four courses, two headers, one stretcher and a header. In the brick field between the window heads and the buff brick frieze course (vertical header course and soldier course) is a belt course comprised of two stretcher courses with the top course projecting slightly similarly to the lower belt course. Above the frieze course is a flat field that rises to a brick corbel cornice and flat brick parapet cap. The cornice pattern consists of recessed double headers alternating between slightly projecting triple-header courses. Stretcher courses terminate the wall and cap the parapet which is covered with sheet metal coping.

Side (North) Facade

The north façade reveals the two building sections, the north side of the ca. 1917-1921 building on the east, and the front of the 1912 building on the west. Both buildings are of equal height with the corbelled brick cornice extending into the east building from the west building thus joining them. Both facades are flat, with the easterly containing four asymmetrical window bays on the first floor, and five symmetrical bays on the second floor. The first floor contains one bay in the northeast corner, a blank brick field extending to a pair of bays in the northwest corner. These windows are double-hung wood sash with one-over-one lights. Within the brick field is a single high window, fixed wood sash with one light. Brick detailing surrounding the windows, belt courses, frieze course, and cornice is the same as the front. Corner quoins are only on the northwest corner.

The 1912 building fronts along Sharp Avenue. The front facade is symmetrical and consists of two prominent bays extending through the second floor. Paired stretcher and header courses rising from concrete bases to segmental arches create frames surrounding the first floor door and second floor window bays. That brick pattern and recessed

brickfield spandrel unite the door and window assemblies. The spandrels are detailed with header courses that form the sills for the second floor windows and a header for the transoms over the doors. The outside corners and the frieze course are detailed similarly to provide additional detail. Cast concrete is used for the three bases that divide the bays and support the corners, springers and keystones in the arches, corner blocks in the frieze, and small corner blocks in the spandrels. The doors are multi-light glass uppers with wood panels below. The horizontal transoms are fixed and divided vertically into seven lights. The window assemblies are each divided into three sections by flat wood mullions, and divided horizontally by molded window heads dividing the fixed single light upper sections and the double hung one-over-one lower sections. Energy efficient double-glaze glass has replaced the original single-glazed lights.

West Façade (rear)

The two-story façade is flat red brick divided into four equally-spaced window bays. The wall rises from a concrete foundation and terminates in a simple parapet wall with painted sheet metal coping. The brick pattern of the northwest corner wraps around to the west façade to provide detail identical to the north side. Segmental arches of three course voussoired brick headers and sills of brick headers detail the window openings. The original first floor window in the southwest corner has been converted to a pedestrian door with the span above the door filled with brick. The windows are double-hung wood sash with four-over-four lights and rounded wood moldings. A penthouse, clad with shiplap fiberboard, is in the southwest corner of the roof behind the parapet wall.

South Façade (interior)

A two-story commercial building abuts and obscures the easterly half of the façade which is flat brick without significant detail. Two paired segmental-arch window bays are in the western portion (rear of 1912 machine shop) on the first and second floors. A single flat-arch window is in the second floor of the easterly fire station building. The window openings are detailed identically to those of the west façade. The ground floor windows have been closed in with brick with only the upper sections of windows 1 and 3 (from the west corner) open with fixed four-light wood sash. The upper windows are double-hung wood sash with four-over-four lights. The rooftop penthouse is visible in the southwest corner.

Changes to Exterior, and Part 2 Renovation

Fire Station No. 3 is currently being renovated and adapted for use by Spokane Public Radio. The renovation is in accordance with an approved Part 2 Application reviewed by the Washington State Department of Archaeology and Historic Preservation and the National Park Service in the Historic Preservation Certification Application Part 2, Description of Rehabilitation (Form 10-168), plus amendments.

The exterior remains largely unchanged since originally constructed. The following alterations took place during its use as a fire station, but dates are unknown. On the front façade, the center truck bay was enlarged vertically presumably to accommodate larger

fire equipment. The original side-hinged folding truck bay doors were replaced by multi-panel glass and wood roll-up doors.

Likewise, the truck doors on the north side of the 1912 machine shop (westerly building) were replaced by multi-panel roll-up shop doors. Also, the two westerly windows on the fire station building were reconfigured by cutting two new horizontal openings within the same openings as the originals and filling the upper portions with brick. On the west façade (rear) the first floor window in the southwest corner was modified by cutting the bottom to grade to create a door opening (steel door) with the upper portion filled in with brick. The three other first floor windows were covered with plywood. On the south façade the upper windows were covered with plywood and three of four ground floor windows completely closed with brick. The southwest corner window bay retained a fixed four light upper section with the bottom filled with brick.

Windows were repaired where possible, and replaced with historically appropriate updates where they were too badly damaged over time and not salvageable.

The five large fire engine bay "roll up" doors (three on N. Monroe, two on Sharp) are being replaced with more historically appropriate "carriage doors." On the east side of each door section will have four panels, two upper vertical glass panels, and two shorter wood panels. A horizontal transom with six fixed lights will be above the middle door. On the north side of the westerly building, each door section will include a fixed nine light upper section and three vertical wood panel lower section. (See vintage images.)

The windows in the western portion of the fire station building will be restored to the original configuration with double-hung wood sash with one-over-one lights. The remaining windows on the east and north sides will be refurbished or replaced with matching sash. The windows of the west façade will also be refurbished. On the south façade, the second story windows will be replaced with matching sash and trim. On the first floor, the window in the southwest corner will be refurbished or replaced with matching sash and trim, and the upper section of the third window will be reopened and filled with a single four light sash.

A penthouse will be added to the southwest corner of the roof.

The courtyard has brick and concrete in good condition. A new sculpture (both modern and abstract, in brushed stainless steel) by Harold Balazs has been commissioned for installation in the courtyard near the end of the construction, about June 2015.

The concrete area will be used to install brick and tile pavers inscribed with the names of donors to this project.

There is pedestrian access to the property from Monroe Street. Vehicle access is from Sharp Avenue and by way of a recorded easement (also acquired by SPR) along the west boundary of the site.

FLOOR PLAN AND INTERIOR

The building is being renovated and adapted for use as a public radio station under a Federal Investment Tax Credit application. The Part 2 and subsequent amendments have been coordinated among KPBX staff, Copeland Architecture and Construction, Morrison Construction, Walker Construction, the Washington State's Department of Archeology and Historic Preservation, and National Park Service. The Part 2 application was approved on 8/27/2014 (NPS Project Number 30534).

The building was substantially remodeled for office use in approximately 1998 after the fire station was decommissioned and purchased by private individuals. The commercial interior has been cleared away in preparation for building space for KPBX. Seismic and foundation improvements have been made to preserve the building's stability. New studio and office space has been installed, along with new highly efficient HVAC and energy upgrades—all with historical sensitivity in mind and an eye toward reversibility if need be in the future.

The rehabilitated building will be at least Leadership in Energy and Environmental Design (LEED) "Silver" per Washington State capital grant guidelines.

The new facility will be ADA compliant, and an elevator is being installed for the basement, main, and upper levels, near an extant stairwell along the north side of the building.

Basement beneath East Section

The basement remains from the old 1894 structure on the east side of the building, though it runs a few feet short of the east side of the present building. Walls are concrete and basalt rubble. The floor has been leveled and new concrete poured. This area will serve as the technical operations center, a shower and janitorial area, and a technical operations (broadcast equipment) center and workshop for the engineers, and storage. Wood stairs in the northwest corner provide access between the first floor and basement.

The westerly building, the former machine shop, is built on concrete footings and slab and has no basement.

1st Floor

East Section:

Access to the first floor, stairs and elevator to second floor will remain at the existing pedestrian door in the northeast corner. A vestibule will provide access to the first floor offices, lobby, conference room and restrooms. The elevator is adjacent to the stairs and accessed by a hallway from the lobby. The east side facing Monroe remains open to serve as a reception and lobby area. The fire poles (2) that were in place are in process of being repaired and will be reinstalled. The floor is concrete. Three (3) fire bay doors face N. Monroe Street. The "roll-up" doors are being replaced with facsimiles of the historic carriage doors, now missing, though only the center door will remain operational as such.

West Section:
The main level of this area was used as a machine shop, a manufacture and repair area for fire equipment. The concrete floor was uneven and sloped to the truck doors. This was evened and brought to sidewalk level. The roll-up doors (2) facing north to Sharp Avenue are being replaced with facsimiles of the historic carriage doors. Though non-functional, the east door facing north to Sharp will contain a pedestrian door providing street access. The interior will have a large open room to provide a new performance and recording studio that will be rated to hold up to 75 people, though it will seat only 40-50 comfortably. Studio spaces, a CD library, and a new stairwell to the upper level and the roof have been installed. A vestibule wall has been added about five feet south of the north wall in this area to provide additional acoustic isolation of the performance space and studio area. The ceiling above has been reinforced with a steel beam to help stabilize the building and to better support the floor above. An ad hoc steel support beam for this purpose was removed. The common wall between the two building sections was repaired and improved where a large space was opened to accommodate a large fire truck between the two buildings.

2nd Floor
East Section:
The upper level of the east section is being remodeled for office space and restrooms. The east side facing Monroe will remain relatively open and serve as a lobby, break, or meeting area. The fire poles will be re-installed to descend from this floor to the main level, however one of the poles will be sealed at the top and non-operable. This area was originally an open dormitory area used by the firemen as living quarters. The original fireman's lockers along the south side and a portion of the west side will be refurbished and used for storage. The floor of this section is plank maple that has been cleaned of asbestos. The lobby area floor will be exposed and polished. The rest carpeted. A stairway and elevator are along the north side, separated by short hallway from an office in the southwest corner.

West Section:
The upper level was originally used as a recreation area by working firemen, as well as a workshop to repair equipment. A new broadcast studio, production rooms, office and meeting rooms are being installed. A stairway in the southwest corner will connect the first floor and the penthouse on the roof.

CURRENT APPEARANCE & CONDITION

Exterior:
The original brick is generally in good condition, and the parapet has been re-pointed. Between the two building sections, a disintegrating common parapet (not visible from the street) was dismantled and the area reinforced. Bricks from this were salvaged for use elsewhere in the building as this part of the building was repaired. When remodeling is complete, the rest of the brick exterior and interior walls will be inspected and repaired where necessary. The footing in the west 1912 section has been reinforced to stabilize the building.

Three roofs were removed and replaced by a new membrane. The parapet was also capped. Asbestos-containing (ACM) roofing material as well as ACM throughout the building has been appropriately abated.

New electrical, gas, water, and sewer service is being installed. The sidewalk along Sharp near the building was replaced with new when these services were upgraded.

Interior:
The ad hoc construction of cubicles, offices, and storage from earlier businesses after the building's use as a fire station were cleared away. This left open areas much as it was during its fire station history. Studios, offices, modern restrooms, and an elevator were subsequently installed. Walled areas were installed using metal studs, and so live "lightly" on the building. These might easily be returned to its previous (though considerably improved) original condition.

The fire poles were damaged at some point when the building was decommissioned. These are being repaired and re-installed.

The Firemen's lockers in the east sections upper level are being refinished and repainted. New replicas in a historical style are replacing modern hinges and pulls. Cam-action catches are being installed. Interior, non-visible dividers between the lockers have been removed to accommodate shelving while preserving the look of the historical lockers.

Original doors and trim are being kept where possible, and any removed are being stored against the possibility of future restoration efforts. Original plaster is being repaired and painted where possible.

Brick, where it was exposed, remains so, though it has been gently cleaned.

The interior of the windows is being repaired where possible, or replaced with historically sensitive replacements and repairs.

An interior hose drying tower was removed due to its compromised state and it's dangerous roof access. The back stairwell in the west section was replaced with a steel staircase, and taken up to the roof for this purpose.

Areas of significance:

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

☒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

Built Date:	1912 (west section)/1917-1921 (east section)
Architect:	City of Spokane (orig.), Copeland Architecture and Construction (2014-15 remodel)
Builder:	City of Spokane (orig.), Walker Construction, and Morrison Construction (2014-15 remodel)
Other:	The building was constant use as a working fire station from its construction until 1992 when it was decommissioned, sold, and repurposed.

STATEMENT OF SIGNIFICANCE

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

Fire Station No. 3 has existed on this location since 1894. A wooden structure was originally built for this purpose with a brick machine shop added to the west in 1912. The wooden structure was replaced by the current brick structure between 1917 and 1921. The existing structure is one of two Spokane Fire Stations listed individually in the National Register of Historic Places. Fire Station 1, downtown, is listed in the East Downtown Historic District.

The brick shop constructed west of the wood fire station in 1912 was instrumental in the transition of the Spokane Fire Department from horse-drawn fire wagons, to motorized vehicles. Although the change was inevitable from the purchase of the first auto truck in 1910, the construction of the shop to build motorized equipment likely accelerated that transition. Fourteen "auto" fire apparatus were built by fire fighters while on duty, which enabled the department to accelerate the acquisition of motorized vehicles that would replace horse-drawn wagons and save the city money.

☒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.

The National Register-listed Fire Station No. 3 represents an excellent example of early 20th- century commercial architecture. The detail of the brick coursework, cornices, corner quoins and window details are distinctive. The building, both the 1912 Shop, and the ca. 1917-1921 firehouse retain good integrity of design and material.

The building's design features illustrating it's use as a fire station are retained, both exterior truck doors and interior fireman's lockers and fire poles. The building contained three poles, originally, and though one is missing, these will be kept in the lobby area as a reminder of the buildings use and its service to Spokane.

Spokane Public Radio recorded a brief oral history with some of the firemen who lived and worked there. They mentioned that it was the busiest in the city. Further, it housed a group of men (historically all men) whose duty to public service often required them to put themselves in very real physical danger. Several in this city have lost their lives in the line of duty, and one such is recognized from this station with a sidewalk plaque installed in early 2015.

HISTORICAL CONTEXT

The National Historic Register Nomination (Emerson, 1994) states:

> Fire Station No. 3 is significant for its role in the history of fire protection in the city of Spokane. Although the present building was erected after 1912, the station has its roots in the earliest days of the volunteer department, which was disbanded in 1889. The history of Fire Station No. 3, and that of firefighting in Spokane, is meaningful, not just on a local level, but also for its role concerning experiences and changes that were common to developing towns and cities throughout the American West.
>
> **Spokane Fire Department History:**
>
> The story of organized firefighting in Spokane began with the formation of the Spokane Volunteer Fire Department. Composed of two companies, each with a hose cart, this volunteer effort commenced in the Fall of 1884, when Spokane was a dangerous hodgepodge of unregulated wood or brick structures. The volunteers were mostly local businessmen who had a personal interest in protecting their investments from fire. Early Chief Engineers included leading citizens such as Frank Dallam, editor of the *Spokane Falls Review*, which would eventually become the *Spokesman-Review*. Chief Eugene B. Hyde was a member of a prominent local family and also served as the town's first police officer. Horace L. Cutter, elected Chief in 1885, was a banker whose nephew, Kirtland Cutter, became Spokane's best known architect.
>
> Aside from being businessmen, volunteer firemen had to be athletes. The 1 345-pound hose carts were hand-pulled by a twelve-man team. Much pride was taken in sprinting to the scene of the fire, coupling the hoses to the hydrant, and producing water in as short a time as possible. Many practice drills were required

> to become proficient at these tasks, and from this evolved competitive races which became a major source of pride and entertainment during the 1880s. Spokane and other Northwest communities competed against each other in tournaments which were occasions for gala celebrations.
>
> The Spokane Volunteer Fire Department would grow to include four companies by 1889. Nevertheless, despite their popularity, the days of the volunteer fireman were soon numbered. The hand-pulled hose cart was becoming obsolete as the towns of the American West grew larger and more unwieldy. In Spokane demand began to grow for modern equipment, including the new coalfired steam engines which could direct a larger and steadier flow of water. These heavy machines required horses to pull them. In turn, the machines and the horses required daily care. This meant that full-time firemen had to be hired, and large fire stations had to be built to house the men, equipment and horses. Only the City of Spokane could accomplish all this, but the pleas of concerned citizens fell on deaf ears - until August 4, 1889, when most of the business district burned to the ground.

Several articles published in The Spokesman Review, the Spokane Daily Chronicle, and The American City chronicle a significant period in the growth of the Spokane Fire Department, from 1910 to 1917.

"Spokane's New Auto Fire Truck Arrives." The Spokesman-Review. 9/18/1910. (pA9/c3-5). "The automobile fire apparatus, hose and chemical wagons, arrived yesterday. The trucks will be placed in commission … next week at Station No. 5, next to city hall." A photo of the chemical truck is depicted. The two trucks would replace two of the horse wagons which would be shifted to the recently erected Station No. 11 at Twenty-seventh and Grand.

The Spokesman Review 6/25/1911, Part Seven, full page featured "How Spokane Firemen Conquer Flames With Modern Apparatus." As reported, "Spokane has now 11 fire stations. Seven of these are engine companies, one is a truck company and of the remaining three one is a hose company, the other two being combination truck and hose companies."

The 11 stations are described: "Station No. 3 is located at the corner of Monroe and Sharp avenue. It is equipped with one combination hose and chemical wagon and one first size "Nott" engine. R.M. McLean is captain and E. Tuttle engineer."

The article explains that a few years ago East coast fire departments experimented with automobile fire engines. Westward they spread and "some months ago Spokane became the possessor of a chemical wagon and an auto hose wagon." Finding the motorized vehicles to be efficient, the department ordered others, and "at the chief's station the horses will soon be replaced by automobile equipment."

The Spokesman Review on 9/7/1912 (p7/c2) reported: "Hayden to Build Shop For Firemen." A "Two-story Brick Building Will be Erected at Sharp and Monroe," and the " Cost is Placed at $3000."

> Commissioner of Public Safety, Z.E. Hayden had been authorized by the council to erect in the rear of the No. 3 fire station at Sharp avenue and Monroe street, a two-story brick workshop for repairs to fire apparatus, to cost about $3000. The brick work on the job will be contracted for while the firemen will do all the carpenter and finishing work. There are skilled mechanics of all kinds in the fire department, and they have always responded cheerfully to a call from the city for the exercise of their talents.
>
> With the building of this workshop Commissioner Hayden believes the fire department will be in a position to make most of the repairs to the fire equipment that is now sent outside. In this way it is anticipated that the cost of the workshop will be saved in two or three years.

"Altamont to Get New Fire Station." Announced The Spokesman-Review on 9/8/1912 (pA7/c1). While the site has not yet been selected "it is probable that the Altamont station will get the new auto-equipped fire station provided for in the 1913 budget, while a horse-equipped station will be built in the Monroe Park section at Wabash and Jefferson." Spokane's population was growing and new stations were needed.

The Spokesman Review on 11/10/1912 (pB7/c3) again reported the building of new fire stations. "Plan More New Fire Stations. Two new stations one in the Altamont district, and one at Wabash and Jefferson will soon be built, and when completed will give the city 14 stations. The Altamont station has a site and construction will soon be underway

On 1/25/1913, the Spokane Daily Chronicle would report the completion of the fire departments machine shop. "Ernest Tuttle, expert electrician and construction engineer, is the automobile mechanic at fire station No. 3, corner of Monroe and Sharp. The firemen at the station have just completed a brick machine shop, where all auto repairing is done. The department is saving many dollars by this method." (1/25/1973. Spokane Sixty Years Ago)

A lengthy article written by Fred Niederhauser in The American City (pp 391- 393), reported the city of Spokane' s efforts in interdepartmental cooperation. According to Niederhauser, "at Spokane, Wash., there is being developed a system of cooperation between the fire department and other municipal activities, probably more extensive than in any other city in the United States." "Under the direction of Commissioner of Public Safety Charles A. Fleming and Chief A. L. Weeks, the Spokane Fire Department has been transformed from a mere aggregation of men and apparatus for fighting fires into a

live, constructive force."

The Construction Shop

It is in the assembling of auto equipment for its own use and for other city departments, however, that the most striking example of the new cooperation is seen. Already the department has constructed for its own use one auto hook and ladder truck, one combination auto hose wagon and chemical and three auto hose wagons. By purchasing the parts and constructing the machines within the department, a considerable saving is effected.

"Some of this equipment has been in service a year, and we have not spent a cent for repairs," said Chief Weeks in discussing this feature of the work of the department.

The manufacture of apparatus by the men of the department was started on a small scale in 1913, before the two-platoon system was voted in, a shop being established at one of the fire stations. With the inauguration of the two-platoon system the operations have been greatly extended. Plans are under way to construct a central plant for work of this kind. Among other things the shop will take over the work of the city garage, caring for and keeping in repair the automobile equipment of all the city departments. In order that the men at this construction shop may be available for fire duty at all times, the place will also be fitted out as a fire station and equipped with auto fire-fighting apparatus. Commissioner Fleming says:

"One of the great advantages in having the men of the Fire Department build all the auto fire apparatus as well as other city fire equipment, is that it makes possible the standardization of all city automobile parts. This saves both time and money and increases the efficiency of the entire city equipment. We are always certain to have repair material on hand, since the same kinds of parts are used in all machines constructed. Even when a machine is no longer serviceable for general use, some of its parts will still be available for repairing other machines. This would not be possible if we should be fitted out with many different makes of machines.

…

In addition to the equipment for the Public Utilities and Public Works departments, the Fire Department plans to construct five pieces of fire apparatus in 1915. This will mean an estimated saving of $12,000. Largely as a result of the development of the shop system within the department, Spokane will soon be completely equipped with auto fire apparatus. Chief Weeks estimates that the cost of operating horse-drawn equipment in Spokane is $1.76 a mile, while the cost of operating the auto equipment is

only 10 cents a mile.

The retirement of the horses was lamented in a feature article in The Spokesman-Review in July 29th 1917 (Part 6/p3, Half page feature with photos). "Spokane Bids Farewell to Bill, Jerry and Cox the last of the Dashing, Plunging Fire Horses" "Day of Motor Vehicles Has Sounded Knell of the Charging, Spirited Steeds of the Department."

> Bill, Jerry, and Cox, the last of the departments fire horses are being retired. The story includes close-up photo portraits, describes their personalities, and explains the building of motorized engines at Station No. 3. The trio formerly lived at station No. 6, but two were now in the barns of the crematory division and one remained bedded at Station 6 until being sold. In one photo caption "Jerry" scorns the motor which got his job. In another "Take away that garbage truck and bring on the fire engine," say Bill and Cox in imagination. The horses' fire-fighting days were over. Bill and Cox now creep out at night "to haul our ashes, tin cans, banana peelings, and our "what-nots" to the municipal incinerator. There is nothing spectacular or thrilling about hauling the contents of garbage cans and it will take some time for Bill and Cox to become reconciled to their prosaic new job. Their new drivers complain about the trouble they have in leading them quietly to put on their trappings and they say that often they dash off at a great rate to an imaginary conflagration.
>
> "Yes," said driver Whitney, "I do miss them, but they are far better off where they are, even if their pride has fallen. Here in the station they had to stand on cement flooring all the time, which is not very comfortable. Do you know that it means a lot of work to care for three horses and their harness? Who drives the new machine? Why, I do and it's great."
>
> He pointed to this latest addition to our fire fighting equipment. It is a massive affair, all shiny and bright in its coat of red with gold trimmings. Back of the driver's seat is a twenty-gallon gasoline tank and back of that a silver bell. ---
>
> The 60-horsepower engine can also be employed to pump water when a fire is reached. This machine takes the place of a hose wagon and an engine, which required five horses. Its also cuts the force from nine to seven men.
>
> Driver Whitney says that the new machine works wonderfully. The other boys say that several times they have heard him say, "Whoa," to the machine. Anyway, he is not afraid now of working and training his horses. The return trip is not so long. There are no shoes for the red and gold wagon every month. Shoes for Bill, Jerry and Cox averaged $25 a month in the summertime and $19.50 in the winter season. The maintenance cost

> of the new apparatus will not amount, it is estimated, to the shoer's bill for the horses. In fact its total expense will be just a little higher than shoes for one of the trio. Feed alone amounted to at least $40 a month for each horse.
>
> "In 1913 the city began to build its own apparatus, and since then no further purchases have been made from the factories. Of course, things such as wheels and radiators are bought, but the frame is made and the parts assembled at the shop back of the station at Sharp and Monroe. The plans are drawn by Chief Weeks himself, and the firemen at No. 3 do the work. Construction costs show that the city has built its own motor equipment for less than half what it would cost at the factories. Is any wonder that we change?
>
> Nevertheless, goodbye and good luck Bill, Jerry, and Cox."

Also in 1917, 4/17 (p1/c2.), the Spokane firemen organized and joined the union. The Spokesman-Review would report "Spokane Firemen Organize Union." "Delegates Are Seated by the Central Labor Council." They have "affiliated with the American Federation of Labor, City firemen's union No. 15515. A.F. L. presented its credentials to the central labor council last night, was duly recognized, the delegates seated and the new union announced to be in full swing." "H.K. Taylor, L. Courtright and Tom P. Lambert were the duly accredited delegates to the central labor council. Lambert is also the secretary of the union."Apparently, "The work of organizing the firemen had proceeded so quietly that no hint of it leaked out until reported in The Spokesman-Review last week. The organization of firemen follows closely upon the institution of a union of city employees which was installed about two weeks ago."

On 4/18/1917 (1/5), The Spokesman Review reported that the "Fireman's Union Membership 120," The new union included 120 of the 142 men in the fire department. Captains and lieutenants were members. "Not even the chief or assistant chiefs were barred from the union."

"CITY'S LAST FIRE HORSES ARE GONE" "New Motor Apparatus Takes Place of Surviving Team at Station No. 6." "Cuts Maintenance Cost" "Installing of New Equipment Completes Plan Launched Seven Years Ago". The Spokesman-Review reported on 7/13/1917 (p6/c4.).

> The horses were replaced by a combination motor hose wagon and pumping engine. "The change at station No. 6 from horse to motor apparatus marks the consummation of a plan begun seven years ago, when the first motor equipment was purchased. Spokane is one of the few large cities of the country in which motors have

> supplanted fire horses. Experience has shown a great saving in maintenance costs.
>
> Thirty-three pieces of motor apparatus are now in service at Spokane's 14 fire stations. Thirteen were made in the fire department's motor works, which also turned out 15 trucks and other motor conveyances for other city departments. In 1913 the city began to build its own apparatus, and since then no further purchases have been made from the factories. Construction costs submitted by Chief Weeks show that the city has built its own motor equipment for less than half of what it would have cost at the factories."

John Lemon, would report in the. Spokane Daily Chronicle on 10/21/1953 (p8/c1-2.) "Brass Poles" Still in Use in Eight Spokane Firehouses."

> Sliding down a firehouse pole is becoming a lost art, but not in Spokane. Eight of the city's 14 station still have gleaming brass poles leading from upstairs dormitories to the apparatus floors and they get plenty of use."
>
> … Since motor drive apparatus replace horse-drawn vehicles, there also is need for fewer poles in the two-story station. "In the old day, at least one pole led directly to the horse stall where the fire horses had to be harnessed. At No. 5 station in the city hall there are three sliding poles where there once were seven. … Other stations requiring brass poles are Nos. 3,4,6,7,9,12 and 15. So that no one accidentally fall through the pole hole in the floor each opening is equipped with a circular metal railing. One can get down the pole only after first getting inside the railing. Pole related incidents have taken the life of one fire-fighter and incapacitated another. "Pole sliding require a certain technique to prevent friction burns or bruised feet. New firemen get training in pole sliding as well as in handling hose lines, climbing ladders and rope work.

The Eugene Register-Guard on 3/19/1962 (p5A) reported an explosion in north Spokane near station 3. "Spokane's Mystery Blast "Like London During the Blitz" "At Fire Station 3, just a block away, the blast blew open the huge front doors and firemen rushed out on an instant alarm to see sparks, embers and debris still floating down from the sky. The article could cite no cause for the blast: "Firemen and officials of the local utility, Washington Water Power Co., seem agreed that it didn't appear to be a natural gas explosion. No gas leaks were detected. WWP even consulted explosives experts. Investigators were checking

for the possibility that explosives or chemicals may have been stored in one of the basements, now gaping holes filled with debris.

On 7/9/1992, Mike Prager wrote in The Spokesman Review. (B2/1): "City approves sale of three fire stations" A dentist, a group of doctors and an interior decorating firm offer to buy three old fire stations no longer needed by the city of Spokane.

The City Council this week approved purchase agreements, which will bring in a total of $449,600 to be used to complete construction of new fire department facilities. … Station No. 3 at Sharp and Monroe, the oldest fire station in the city, would be bought by Interior Solutions, Inc. The owners were identified as Steven R. Noll and Donald B. Coon. The offer is for $121,000. Station No. 11 and Station No. 17 were also sold.

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- --. "Spokane Firemen Organize Union." 4/17/1917. p1/c2.
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--. "Fireman's Union Membership 120." 4/18/1917. p1/c5.

Image 1. Spokane Fire Station No. 3 (occupied by Market Vision and Interior Solutions, Inc. Photo: Cary Boyce, June 2013.

Image 2. Spokane Fire Station No. 3, circa 1922. Libby.

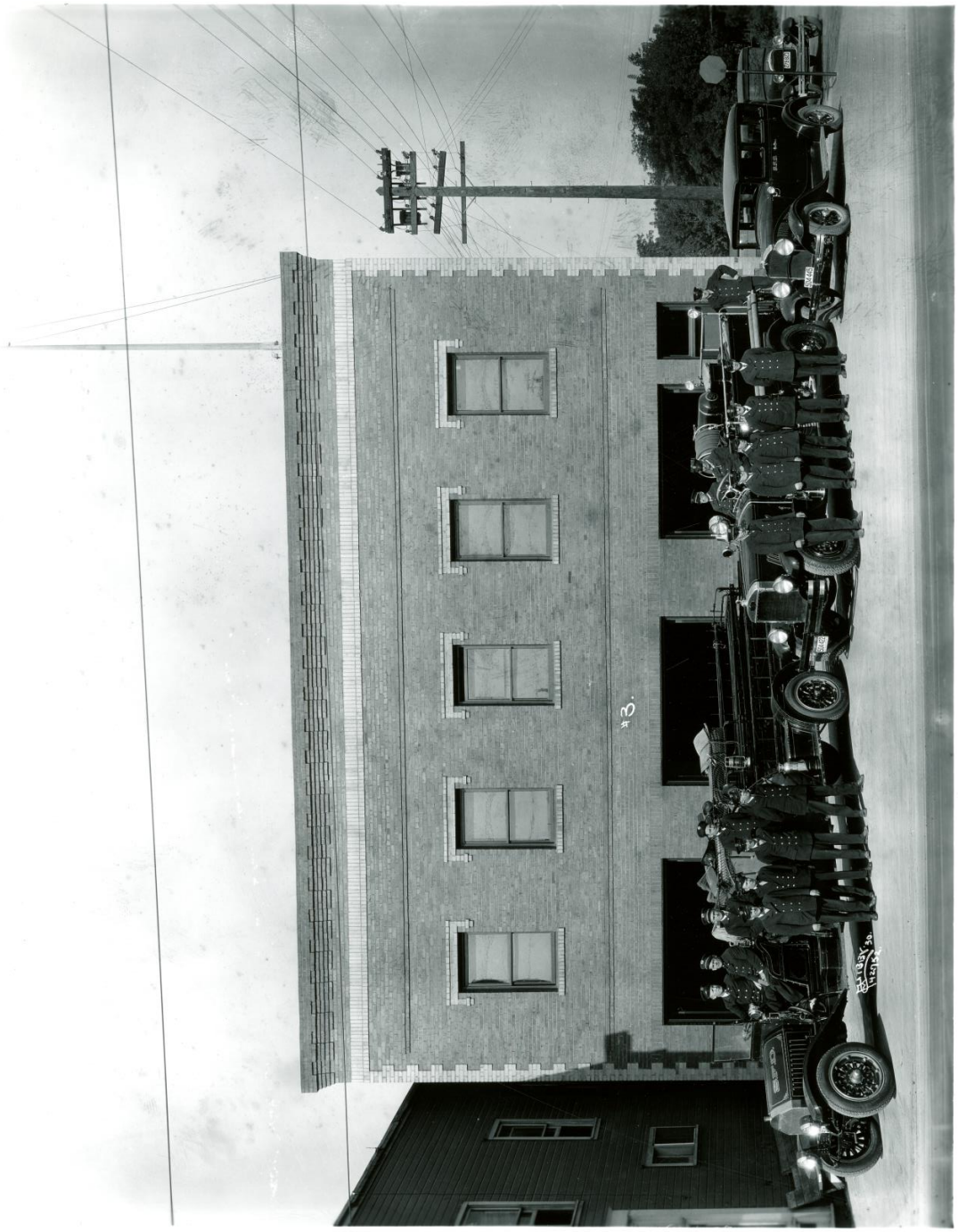

Image 3. Spokane Fire Station No. 3, North Façade. Photo by Cary Boyce, June 2013.

Image 4. North and West Facades. Image by Cary Boyce, June 2013.

Image 5. West Facades. Image by Cary Boyce, June 2013.