

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 **Washington Auto Carriage**
And/Or Common Name

2. Location

Street & Number 32 West Second Avenue (36 West Second)
City, State, Zip Code Spokane, Washington 99201
Parcel Number 35191.0809

3. Classification

Category of Property	Ownership of Property	Status of Property	Present Use of Property	
<input checked="" type="checkbox"/> building	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agricultural	<input type="checkbox"/> museum
<input type="checkbox"/> site	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> work in progress	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> 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"/> in process	<input checked="" type="checkbox"/> yes, restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes, unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other

4. Owner of Property

Name Pacific Bridge Properties III, LLC.
Street & Number 2525 East 29th Avenue, STE 143-10B
City, State, Zip Code Spokane, Washington 99223-4855
Telephone Number/E-mail 509-217-5508

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 None
Date Federal__ State__ County__ Local__
Depository for Survey Records

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:

- A Property is associated with events that have made a significant contribution to the broad patterns of Spokane history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory history.

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

9. Major Bibliographical References

Bibliography is found on one or more continuation sheets.

10. Geographical Data

Acreage of Property Less than one acre
Verbal Boundary Description Railroad 1st to 4th Addition LTS 15&16, BLK 9 Together with S1/2 of VAC Alley N of & ADJ to (VAC ORD# C-34117)
Verbal Boundary Justification Nominated property includes entire parcel on which the building is sited.

11. Form Prepared By

Name and Title Jim Kolva
Organization Jim Kolva Associates
Telephone Number/E-mail (509) 458-5517
Street and Number 115 S. Adams Street
City, State, Zip Code Spokane, Washington 99201
Date November 15, 2009

12. Additional Documentation

Map USGS 7.5 minute topographic Spokane Northwest, Wash. 1986.
Assessor's Site Sketch
Floor Plan Drawing (proposed offices)
Photographs

13. Signature of Owner(s)

Alan M. Burt

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: _____

City Council/Board of County Commissioners' decision: 2/7/11

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.

Kristen Griffin

1-20-2011

Kristen Griffin
City/County Historic Preservation Officer
City/County Historic Preservation Office
Sixth Floor - City Hall, Spokane, WA 99201

Date

Attest:

Seri L. Pfeiffer

City Clerk

Approved as to form:

Michael D. Peck

Assistant City Attorney



Description

Summary

The Washington Auto Carriage (WAC) Building, constructed in 1917, is the western end of a complex of buildings that is being renovated as a future Spokane Public Market. This building complex, including the parking lot west of the WAC Building, was most recently a wholesale floral business that began operating on the subject block in the early 1950s and eventually expanded to occupy the entire southern half of the block. The buildings to the east of the WAC Building are concrete block, have been significantly altered, and are not historically significant. It should be noted that the building adjacent to the east of the WAC building was the first commercial building on the block constructed by the Washington Carriage Works (built ca. 1903), but its original façade was over covered with concrete block in the 1970s. The WAC building was added to the west side of this building to expand the pioneering and growing specialty truck/and automobile body fabrication business.

The site block is in the southeastern quadrant of downtown Spokane and bounded by Second Avenue on the south, State Street on the east, Pacific Avenue on the north, and Browne Street on the west. The building and site on which it is included is adjacent to, but not within the boundary of the East Downtown National Historic District. The District boundary runs along the alley north of the property between McClellan and Division streets, and jogs to Second Avenue between McClellan and Bernard streets. Four contributing buildings are in the northern half of the block in which the WAC building is located. They include the State Flats apartment building (1909), the Green-Hughes Building (1911), the Duquesne Apartments (1904), and the Foresters Hall Building (1909).

The commercial vernacular one story brick building, fronts on the north side of Second Avenue at mid-block and extends north to the east-west alley bounding its north end. Resting on a concrete foundation and slab, the one-story red brick building (front and side painted gray-green with red trim) is asymmetrical and divided into three bays. Fifty feet wide and one-hundred-thirty feet deep, the building is composed of unreinforced brick exterior walls and wood post and beam interior structure. The front façade is divided into three major bays, a former garage door opening near the southwest corner and two segmental arch window bays, one in the middle, and near the east corner. A bricked-in pedestrian door is centered between the window bays. The windows contain the original fixed wood sash that divides the opening into six equal sections, three over three. The brick is American common bond.

A low parapet wall is along the front, the top of the wall capped with sheet metal. Detailing is minimal and consists for a three-course corbel, two flat courses, a two brick course projection, four flat courses and a slightly projecting cap. The roof is built up tar composition.

The sidewalk along the front slopes down to the west with the brick façade extending down to the sidewalk with five course difference from east down to west. The corner of the concrete slab is exposed in the corner. The garage entry is at grade with the building's floor slab.

West Side Façade

The west is flat unadorned gray-green-painted brick of the original building with a metal clad steel-frame shed attached to the rear half (brick beneath shed is unpainted). This shed was added after 1958, likely in the 1970s (no building permit available). The wall rises from a concrete floor slab that is minimally visible on the exterior. The top of the wall is terminated by a slightly projecting double brick course consisting of a stretcher course capped by a header course. Two brick chimneys, one near the middle and one near the north end extend from behind the parapet wall. The southerly half of the façade includes a flat-arch door bay about 1/3 the distance from the front, and two segmental-arch window bays with four-over-four metal-clad wood sash (installed November

2010). A double row of brick stretchers form the arch and a row of slightly projecting brick headers form the sills. The northerly half of the façade is partially covered by an open-sided steel-frame metal shed with sheet

metal roof that projects about 18 feet from the wall (reduced from 38 foot, metal sided shed). The shed roof is affixed to the brick wall about thirty inches below the top of the wall. The section of wall (unpainted red brick) covered by the metal addition contains eight equally-spaced bays, seven window and one pedestrian door. The windows are identical to those visible on original façade south of the addition. The windows had been filled in with plywood and sheetrock. The original wood window trim and wood sash were extant in some of the openings. Both trim and sash are weathered and deteriorated (broken).

The original west façade, shown in a 1927 Libby photo, had twelve equally-spaced window bays in the rear 2/3s of the wall, with the front 1/3 solid brick. (The 1958 aerial photo on the City Map site shows a structure adjacent to the southwest corner of building.) The existing door and window bay incorporated and removed the two southerly window bays (date of alteration could not be substantiated, but after 1958). In December 2010, four steel I-beams were placed along the southern end of the façade to hold signage for building tenants and the Spokane Public Market. The sign would extend to the top of the parapet and be 20 feet in width.

East Side Façade

The east façade is built next to the adjacent building and is not visible. The building to its east, built ca. 1903, was the first building of the Washington Auto Carriage complex (at that time Washington Carriage Works).

Rear (North) Façade

The rear façade is along the east-west alley running between Browne and State streets. The flat, unadorned façade has a garage door in the northwest corner, five segmental-arched windows bays, and a pedestrian door in the

northeast corner. The red brick wall rises from grade to a slightly projecting cornice formed by a row of stretchers capped by a row of headers.

A wooden header is over the garage door, a modern rollup segmented metal door. A steel rail extending horizontally from the header indicates that a sliding door enclosed the garage opening. The pedestrian door, within a double-header segmental arch, is solid wood framed in wood trim (weathered and deteriorated). A concrete riser flush with the wall extends from grade to the entry landing. The windows, within double-header segmental arches, are framed with wood trim (and wood intrados above the sash) and are double-hung wood sash. The sash consists of four over four and one over four lights. Slightly projecting brick headers form the sills. The muntins also vary in thickness and profile from upper to lower in the four-over four configurations. The sash and the trim are weathered and deteriorated.

Interior Plans and Materials

The one-story building is open without partitions. Wood posts support wood beams that run the length of the building and divide into three open bays. The floor is concrete, interior walls are painted brick, and the ceiling is exposed wood rafters and aluminum foil paper clad blanket insulation.

Door openings and filled-in window openings are in the east wall. The building was functionally connected to the building to the east since constructed in 1917. Door and window openings are along the west wall (exterior wall). A pedestrian door near the north end provided connection to the steel shed (38' wide, 63' long) that was added against the northern half of the building after 1958 (likely 1970s/1980s). The western portion of this shed has been removed as has the metal siding.

Alterations

The building was first observed in September 2010. At that time, it was painted white, the garage door and two window openings of the front (south) façade were covered with plywood, and a white metal clad shed was attached to the northern half of the west side façade. An entry bay with two glass panel pedestrian doors boarded-up sidelights and transoms was in the southern portion of the west side façade. Two window bays to the north were covered with painted plywood.

Front (South)

The original façade included a garage door, two large window bays and a pedestrian door between the two window bays. The windows bays retain their original sash with replacement glass, but the pedestrian door has been filled with brick. The original garage door bay at the west corner has been converted to a storefront pedestrian entry. The newly constructed wooden entry assembly is divided vertically into three sections, a centered single wood frame glass panel door, sidelights and a three-part transom (window sections presently covered with plywood). Other than the bricked in pedestrian door and the modification of the garage door to a pedestrian entrance, the front façade retains the original openings and brick detailing of the original and conveys the character of a small industrial shop building.

West side

The following alterations have altered the west façade. The first is the addition of a new entry bay in the southwest corner of the building. The date of the alteration is not known, but it took place after 1958, since a 1958 aerial photograph (city of Spokane) depicts a structure at this location (1952 Sanborn indicates the structure as “planer and lbr rack”). This alteration resulted in the removal of the two southerly window bays (bays 11 and 12 from north) and replacement by the existing bay framed with painted steel posts and beam. Within the bay is a double wood framed glass panel door, sidelight and transom. Further, a steel frame, metal-clad shed was added after 1958 as well. It also appears that when the metal shed was added a window bay 6th from north) was cut to form pedestrian door. This door is not visible in a 1924 Libby photo of the building. Four steel I-beams that extend above the building were installed in December 2010 to hold signage for building tenants and the future Spokane Public Market (not permanently attached to building façade).

Summary

Significant under Category A – Broad Patterns of Spokane History

The Washington Auto Carriage Building, is eligible under Category A because it was constructed during the city's most significant period of growth, 1900 to 1920. Located in the East Downtown, the building was associated with the development of specialty transportation and the transition from horse drawn carriages to motorized vehicles in the Spokane region. The building retains the characteristics of a commercial vernacular building on the fringes of downtown Spokane. Built in 1917 as an expansion of an adjacent carriage and wagon and automobile body fabrication business, the building functioned in the growth of a pioneer Spokane business. The building was instrumental in the transformation from blacksmiths shoeing horses and building and repairing carriages to modifying automobile and truck chassis and bodies for fire and sheriff's departments, mining companies, delivery companies, and schools among others. The building operated as the headquarters for the Washington Auto Carriage Company from its construction in 1917 to ca. 1954 when the company moved to a new larger location in the Spokane Valley. Washington Auto Carriage, still operating with facilities in the Spokane Valley and Seattle, is one of the oldest businesses in Spokane.

Although modified to accommodate a retail use, the front façade retains the basic form and functional character of the original use, a fabrication shop. A garage door bay opening, framed by brick sides and a steel beam lintel, (converted to a pedestrian door assembly) is in the western section of the front façade, and two large segmental arch windows are in the eastern section. Between the window bays is a bricked-in pedestrian door, with the arch form visible. The windows, which retain the original sash and frames, are unaltered. The building is distinguished from the typical retail commercial form in that the windows though prominent are not display windows, the pedestrian door is understated, and the prominent entrance is for vehicles, and by 1917, trucks and automobiles. These prominent features are evident when comparing to the 1921 Libby photo of the Washington Auto Carriage Co., Inc. building.

Chronology of C. F. Eldenberg and Washington Carriage Works

An article in the Spokane Daily Chronicle of 27 January 1896 headed "Washington Carriage Works," reports:

"This concern is a most worthy representative of this branch of trade. The business was established two years ago by the present proprietor, Mr. J.G. Hartert. His shop is located at 414 Sprague avenue.. It is provided with the most approved appliances necessary for the business. Several expert hands are employed and all work is guaranteed to give the fullest satisfaction. All kinds of general blacksmithing and horeshoeing are attended to, architectural work being make a specialty. Mr. Hartert also builds and repairs carriages, wagons, etc. He has been unusually successful. He is well known in Spokane, having lived here seven years. Hr. Hartert is a young man and was born in Germany."

Mr. John G. Hartert was first listed in the city Polk Directory in the 1895 edition under the listing of Blacksmith. Washington Carriage Works would not be listed in Polk until 1899 under Blacksmiths. An advertisement for J.G. Hartert, "General Blacksmith and Horse Shoer" illustrated with workers ready to strike iron with large hammers accompanied the listing . Some 29 listings were included under Blacksmiths, including only two listed as Carriage and Wagon Makers; Washington Carriage Works and Novelty Carriage Works. Prior to that though, Hartert was individually listed under Carriage and wagon makers from 1896 through 1899 at 414 Sprague. Washington Carriage Works, as a business, was first listed in Polk in 1899.

Hartert's future partner, Charles F. Eldenburg, was first listed in Polk under Blacksmiths in 1901, at 3rd Avenue and W. Hillard. In the same year Washington Carriage Works was listed at 414 Sprague Avenue. Blacksmithing and horseshoeing services were offered. Eldenburg was listed under Blacksmiths from 1901 to 1902 at E 129 3rd

Avenue. In 1903 (and 1904) Eldenburg and Grossman, Blacksmiths, were listed at 34 2nd Avenue. In that year thirty-five blacksmiths were listed in the directory. Eldenburg was listed individually as a blacksmith in 1905.

It is also notable that the first listing for “Automobiles” was in the 1902 directory and included three businesses. Until that time there had been no such heading in Polk. According to a 5/22/1988 article in the Spokesman Review, conventional wisdom is that F.O. Berg bought Spokane’s first automobile in 1898, the Locomobile Steamer. Even as the automobiles and trucks began to dominate the personal transportation business, the heading Carriage and Wagon Makers would remain in the Polk directory until 1929.

In 1906, Eldenburg and Hartert were listed as the proprietors of the Washington Carriage Works at 34 Second Avenue. They were listed in the advertising section under the following headings: Blacksmiths, Carriage and Wagon Makers, and under Horseshoers. In the same year, four companies, including Novelty Carriage Works (first listed in Polk in 1893), Diamond Carriage Company, and Washington Carriage Works. Included under the heading of Carriage and Wagon Makers.

It seemed that there may have been some difficulty with the Eldenburg and Hartert partnership since listings in Polk for 1907, 1908 and 1909 showed Hartert as proprietor of Washington Carriage Works in 1907 with an address of E222 Pacific, his home address, and Eldenburg as a blacksmith at E. 1608 Hartson. In 1908 Hartert was listed under blacksmiths at #221 Pacific, and Eldenburg at 34 W 2nd as a “practical toolsmith and proprietor of Washington Carriage Works. After 1907 Hartert was not associated with Washington Carriage Works and would be listed as a blacksmith through 1925.

The 1910 Polk listed Washington Carriage works under auto repairs, blacksmith, carriage and wagon makers with C.F. Eldenburg as proprietor. Ten businesses were listed under Carriage and Wagon Makers, including Dexter Carriage Company, Diamond Carriage Works, Inland Carriage Company, Maloney Brothers, Mondovi Carriage Works (first listed in 1908), Novelty Carriage Works, Washington Carriage Works, and Washington Wagon and Carriage Company.

It is curious that Eldenburg was listed only under Blacksmiths in the 1912 Polk, and in the 1913-1916 directories, neither Eldenburg nor Washington Carriage Works were listed in Polk.

In 1917, Washington Auto Carriage Company at W34 2nd Avenue was listed for the first time with Eldenburg and Neuhauser as proprietors. They were listed under Carriage and Wagon Makers and Dealers. Building Permit No. 8198, issued by the city Building Division on 12 March 1917 to Washington Auto Carriage Company was for a new carriage shop at W 36-38 2nd. The building was valued at \$4,000. E. A. Buchanan was listed as the builder. This is the third building constructed in the fabrication complex developed by Washington Auto Carriage. The first building, adjacent to the east (now wrapped in concrete block) had been expanded two times by 1910, and the 1917 building was double the size of its preceding neighbor. The original building at 34 W. 2nd was constructed around 1903 according to a water connection permit as a blacksmith shop operated by C.F. Eldenburg and C.G. Grossman. A laundry addition, with Ballard Plannery as architect, was completed in 1912. This 1912 addition was added to the rear of 34 W 2nd, at a permit value of \$1,800..

The 1921 Polk listed Washington Auto Carriage Company at W34-38 2nd Avenue with C.F. Eldenburg as President-Manager, and J.A. Harighorst as Secretary-Treasurer. They were listed under auto repairing and painting and automobile bodies. WAC was no longer listed under blacksmiths (former partner Grossman was listed under Blacksmiths); nor was it listed under Carriage and Wagon Manufactures. Two other companies were listed under these headings and included Diamond Carriage Company, and Novelty Carriage Works. A 1921 Libby Studio photograph (L87-1.19393-21) shows the front of Washington Auto Carriage Company, Inc, with an

Auto-Interurban Bus parked outside of the building. This is one of the vehicle bodies fabricated by the company. Other photos depicting vehicle bodies fabricated by WAC include Bunker Hill and Sullivan Mining and Concentrating Company crew bus (photo 1928), John W. Graham & Company Delivery van (Photo no date). The 1930 Polk listed Washington Auto Carriage as automobile body manufacturers and no longer as autobody repairers or painters. The heading carriage makers was no longer included in Polk's advertising section and was last used in the 1929 Polk Directory. Mondovi Carriage and Auto Works, founded in 1908, was the only business listed under this heading in 1929. Mondovi would continue in operation for only three ore years until 1932.

1940 Washington Auto Carriage Works (WACW) listed as proprietors, C.F. Eldenburg and C.F. Eldenburg Junior. Work included auto body building, repairing and painting, machine works, and electric welding. They were listed as auto body manufacturers.

In 1950, Ernest J. Eldenburg and C.R. Eldenburg Jr. were listed as owners of WACW that repaired truck and trailer bodies and manufactured automobile bodies. In 1952, Ernest J. and William P. Eldenburg were the company officers listed in Polk. WACW was listed at this location until 1955, and in 1956 moved to a new shop at Broadway at Yardley where it continues to fabricate specialty truck and vehicle parts.

Between 1956 and 1989 a variety of users occupied the building complex (32, 34, 36-38 2nd Avenue, seven different contiguous buildings) that had housed the WACW operations including Service Station Supply, Bernhard Schafer, Inc. (manufactures agents), Rays Truck Service Repair. Ray's Truck Service and G & M Auto Supply occupied the subject building at 36-38 West 2nd during the period. The building was vacant in 1988 and by 1989, only the address W24 2nd was listed.

Jones Wholesale Florist having moved to W. 24 2nd in 1975 occupied the entire complex of buildings until selling to Bob Hamacher in 2003. Hamacher changed the name to Roses & More, Inc., the Floral Distribution Company, and moved to a larger location in the Spokane Valley in 2008 thus vacating the building complex.

Several articles news and magazine articles recount the history of the Washington Auto Carriage Works.

The first, headed "Washington Carriage Works," was published in the Spokane Daily Chronicle on 1/27/1896

"This concern is a most worthy representative of this branch of trade. The business was established two years ago by the present proprietor, Mr. J. G. Hartert. His shop is located at 414 Sprague Avenue. It is provided with the most approved appliances necessary for the business. Several expert hands are employed and all work is guaranteed to give the fullest satisfaction. All kinds of general blacksmithing and horseshoeing are attended to, architectural work being made a specialty. Mr. Hartert also builds and repairs carriages, wagons, etc. He has been unusually successful. He is well known in Spokane, having lived here seven years. Mr. Hartert is a young man and was born in Germany"

The Spokesman-Review recounted the history of the firm in an article of 9/6/1920. Washington Auto Carriage Company: A pioneer Firm of Spokane Developing Local Auto Manufacturing. Number 34-36-38 Second Avenue is one of our oldest concerns in the city –being successors to Washington Carriage Works, established is 1883. They are manufactures of all kinds of commercial and pleasure bodies adapted for automobiles and trucks; they also do a general automobile repair business.

C.F. Eldenburg, president and manager, is a thorough mechanic and building of bodies having severed successfully for 30 hears though all departments from apprentice to master mechanic with leading manufacturing plans in Cleveland, Ohio, Chicago, Illinois, and San Francisco, California, has been in business 20 years in Spokane, building and repairing wagons and carriages, and took up the automobile

work in its early stages. J.A. Havighorst, secretary and treasurer was connected with the Holley-Mason. Hardware company for 30 years as manager of their heavy hardware department. M. Mitchell is manger of the paint shop. Directors are: C.F Eldenburg, L.W. Hodgins, Dana Child, M. Mitchell and J.A. Havighorst. The plant covers 75' by 142', part of the building being two stories in height and employs from 15 to 20 men as the season may demand.

The Spokane Daily Chronicle announced in its 11/20/1986 edition (pB9/1-2): "Washington Auto Carriage is Sold." Washington Auto Carriage Truck Equipment Company, an 80-year old Spokane business has been sold to Neil Robblee of Seattle and Clif King and Mel Maki of Spokane. The facility was acquired from Warren Siria of Spokane.

Nostalgia Magazine published an article: "Washington Auto Carriage: Success Since 1906" in its March 2004 edition (pp 20-23). The article illustrated the history of Washington Auto Carriage with photos of vehicles that the company had fabricated in Spokane. These ranged from the V Plow made in 1926, school buses with roll up canvas window from the 1920s, the Bunker Hill Mining and Contracting Company bus in 1928, the Sheriff's department paddy wagon and District 9 1955 fire engine, the first double cab four-fireman engine in town," and a 1957 paneled mobile food concession truck from 1957. The article reported:

Washington Auto Carriage built the dining car that sits inside the Spaghetti Factor on Monroe from scratch. And, from scratch in the late '70s, they built the miniature train that tours Riverfront Park. They've been around a long time because they know how to thrive as times change."

Founded in 1906 as a fabrication company, WAC built and repaired horesedrawn buggies, stagecoaches, and cargo wagons. The Eldenberg [sic] family started the business and ran it for sixty years.

From its shop in downtown Spokane, Washington, Auto Carriage built wooden school bus bodies with rollup canvas windows. Later, the company even made shackles for the state prison in Walla Walla, Washington. In 1954, Washington Auto Carriage moved from a smaller shop in downtown Spokane at Second and Browne to its current location of Broadway. Today, the company focuses mostly on services, sales, and installation of truck and fleet equipment. One good example of their product line is the Meyer snowplow. Meyer built the first V Plow in 1926 – and this is one of the many products still going strong in 2004 at Washington Auto Carriage.

The Spokesman-Review on 4/28/2006 (p.A10/2-4) in an article "Horsepower and Beyond," recounted the history of Washington Auto Carriage, a 100 year old business in Spokane. A photo of Gary Tuttle, a 38-year employee and the front of its plant in the year 1928 were featured. Washington Auto Carriage spent the last 100 years transitioning from making four-wheeled motorized carriages to outfitting four-wheel-drive pickup trucks. The business which began as a blacksmith shop, making horseshoes, carriages, and shackles for Walla Walla prisoners, now installs factory equipment for fleets of trucks operated by local companies. Annual sales of several millions, WAC can boast of a 10,000-fold increase in income since the day it opened its doors in 1906.

The company's long history began with a German immigrant named Carl Eldengurg who started WAC at Second and Browne in downtown Spokane in 1906. In 1954 the business moved to its current location at 5301 East Broadway.

"Even in the 1942, they were still doing repairs to horse drawn carriages." King said."

The Spokesman-Review on 4/28/2006 continued

Eldenburg passed the company to three sons. Eventually a single son owned the store which he sold to another family in 1986, the business was purchased by King and his partners.

In the early days, Washington Auto Carriage works created some of the first version of school buses to hit the area. The company also put together a \$15,000 fire truck for Fire District 9 in 1955.

Assembly lines made mass manufacturing possible. The small business shifted its focus from making carriages out of motors and chassis--and improvising on all the rest—to installing factory parts and equipment and serving vehicles operated by area companies. “It was custom work in 1006. Its very little custom work now.” King said.

Carl Frederick. Eldenburg (1872?-1951)

Carl Eldenburg, founder of Washington Auto Carriage Works passed away 23 July 1951 at the age of 79. He had lived in Spokane for 51 years after emigrating from Germany. Member of the Emanuel Lutheran Church and Sons of Herman (German organization).

Carl Frederick. Eldenburg Jr. (1919 – 1951)

Passed away March 29, 1951 at his home at 36 W. 4th. He was a member of the Emanuel Lutheran Church and a WWII veteran. At his death, he was 42 years old and vice president and treasurer of WACW and was one of the pioneers in Spokane of the truck and trailer body business. In 1946 with his brother Earnest J. Eldenburg, he took over the carriage works upon the retirement of his father, He was educated in Spokane public schools and attended Washington State College.

Development of Site and surrounding block

The Washington Auto Carriage building is at the southeast corner of the downtown Spokane business district, on Lots 15 and 16, block 9, Railroad 1st to 4th Addition, bounded by Browne Street on the west, Pacific Avenue on the north, State Street on the east, and Second Avenue on the south. Browne Street is the southbound leg of the Division-Browne couplet, Spokane’s major arterial street. Second Street is the westbound leg of a major commercial couplet bounding downtown’s southern edge.

The Sanborn maps prior to and including the 1902 indicated no development on the block.

The 1902 Sanborn shows the block in which the Washington Auto Carriage Building resides as undeveloped. City water service records indicate its actual construction date of the first building of the building complex around 1903-1904. This building, 32 W. 2nd Avenue is shown on the Sanborn Insurance Map in the 1910 edition.

The 1910 Sanborn Map shows the first building housing Washington Carriage Works at 34 Second Avenue, mid-block between State and Browne Streets, fronting on Second Avenue. On the same block to the west are three buildings, a small shed and a dwelling on the lot immediately to the west (38 W. 2nd), and another dwelling on the westerly lot, fronting on Browne Street (S. 117). East of the Washington Carriage Works building is a dwelling fronting on Second Avenue (32 W. 2nd) with two sheds to its rear along the alley. The next lot to the east is occupied by a small shed that fronts along the alley. The remainder of the south half of the block is undeveloped.

North of the alley are three dwellings (single-family), a couple of sheds, one building denoted as lodgings, another denoted as flats, and a lodge hall with shops. The single-family dwellings include: a one-story frame dwelling at #29 W. Pacific a two-story frame dwelling at #35 Pacific Avenue, and a 3-story frame dwelling at S141 Browne. The two-story brick Duquesne Lodgings is at #31 Pacific (1904), and the two-story brick State Flats at 104 S. State Street (1909). At the corner of Pacific Avenue and Browne Street is a 2-story brick "Lodge Hall" (Foresters of America Hall 1909) with its front door on Browne Street (S. 155). The three single-family dwellings and sheds have been razed.

The Northern Pacific Railroad main line and sidings, one block north, were the dominant features in the neighborhood. Warehouses were along the tracks, and a mix of buildings including the Elgin Creamery Company, and Hazelwood Creamery Company were along the north side of Pacific Avenue, just west of State Street, and just west of Browne Street, respectively. The four-story brick Bakke-Mogstad Building (Hotel Wilton, apartments) and two dwellings were west of Browne Street between Pacific and 2nd avenues.

The 1910 Sanborn, updated to 1928 shows the Washington Auto Carriage buildings at 34-38 West 2nd Avenue. The remainder of the block is the same as 1910 with the addition of the Green Hughes Building at 19-21 W. Pacific Avenue (1911), and a small office building is in the southeast corner of the block at 2nd Avenue and State Street.

The 1952 Sanborn shows the buildings at 34 and 36 W. 2nd as used by Washington Auto Carriage. A small building, 20 feet wide by 30 feet deep, identified as a planer and lumber rack is against the southwest corner of the building. A concrete block building occupies the rear of the lot at 32 W. 2nd, a Wholesale Florist is at 24 W. 2nd and an electrical shop is at the rear ¼ of the lot to the east (S 184 State).

Ownership History (partial)

- 1/7/2005 – Montecucco Properties by Warranty Deed to RJH III, LLC. (lots 12-22).
- 2/1/1988 - Rolland E. and Mary & Oscar W. and M. Jean Farnsworth by Statutory Warranty Deed to Montecucco Properties (lots 12-22).
- 6/30/1969 – Ernest J. & Barbara G. Eldenburg, and Margaret Eldenburg Pendell by unrecorded contract to Rolland E. and Mary & Oscar W. and M. Jean Farnsworth. (lots 12-22).
- 1/15/1936 – James H. Watson by Quit Claim Deed to C.F. and Josephine Eldenburg (lots 15,16,17, 18, 19).
- 1/1932 – F. R. Woodbury Lumber Company by Warranty Deed to C.F., C.F. Jr, and Josephine Eldenburg (lots 12,13,14).
- 12/7/1903 – Chas Grossman, eux by Warranty Deed to C.F. Eldenburg (lot 17)
- 11/20/1902 – A.E. Blake by Deed to C.F. Eldenburg (lot 17)

Building Permits

The current legal address for the property is under the address 32 W. 2nd Avenue since the property had been consolidated under one ownership and parcel number. A variety of permits have been issued to this parcel with addresses including 32 W. 2nd, 34 W. 2nd, and 36-38 W. 2nd. The subject property is 36 W. 2nd Avenue. The building at 34 W 2nd, Eldenburg's first shop, has been enclosed by a concrete block front that extends easterly to the adjacent buildings.

A permit for W. 38 2nd Avenue (Lots 15 and 16, Block 9) was for connection to a water main to William A. Beyers issued on August 19, 1903. On the next day, August 20th, Grossmo Eldenburg Co [sic, later listed in Polk as Grossman] was issued a permit to connect to a water main at @. 34 2nd Avenue (lot 17) for a blacksmith shop.

The building permit for the subject building at @ 36-38 2nd Avenue was issued on March 12, 1917 to E.A. Buchanan, builder, for the Washington Auto Carriage company to construct a new \$4,000 carriage shop.

A permit for a steel building was issued on 1/8/1971 to Jones Wholesale Florist for a Sceva Steel Building, to cover an area of about 750 square feet. The permit did not specify the location of the building. It may be the steel shed on the west side of the subject building. Several permits were issued in the early 1970s to Jones Wholesale Florist for mechanical, plumbing, and furnaces. No building permits for the concrete block buildings to the east of the subject building were discovered.

Historical Context - Spokane

The historical context for Spokane has been included in several National and Spokane Register nominations, including the most recent East Downtown National Historic District; thus the Spokane historic context discussion is abbreviated. The nomination for the East Downtown Historic District discussed the variety of commercial and residential buildings in downtown. The following significant statement and history narrative are excerpted from that nomination and provides context for the Washington Auto Carriage and its role in transportation. (Note, however, that the buildings on the south half of the block, including the subject building, were omitted from the nomination.)

The East Downtown Historic District, located on the eastern fringe of downtown Spokane, is eligible for listing on the National Register of Historic Places under Criteria A and C. Commerce, transportation, industry, and social heritage are areas of significance which demonstrate the district's eligibility under Criterion A for its association with broad patterns of history which led to the growth and development of Spokane as a major hub in the Pacific Northwest. The district is also eligible under Criterion C (area of significance: Architecture) for its collection of commercial, mixed-use, and industrial buildings that are good examples of vernacular architecture which, together, present a strong statement on the historic significance of the district's contribution to Spokane's development.

The Northern Pacific Railroad arrived in Spokane Falls in 1881, providing connection to the Puget Sound. The line was completed in 1883 when the eastern and western branches of the railroad came together, thus establishing transcontinental service through Spokane Falls.

The newly incorporated city continued to grow through the 1880s. Between 1886 and 1889 the population increased from 3,500 to 20,000 people. In spite of the devastating fire of August 4, 1889, which destroyed approximately thirty-two blocks of the business district from the railroad tracks to the river and from Lincoln to Washington Streets, the city quickly rebounded. Brick and terra cotta became the dominant building materials of the rebuilt downtown.

When Spokane rebuilt the downtown after the fire, the new buildings were constructed in an area much larger than the original business district. The business district spread east to Division Street. Sanborn Fire Insurance maps from 1891, 1902, and 1910 show a dramatic increase in the construction of commercial buildings in east downtown. Frame dwellings gave way to commercial buildings that would meet the demand of the influx in population. Among the property types and businesses that were prevalent were hotels, lodging houses, and restaurants.

From the turn of the new century, 1900, Spokane's population exploded from 36,848 to 104,402 in 1910. This growth mirrored the population expansion of the state that saw its greatest increase in the same decade. Many

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

The economic boom and population expansion of approximately the first fifteen years of the 20th century was short-lived. Growth in both areas in the next decade slowed considerably. The year in which the Washington Auto Carriage building was constructed, 1917, was one of prosperity and significant construction in and near downtown Spokane. In February the Spokane Daily Chronicle would announce that "Spokane Banks Made Most Gain," with the largest clearings on the west coast (2 February), and a "Rosy Future Seen for Local Business," in reporting that Spokane was named as one of the nine most promising cities in the whole country (8 February).

The \$250,000, six-story Spokane Daily Chronicle Building was announced on 6 March 1917 on page one, the same month the Washington Auto Carriage was granted its permit for a \$4000 carriage shop. Page two of the same edition of the Spokane Daily Chronicle proclaimed "Two Millions And Half For New Buildings Here." "Spokane is just entering one of the most active building seasons of its history." "Showing that the city's period of readjustment following the boomtime reaction of several years ago is practically ended, and that the stability of conditions under prohibition have merited a confidence as strong as every existed under the wet regime, more that \$2,577,000 worth of new building is projected for this year." Some 32 projects were listed as proposed or under construction, the more prominent including: seven story Crescent department store on Main, \$400,000; Chronicle Building, \$2,500,000; Symons Building, \$200,000; Deaconess Hospital, \$200,000; St. Luke's Hospital, \$200,000; Elks Temple, \$150,000; Overland Garage, \$150,000; J.W. Graham, \$150,000; and several schools including Lowell, and Peaceful Valley.

On June 7th, the Chronicle would report "Spokane Faces Revival of Old Prosperity Days." Mr. H.L. Rutter , president of the Spokane and Eastern Trust Co. stated: "Two special reasons are given for Spokane's unusual prosperity. Large sums of money have come to the Inland Empire people from the return of grain fields and mines so that there is amply money for all enterprises." "...[M]ines are more prosperous than ever and pour wealth into Spokane." He recounted the major investments by the railroads, and that million dollar firms were again seeking Spokane. Armour and Company was prepared to spend \$1,000,000 for the purchase and enlargement of its plant, and Sperry Flour was preparing to build Spokane's largest flour mill, a \$750,000 investment. Later in the year the Chronicle would report that "Building here resists slump," (4 October) and that Spokane showed growth in August compared with 1916 and outpaced such cities as Canton, Ohio, Dallas, Texas, Des Moines, Iowa, Kansas City, Kansas, Lincoln Nebraska, and Tacoma.

By 1920, the population of Spokane was only 104,437, an increase of only 35 people from 1910. Investors soon realized the city was overbuilt. The region it served (the Inland Northwest) was not able to sustain the city and keep pace with the speculative growth. By 1950, the population had increased by only 50,000.

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

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

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

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

In addition to mining and lumbering, Spokane's economy has been greatly influenced by the agricultural industry. Again the railroad, by providing relatively low cost transportation to the eastern markets brought striking changes to agriculture in the Inland Empire. The Northern Pacific, the Union Pacific, and the Great Northern transcontinental lines and their feeder lines brought in immigrants and provided farmers a means for shipping their products out to market.

Railroad connections to eastern markets and to the west coast created a demand for agricultural products that led to the increasing growth of Spokane. Flour was shipped to such diverse ports as Liverpool, New York, or Tokyo. Livestock and meat also moved out of Spokane. Eventually, the city became a regional supplier as well as a market, with warehouses and wholesalers eager to supply retailers in the towns of the region

Architectural Significance in East Downtown

The period of significance for the East Downtown Historic District begins in 1890 with the construction of the Northern Pacific Depot and Fire Station #1 and ends in 1953, the fifty-year date set for eligibility for the National Register. Approximately two-thirds of the existing buildings in the district were built in the first decade of the 20th century during Spokane's biggest era of economic and population growth. According to the nomination:

The East Downtown Historic District is located on the fringe of downtown. Building heights range from one-story to eight stories, with most averaging two or three stories in the industrial area adjacent to and south of the tracks. Most of the buildings in the district are commercial vernacular in style and clad in brick. Foundations are stone, brick, or concrete. Typically, the ground floor is occupied by small businesses while the upper floors are used for offices or hotels/residential apartments.

Buildings vary in use but generally fall in the following categories: transportation; commercial; industrial; and single-room occupancy hotels (SROs). The diversity of businesses allowed for a community to live and thrive in downtown.

The Washington Auto Carriage Building, retains the form and basic character of a small vernacular industrial building, constructed of red brick (painted) on a concrete slab foundation. Prominent features of the front façade include the segmental-arch window bays with original sash in the eastern portion, and the garage door bay into which a pedestrian door assembly has been set in the western portion. The original steel beam lintel forms the flat-arch over the garage door bay. The interior is an open shop bay with exposed wood post and beam structure supporting wooden rafters.

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Spokesman Review. Various articles 1903 to 1912.

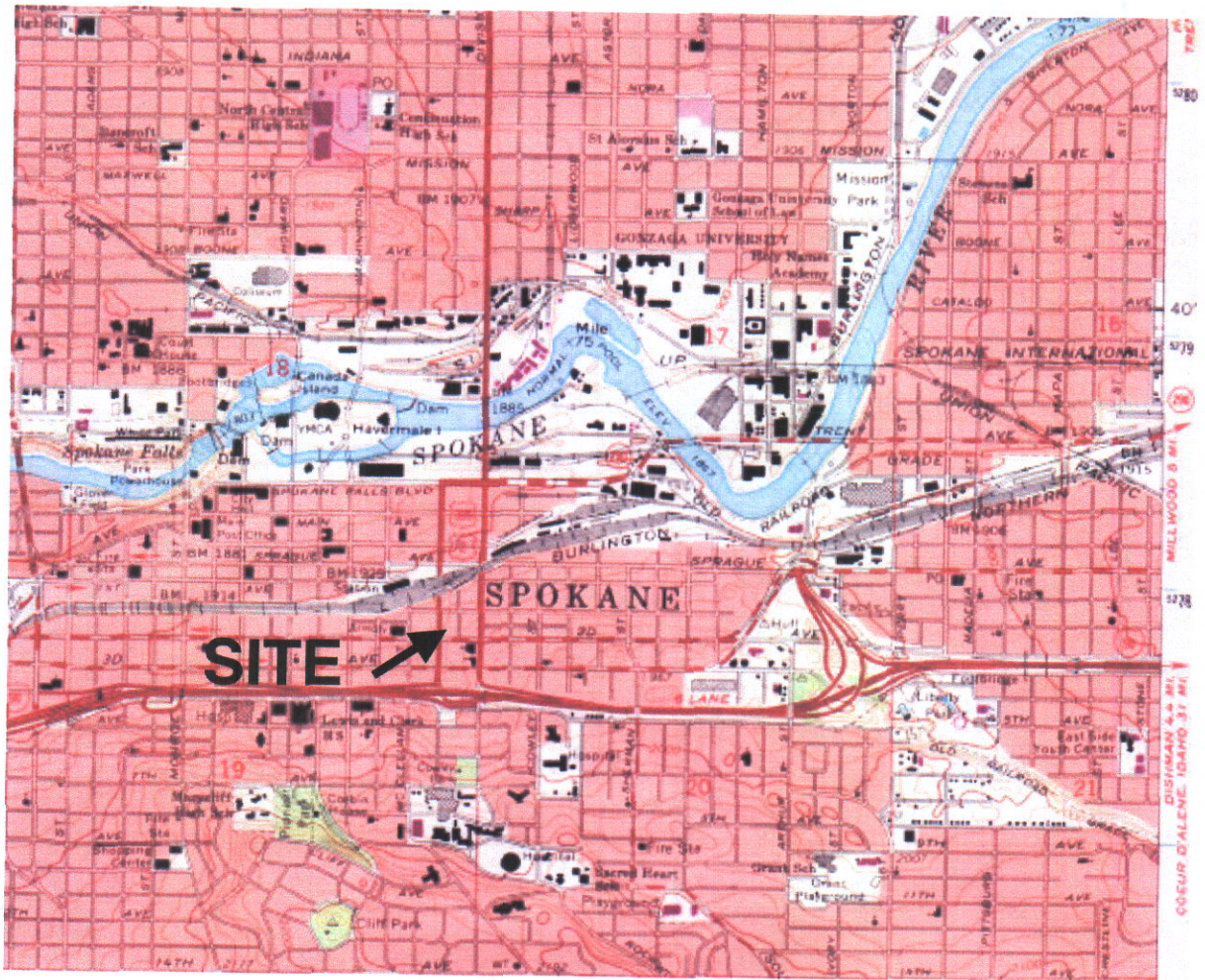
--. "Washington Auto Carriage Company: A Pioneer Firm of Spokane Developing Local Auto Manufacturing." 9/6/1920. p14/4-5.

--. "Eldenburg, Carl Frederick" (death notice). 8/24/1951. p6.

--. "Eldenburg, Carl Frederick Jr." (death notice). 3/30/1951. p14.


--. "Horsepower and Beyond." 4/28/2006. pA10/2-4/

Woo, Eugenia. Vermilion. East Downtown Historic District. National Register of Historic Places Nomination. 23 April 2003.



USGS 7.5 Minute Quadrangle. Spokane NW, Wash. 1974. Photorevised 1986

36 WEST SECOND AVENUE SITE LOCATION


 N
 1" = 2000'



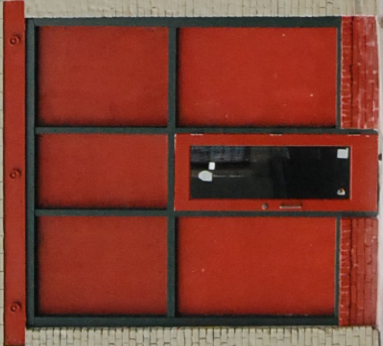
City of Spokane 2007 aerial photo

36 WEST SECOND AVENUE AERIAL PHOTO OF SITE

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N
No scale



INFO 509
TION 1988
BancC ally
My.com





SPEED LIMIT 30

NO LEFT TURN 8 AM TO 6 PM

FOR INFORMATION 581-313-3388

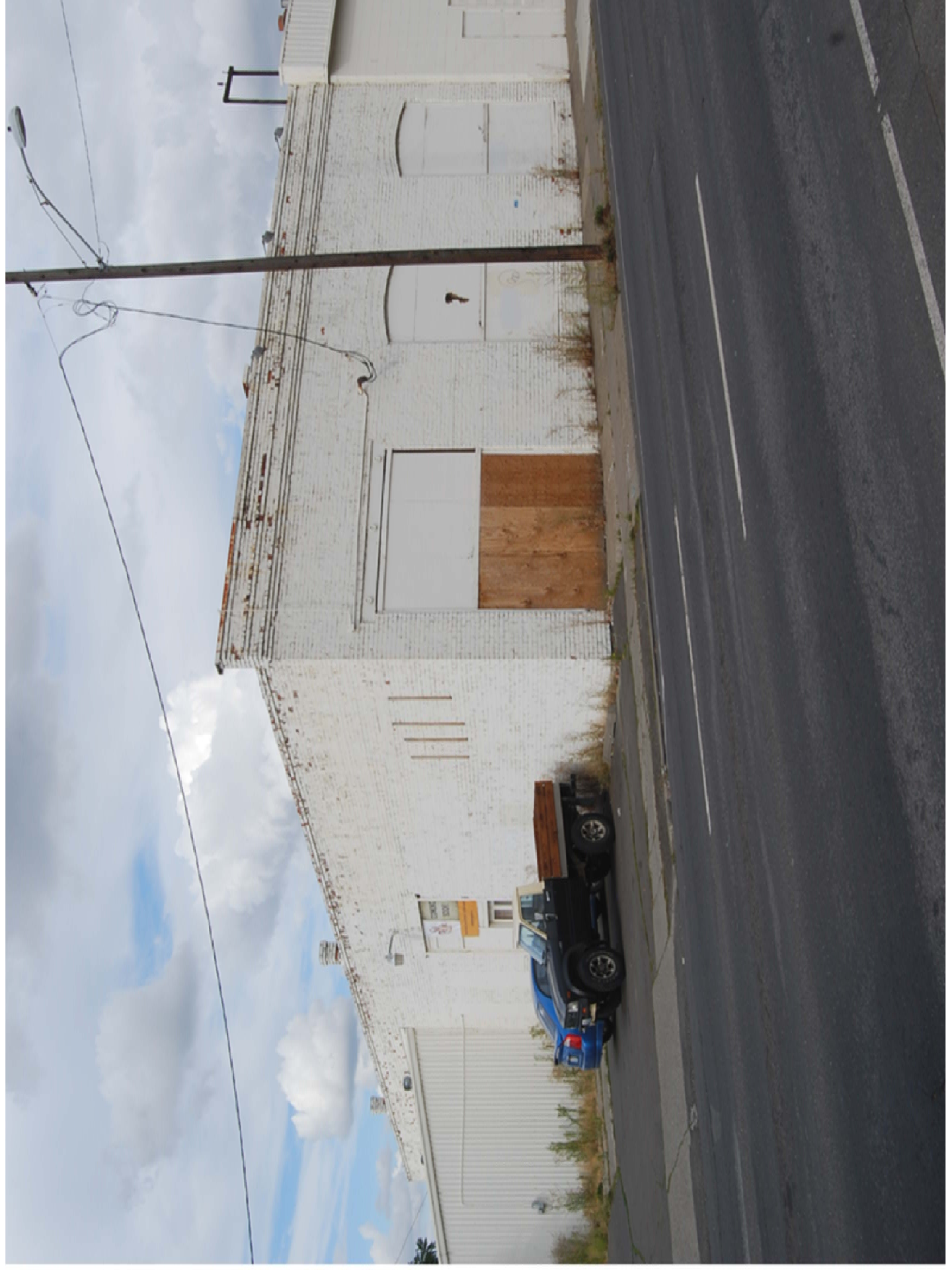
Pilsener Beer - Milwaukee, WI

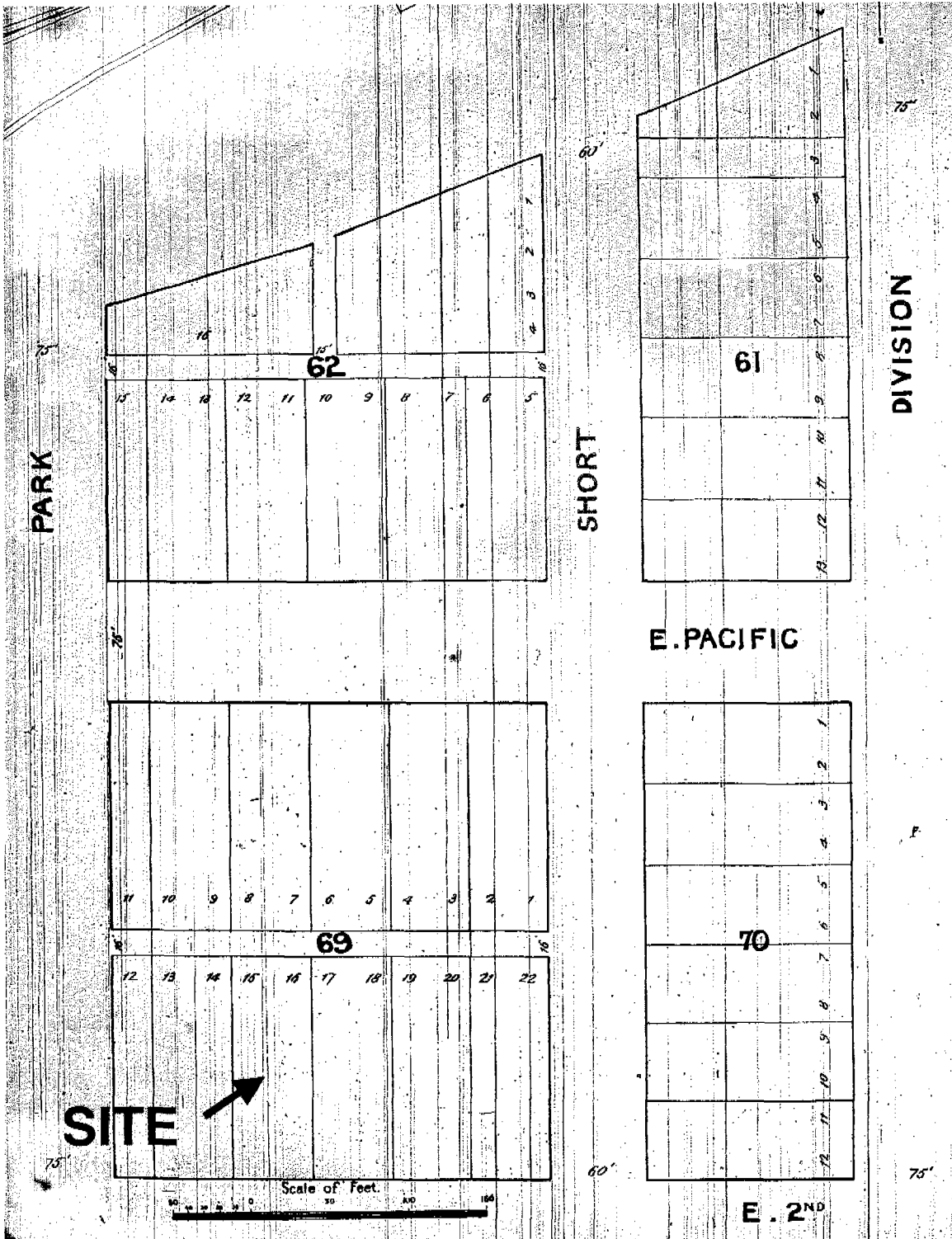
Big Sale



NOW OPEN

RENTAL

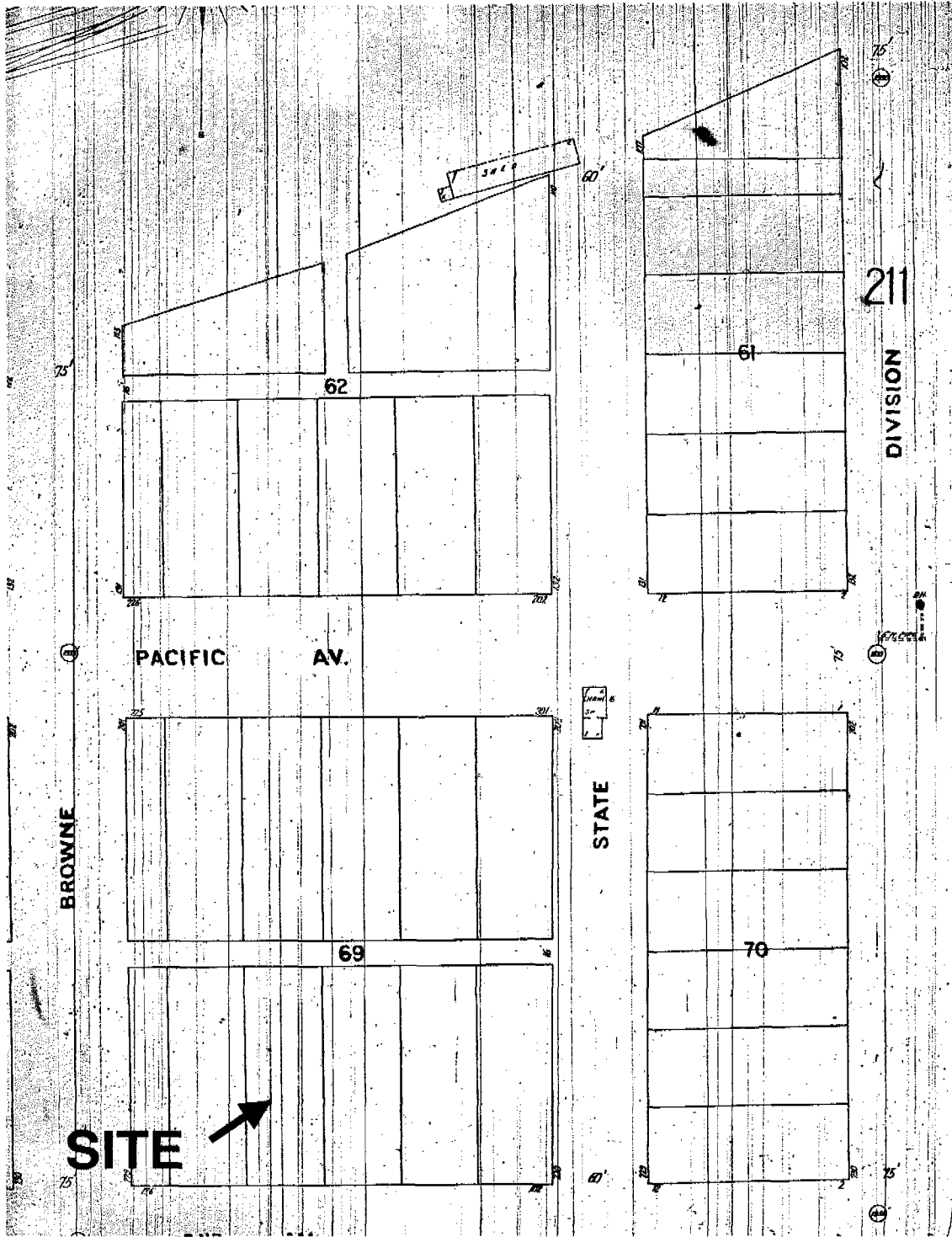




Sanborn Insurance Map – 1891 – page 19

**36 WEST SECOND AVENUE
1891 SANBORN MAP**

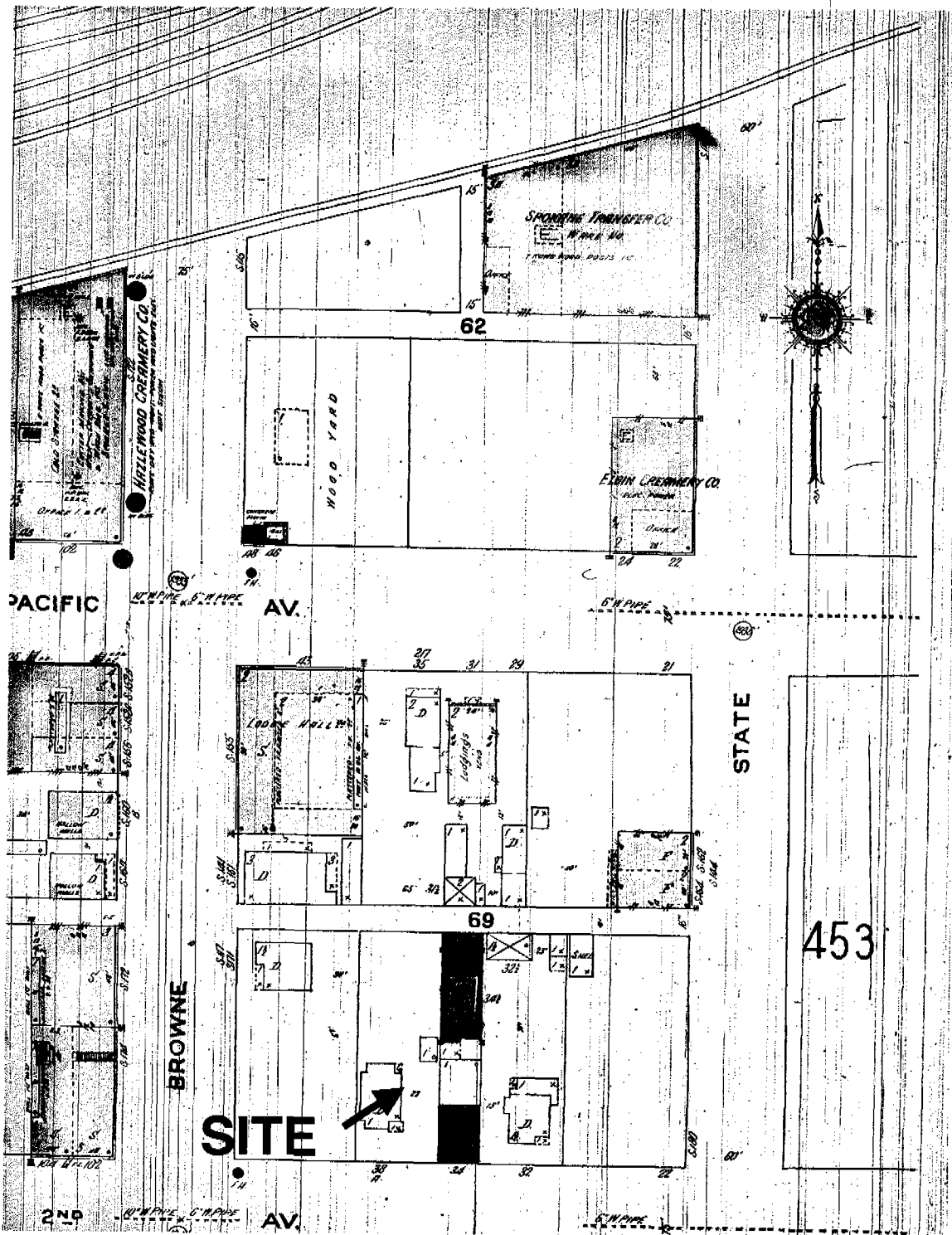
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N
1" = 100'



Sanborn Insurance Map - 1902 - page 212

**36 WEST SECOND AVENUE
1902 SANBORN MAP**

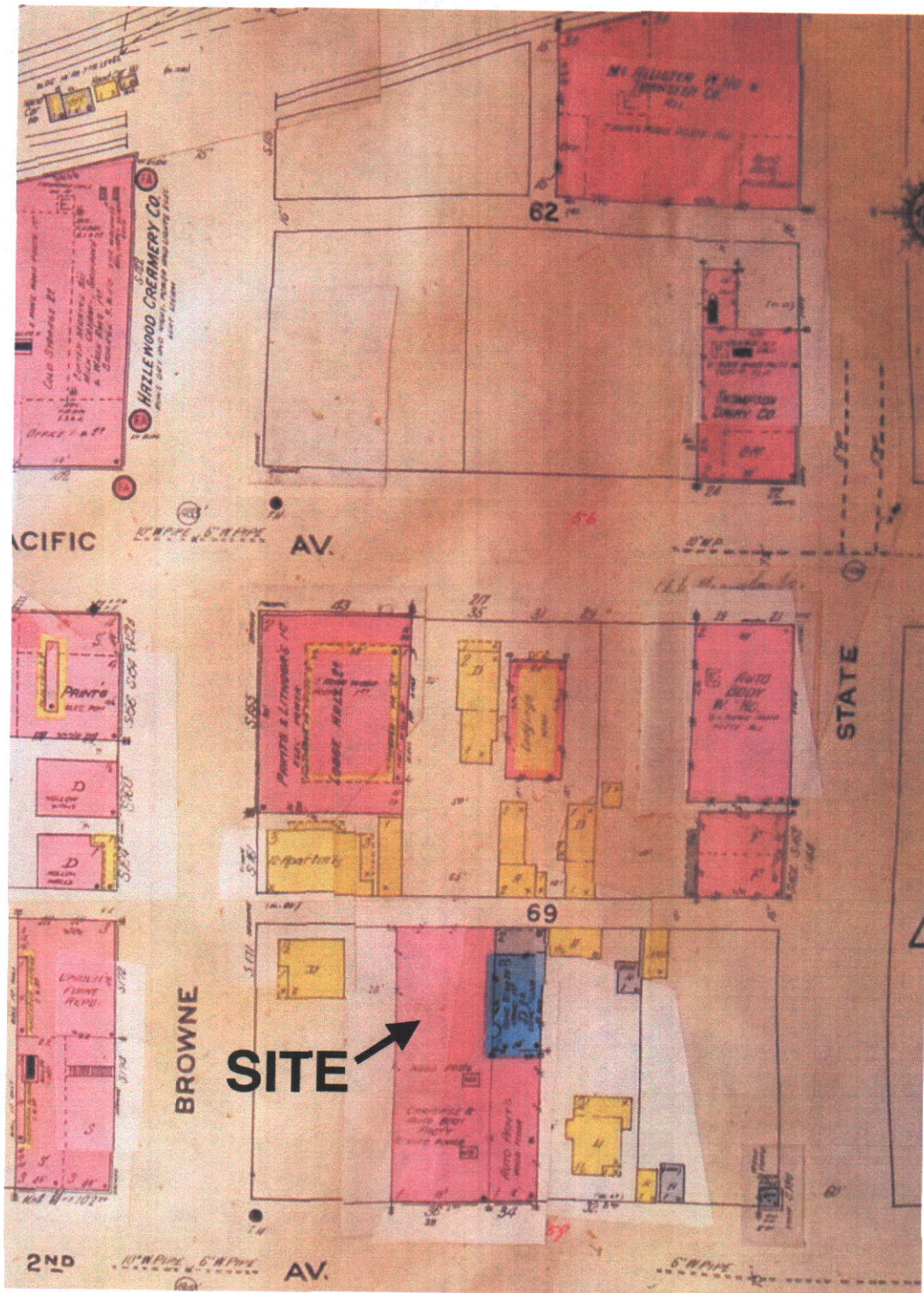
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1" = 100'



Sanborn Insurance Map - 1910 - page 452

**36 WEST SECOND AVENUE
1910 SANBORN MAP**

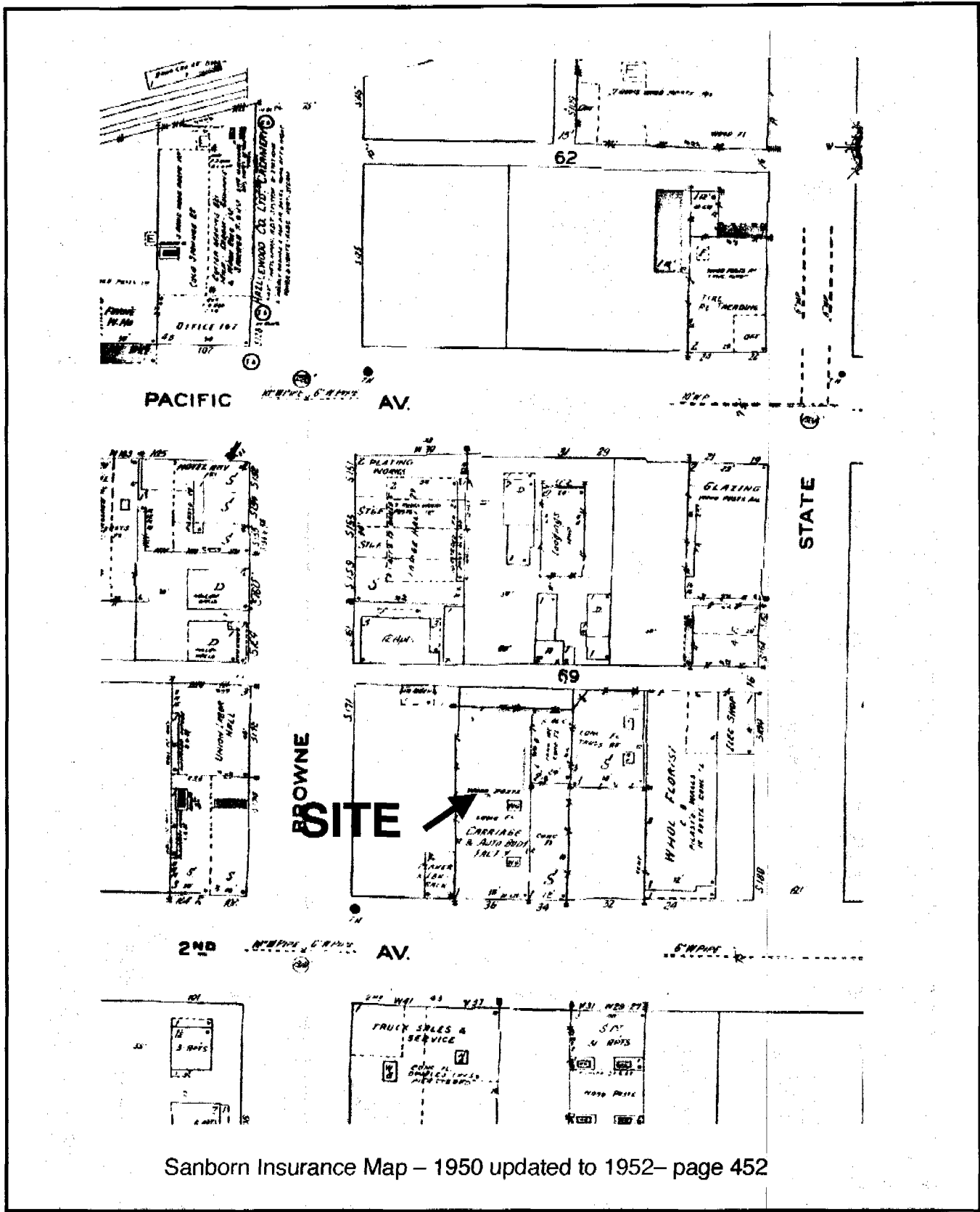
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1' = 100'



Sanborn Insurance Map – 1910 updated to 1928– page 452

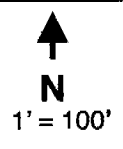
36 WEST SECOND AVENUE 1928 SANBORN MAP

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N
1' = 100'



Sanborn Insurance Map – 1950 updated to 1952– page 452

36 WEST SECOND AVENUE 1952 SANBORN MAP



C. F. CLOUGH & CO.
Incorporated.
5-6 JAMIESON BLOCK.

Spokane Real Estate.

R. L. POLK & CO'S

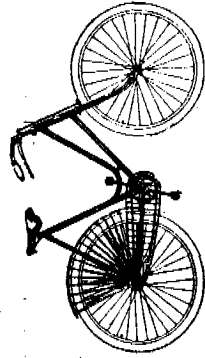
682

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CLEVELAND CYCLE CO. THE, 209 Post. (See p 197.)

SPOKANE NOVELTY WORKS, 114 Post. (See adv above.)

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Hayward & Rausch, basement Auditorium bldg.

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Hone W A. 0719 Monroe.

Rizzi Theodore, 517 Main av.

BLACKSMITHS.

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BATES E M, 1010 College av.

Bean E F, 502 1st.

Revia Bros Real Estate and Loans
and Van Valkenburg Bldg

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1899

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TEMPLE COURT BLDG.
TEL 229 REAL ESTATE

SPOKANE DIRECTORY.

683

Davis Edward, 822 1st av.

Fassett A P, 423 1st av.

GASTON WM, 1217 1st av.

Geesy J N, 218 Stevens.

Graves J S, 0824 Monroe.

Griffin M C, 317 Division.

Grossman C G, 226 Sprague av.

HAEGELE G L, Stafford's add.

Handley L B, 102 Division.

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Horn Joseph, 0614 Monroe.

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Jindgren P N, 218 Bernard.

McGrath & Skene, 313 Main av.

MISNER W E, 922 1st av.

Monroe & Durham, 1127 1st av.

NOVELTY CARRIAGE WORKS, 713 Front av. (See back cover
and p 383.)

PARKER W T, 02225 Hamilton.

Price Jesse, 408 2d av.

Robertson & Trader, 127 Washington.

Simpson Joseph, Stafford's add.

SONDGERATH P, 722 Front av.

Sours Levi, E1523 Sprague av.

Stewart D B, 612 1st av.

Tretner Wm, E123 3d av.

UNION IRON WORKS, cor Montgomery av and Pearl.

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