

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: Transport Truck Company

And/Or Common Name: Jones Automotive Engine (AKA Ben's Trim Shop)

2. Location

Street & Number: 1302 West Second Avenue

City, State, Zip Code: Spokane, WA 99201

Parcel Number: 35192.1507

3. Classification

Category	Ownership	Status	Present Use	
<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: Goat Works LLC – Heather Brandt, partner

Street & Number: 2204 East Mallon Avenue

City, State, Zip Code: Spokane, WA 99202

Telephone Number/E-mail: 509-701-8244/ heather@irongoatbrewing.com

5. Location of Legal Description

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

6. Representation in Existing Surveys

Title: West Downtown Historic Transportation District, National Register Nomination

Date: 2-18-1997

Federal x State County Local

Depository for Survey Records

Spokane Historic Preservation Office

7. Description

Architectural Classification
(see nomination, section 8)

Condition
excellent
good
fair
deteriorated
ruins
unexposed

Check One
unaltered
altered

Check One
original site
moved & date _____

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

8. Spokane Register Criteria and Statement of Significance

Applicable Spokane Register of Historic Places 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.
- 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: 1st Addition to Spokane Falls: LOTS 6&7, BLK 40

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

11. Form Prepared By

Name and Title: Jim Kolva

Organization: Jim Kolva Associates LLC

Street, City, State, Zip Code: 115 South Adams Street, Spokane, WA 99201

Telephone Number: 509-458-5517

E-mail Address: jim@kolva.comcastbiz.net

Date Final Nomination Heard:

12. Additional Documentation

Map:

Photographs:

13. Signature of Owner(s)

[Handwritten Signature]

14. For Official Use Only:

Date nomination application filed: 8/17/15

Date of Landmarks Commission hearing: 9/23/2015

Landmarks Commission decision: 9/23/2015

Date of City Council/Board of County Commissioners' hearing: 11/6/2015

City Council/Board of County Commissioners' decision: Approved

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.

[Handwritten Signature] 9/24/15

Megan Duvall
City/County Historic Preservation Officer
City/County Historic Preservation Office
3rd Floor - City Hall, Spokane, WA 99201

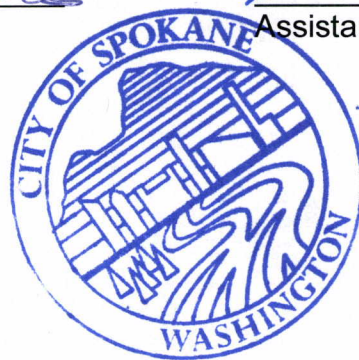
Date

Attest:
[Handwritten Signature]

City Clerk

Approved as to form:
[Handwritten Signature]

Assistant City Attorney



DESCRIPTION OF PROPERTY

Description -Summary

The one-story brick vernacular commercial building is on the northwest corner of Adams Street and Second Avenue in the west end of downtown Spokane. An auto service building, it is contributing to the West Downtown Transportation Corridor National Register District. Built in 1921, the 50' x 140' building retains its basic form and rhythm with primary facades facing south (front) and east. A concrete block addition, built ca. 1980s, set back about 20 feet from the front facade plane, is about 30' by 105'. The building fronts along 2nd Avenue with three bays, shop door, pedestrian entry, and window bay separated by brick piers rising to a corbeled cornice and low parapet. The east façade, along Adams Street is divided into nine bays configured similarly to the front.

CURRENT APPEARANCE & CONDITION

The front facade is divided into three bays, defined by slightly projecting brick piers and corbeled cornice. The centered entry bay is flanked on each side by wider equally-sized bays, one with a wood and glass panel roll-up garage door, and the other, a boarded-up window bay. The entry bay has a single aluminum frame glass panel door with glass and aluminum panel sidelights, and boarded-over transom. Although the original sash and detailing within the bays have been altered, they can be approximated when the bays are reopened. The façade is terminated by a corbeled cornice and low parapet wall capped by a painted metal flashing.

The east facade is along Adams Street and composed of nine equally-spaced and sized bays configured similarly to the front: six window bays (all but one boarded over), two garage door bays, and one bay with a pedestrian door. The door openings remain in their original locations although the configurations of the doors and sash have been altered. The configuration of the window bays consists of a bulkhead wall, window sash (storefront and multi-light), transom windows, concrete lintels, flat brick panels and corbeled cornice and parapet wall. A painted sheet metal coping covers the top of the parapet wall. The roof is flat tar composition penetrated by four skylights.

The existing configuration of east facade Bay 1 (south) is unknown as is the condition of the transoms above bays 2 and 3. Bay 2 consists of aluminum sash that divides the window vertically into three sections. Bay 3 is also divided into three sections by a pedestrian door with glass panel transom and flanking fixed glass panels framed in aluminum sash. Bay 4 is a full multi-light shop door. Bays 5, 6, 8, and 9 are boarded over, but a couple of windows have been opened by removing the interior panels. The sash is multi-light fixed wood, divided into two six lite sections vertically by a flat wood mullion. The wood sash transoms are divided vertically into four lights.

The overall condition of the exterior is fair to poor. The brick is covered with peeling and chipping paint and has some areas where mortar joints have deteriorated. There are also areas on the rear where sill bricks are chipped and broken. The windows are mostly boarded over wooden sash that have dryrot and are structurally unsound. Likewise the shop doors are deteriorated with peeling paint and missing glass lights. A pedestrian door has also been cut into the shop doors of Bay 7, exacerbating the deteriorated condition of the doors.

Floor Plan

The floor plan consists of the original 1921 building and the 1980s concrete block addition. The existing configuration of the 1921 building consists of an office and a shop floor. The front façade is composed of a roll-up shop door that provides access to the rear shop floor. East of and forming the wall of the corridor to the rear is the office. The office encloses the front pedestrian

entry and southeast corner window bays of the front and east façades. The rear wall terminates between the first and second bays of the east façade. The floor area to the rear of the office is open and extends to a roll-up shop door on the north side of the building that provides access to the alley.

Original terrazzo floors are evident in the front portion of the building where the office had been located. Floors in the shop area are concrete. Walls around the office are sheetrock and sheetrock clad with T111 plywood. Walls within the shop consist of painted brick and plaster-coated brick. The ceiling in the office is sheetrock, while in the shop it is exposed wood truss and decking.

Two pedestrian doors are located in the west wall of the 1921 building and provide access to the concrete block addition. The addition is divided into two large rooms and restrooms along the south wall. Floors are concrete, walls concrete block and sheetrock, with sheetrock ceilings.

The nomination reflects the condition of the building in August 2015 prior to its renovation. The owners are undertaking a Federal Investment Tax Credit project and have an approved NPS Part 2 Application dated 8/13/2015. The building will be restored in accordance with the Part 2 approval. This will involve cleaning, repointing and repainting the exterior brick; removing plywood covering the windows and transoms; and either restoring or replacing in kind the window and transom sash; removing and replacing the pedestrian doors in the front entry and Bay 3; and replacing the roll-up garage doors in the front façade and Bays 4 and 8 in the east façade.

ORIGINAL APPEARANCE & SUBSEQUENT MODIFICATIONS

Photographs from 1921 and 1933 show the original building that has been altered somewhat from when originally built. Other than the sash and door configurations within original openings, the only significant change is the truncation of the piers that rose above the top of the parapet walls by approximately 12 inches.

Both the 1921 and 1933 photos show that the original front façade was symmetrical with the centered entry bay flanked on each side by a window bay—slightly recessed bulkhead wall, single light storefront windows (possibly divided by a narrow vertical metal muntin), and five-light transom windows. The westerly bay was modified by removing the windows to the full height of the bay opening and replacing with a rollup shop door. The center pedestrian bay has been “modernized” by removing the multi-light doors and three-light transom and replacing with aluminum-framed sash, a single glass panel door with single-panel sidelights and transom. The easterly bay is boarded over.

On the east façade, the nine bays remain distinctive, but have been slightly altered. Bay 1 window is boarded over, the sash in the Bay 2 window has been altered from a single panel to three vertical panels divided by aluminum muntins, and the transom is boarded over. The door and sidelights in Bay 3 have been “modernized” and the transom boarded over. Bay 4 was originally configured with a shop door but, similarly to Bay 7, the door was shorter and the opening included a four-light transom. When the existing door was installed the transom was removed so as to accommodate a taller door. Bays 5 and 6 are boarded over, but appear to have the original sash and transoms beneath. Bay 7 has the original door and transom configuration (transom boarded over on outside), but the door has been modified to include a pedestrian door in the northerly panel and is in deteriorated condition. Bays 8 and 9 are boarded over wood sash windows.

A concrete block addition was added to the west side in the 1980s. The south (front) façade is blank, but recessed about 20 feet from the plane of the 1921 building. The west side is also without detailing. Garage door bays are in the northwest corner and provide access to the alley along the north side of the building. The roof is flat.

Areas of Significance –**Category A - Broad Patterns of Spokane History, Commerce****Category C – Architecture****Period of Significance – 1921-1950, constructed in 1921****Architect – Unknown****Builder: Unknown****Summary**

As a contributing building to the West Downtown Transportation Corridor National Historic District, the Jones Automotive Building (Transport Truck), built in 1921, is significant as a building associated with the evolution of the automobile and automobile-related business in Spokane. The 1920s was the first decade in which buildings were built downtown Spokane specifically to house automobile sales and accessories. This building was constructed with a showroom and service facility for the sale of automotive trucks during the formative stages of Spokane's auto row. The trucks distributed from this building worked the streets of Spokane and the fields of the Inland Northwest farm county. Although First Avenue was Spokane's auto row, Second Avenue, during the same period, was dominated by automobile sales and automobile-related businesses.

The building is also significant as a vernacular commercial building that was built for the sales and service of automobiles. The showroom and sales gallery in the front part of the building entered through the front pedestrian entrance, and the garage in the rear with shop doors to accommodate the passage of vehicles, trucks and automobiles. Although altered over the years, the building continues to retain its essential character and place in the continuum of the automobile commerce of the downtown.

HISTORICAL CONTEXT

The Spokane Falls and its surroundings were a gathering place and focus for settlement for the area's indigenous people due to the fertile hunting grounds and abundance of salmon in the Spokane River. The first humans to arrive in the Spokane area arrived between twelve thousand and eight thousand years ago and were hunter-gatherer societies that lived off the plentiful game in the area. Initially, the settlers hunted predominantly bison and antelope, but after the game migrated out of the region, the native people became dependent on gathering roots, berries, and fish. The Spokane tribe used the Spokane Falls as the center of trade and fishing.

The first American settlers, squatters J.J. Downing, with his wife, stepdaughter, and S.R. Scranton, built a cabin and established a claim at Spokane Falls in 1871. James N. Glover and Jasper Matheney, Oregonians passing through the region in 1873 recognized the value of the Spokane River and its falls. They realized the investment potential and bought the claims of 160 acres and the sawmill from Downing and Scranton. The Reverend Henry T. Cowley followed in October 1874 as a missionary and Indian Sub-Agent to the Spokan Indians. Glover and Matheney knew that the Northern Pacific Railroad Company had received a government charter to build a main line across this northern route. By 1875, Matheney became doubtful that the Northern Pacific Railroad came to Spokane and sold his stake in the venture to Glover.

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. Because of city ordinance to reduce fire hazard, 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 west 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, Spokane's population exploded from 36,848 in 1900 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 state's three largest cities: Seattle, Tacoma, and Spokane. Various industries rapidly developed and with it a demand for more buildings. Most of the city's urban downtown skyline was created from 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. But prosperity seemed to return in 1917. In February of that year, the Spokane Daily Chronicle would announce that "Spokane Banks Made Most Gain," with the largest clearings on the west coast (2/2/1917, p8/3), 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 (2/8/1917, p12/1). New buildings were announced and the downtown saw construction activity. Some 32 projects were listed as proposed or under construction as proclaimed by the Spokane Daily Chronicle on March 6, 1917: "Two Millions And Half for New Buildings Here," for buildings that included the Crescent, Chronicle Building, Elks Temple and Overland Garage among others.

By 1920, the population of Spokane was only 104,437, an increase of only 35 people from 1910 (Decennial Census Counts. OFM). 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. The 1920s and 1930s saw similar, but less drastic slow growth due to economic factors. The Inland Northwest region's dependency on extractive products from farms, forests, and mines suffered from declining demand.

But, the 1920s also saw the advent of the automobile and the improvement in roads throughout the state. Mechanized machinery including motorized trucks replaced the draft horses on the farm and in the woods. Modern buildings were built specifically to house these new businesses and they were concentrated in the western part of downtown, predominantly between Sprague and 2nd avenues, bracketing the Northern Pacific Railroad viaduct.

1920s, the Burgeoning Automobile Business in Downtown Spokane

In the United States and Washington State, the 1920s was a major growth period for the automobile ownership and infrastructure. In the U.S., by the end of the 1920s the number of registered owners of automobiles almost tripled from the year 1920 to 23 million.

In the state of Washington, there were 9,311 registered vehicles in 1910. By 1921, the number of registered vehicles reached 137,000 and by 1934 had increased to 460,000 vehicles. In May of 1925, the Spokesman-Review reported that 27,022 automobiles had been licensed in Spokane, compared to 25,287 for the same period last year (5/10/25 pA6/c6).

(www.dol.wa.gov/vehicleregistration)

Downtown Spokane's auto row was also taking shape, the term was first used in the 20 August 1911 edition of the Spokesman-Review in captioning a cartoon that depicted the "Inhabitants of Spokane's auto row." By 1920, one of those inhabitants G.E. Riegel had opened a new auto showroom at the corner of 1st and Adams. The area west of Monroe along 1st and 2nd avenues became the city's auto row with six auto dealership showrooms constructed between 1920 and 1926. In addition, garages, auto repair shops, and suppliers of parts and accessories including tires were in this district.

The automobile business was transitioning to modern day sales in the 1920s. The automobile and rail were still integrally related, since the new dealerships and the suppliers were along the Northern Pacific corridor as well as the US 10 highway corridor.

Six auto dealerships built new buildings in the West First Avenue district between 1920 and 1926. They include Riegel Brothers Dodge, Willys-Overland Pacific, Findlay-Studebaker, Chandler Auto, Wells Chevrolet, and Eldridge Buick. Several of these buildings had raised viaducts by which new automobiles that arrived by rail were conveyed to the dealerships. According to the West Downtown Historic Transportation Corridor National Register Nomination (1999), "During the two decades after World War 1, nine brick buildings, all related to the growing automobile industry were erected in the corridor. Most were built in the mid-1920s, only one was constructed after 1930 ...The building boom of the automobile-related structures that occurred during the twenties was never matched again in the West Downtown Historic Transportation Corridor."

Auto and truck-related businesses also found home on Second Avenue. Barton Auto Company (1911) at 916 West 2nd was used for automobile sales beginning in the 1920s through the 1960s. Fisk Tire Company at 928 W. 2nd (1918) occupied the building in 1920 and it was occupied by tire companies through the 1920s. Federal Tire Sales (1923) occupied 1002 W. 2nd from 1923 to 1928, followed by a variety of automobile-related businesses. March-Strickle Motor Company occupied 1126 W. 2nd (1921) from 1925 to 1930 and was followed by Hatch Motor Company, a Chrysler dealer in the early 1930s, and other dealers used the building through the 1960s. The site that housed Gentle Touch (razed) was home to auto-related business from 1925 when G.A. Sindler, auto dealer occupied 1208 W. 2nd. Automobile Clearing House, followed by a variety of auto-related businesses over the years occupied the present home of Mid-City Concerns Building (ca. 1920) at 1222 W. 2nd.

The Transport Truck Company

The Transport Truck Company was founded in Mount Pleasant, Michigan in 1918 (Petroleum Register, 1922) and apparently had early success in building and marketing its trucks. "TRUCK SALES SHOW TREND," reported the Michigan Manufacturer & Financial Record, in 1920. According to the article:

...sales records for the Transport Truck Company, of Mount Pleasant, Mich., over the past several months have surpassed those of any corresponding period in the company's history. The benefit of this demand for trucks for immediate use is being realized by distributors and factory alike. Phenomenal sales of its complete line are bringing to Transport the largest and most successful truck distributors in the country. In the last few months leading distributors at the following points have taken on the Transport line. ...New York City, ...Tampa Fla, ... Minneapolis, Minn." [Spokane not yet mentioned]

The Automotive Manufacturer in September 1920 in reporting the "ACTIVITIES OF AUTOMOTIVE MANUFACTURERS" revealed that "Transport Truck Co., Mount Pleasant, Mich. manufacturer of motor trucks, is planning a new one story addition 90 x 240 ft."

Although not yet listed in the Spokane Polk Directory, Transport Truck was advertising to the farm

country. The Genesee News (Idaho) in May 1920 carried a boxed advertisement for Transport Trucks.

“Transport Trucks”

The Ideal Farm Truck

Internal Gear Drive

“Mr. Farmer, we want to see a Transport Truck on your farm. It will solve your transportation problems whether they are large or small.

We invite your closest inspection and will be pleased to demonstrate [sic] to your entire satisfaction the merits of Transport Trucks.

Standard equipment throughout, guaranteed by the most reliable manufactures of every individual part.

Write us for circulars and specifications.

See this truck in “Ship by Truck” demonstration.

Northwest Transport Truck Co.,

Spokane, Washington,

512 Railroad Avenue, Phone Main 6171.

The Spokesman-Review in its 19 June 1921 edition showed a photo captioned “Home of Transport Truck,” and reported:

New home of Northwest Transport Trust company, northwest distributors of Transport Trucks at Second and Adams, occupied recently. This is one of the finest homes in the northwest to be used for the sale and service of trucks. It contains a large show room and offices, a large parts room and offices for the service department. The shop is large and well ventilated and equipped with the latest machinery.

The Spokane City Directory (Polk) listed Northwest Transport Truck Company at 1302 W. 2nd Avenue for the first time in the 1921 directory, and the last time in Spokane in the 1922 directory. In both listings “Aug (August) Johnson” was the manager.

In the 1920 Polk Directory, Aug Johnson was listed as a warehouseman, and in the 1923 edition, he was listed as Manager of Transport Motor Company, distributors of Oldsmobile and Velie automobiles at West 1103 Sprague. It is interesting to note that for the years NW Transport Truck Company was in Spokane based upon advertisements, Polk listings, and new articles 1920 to 1923, it was never listed in the classified pages under “Automobile Trucks.”

In March 1921, the City of Spokane purchased two trucks from the company. Reporting the regular administrative session of the city council of 2/25/1921: “Northwest Transport Truck Co: \$12,350.00 on two Transport trucks, less 20 per cent discount, f.o.b. Spokane. (Official Gazette, 1921)

“AUTO FOLK LOOK FOR BUSY YEAR’ reported The Spokesman-Review in December 1923. “A. Johnson of Transport Motors, Home From East Tells of Activity at Factories.”

“Never before has the automobile industry displayed the attentive heed to the public demand that it has for 1924,” declared August Johnson, general manager of the Transport Motor company, upon his return from a three weeks’ stay in motor manufacturing centers of the east.

Transport Company Busy

“Before leaving the east I visited the factory of the Transport Truck company [sic] at Mount Pleasant, Mich., and found the expectation for truck business for 1924 high. Truck manufactures are figuring strongly on sales in the northwest

because of the demand for lumber is apparently sure, in the face of building permits issued in every eastern city for extensive construction. This will call for larger lumbering operations and the enhanced demand for trucks, the manufactures reason. The Transport company makes trucks along and has a complete line for the 1924 season now in productions.”

“General conditions are rather slow in the middle west and my trip served to satisfy me once more as to Spokane and its possibilities and, as usual, I was glad to get back west.”

Although the Michigan-based Transport Truck Company christened the new building, it's time there was short-lived, only two, possibly three years. A reference to the Transport Truck Company in the Mt. Pleasant Centennial booklet (1964) may provide a clue as to why after 1923, there was no record of the company in Spokane.

“In their zeal to expand industrially (1917-1924), great number of Mt. Pleasant citizens hopefully and expectantly bought stock in the Transport Truck Company. It turned out to be a monstrous fiasco. It climaxed an era and blasted much of the hope for industrial expansion for some years to come.”

Chronology of the Jones Automotive Engine Building: R. L. Polk Directory and Building Permits for West 1302 2nd Avenue

The building opened its doors as a place for the sales and service of Transport Truck Company, a company that spent less than three years in the building. By August 1922, a building permit was issued for alterations. Modern Automobile and Tractor School followed and over the next eight years or so, the building continued its use for auto parts and services. A photograph from 1931 shows "Chrysler Motor Cars Sales and Service" painted on the frieze of the front and east elevations. The only break in its long history of automotive-related business was its brief stint as Betty's Cafe in 1934 and 1935. Jones Automotive, a rebuilder of automobile engines was the longest-term occupant having worked in the building between 1978 to ca. 2010.

The Chronology for 1302 W. Second Avenue

Sanborn maps from 1902 and 1910 show two single-family dwellings on the site of the 1921 building and a dwelling and shed on the lot to the west on which the 1980s addition is sited.

8/30/1920 – Electrical Permit to Meyers & Telander (Walter G. Meyers was secretary of the Master Builders Assoc.)

Polk - 1921-1922 NW Transport Truck Company

8/26/1922 - Building Permit to C.W. Vickers, owner, Alterations for Public Garage

Polk -1923-1925 – Modern Automobile and Tractor School

12/21/1927 – Building Permit to Modern Paint & Body Works for electrical

1931 Libby Photo with signage “CHRYSLER MOTOR CARS SALES AND SERVICE” But, in Polk no Chrysler dealers were listed in the 1931 Polk; and “Chrysler Automobiles were listed with Hatch Motor Company at W1126 2nd Avenue [Not 1302 2nd].

Polk -1928-1933 – Modern Auto Paint & Body Works

8/30/1933 – Electrical permit to Otto Anderson

5/1934 – Electrical permit to Betty's Café

Polk -1934-1935 – Betty's Cafe

Polk -1936 - Vacant

Polk -1937-1943 – Ben's Trim Shop auto top repairs

8/25/1939 – Building permit to D. W.G. Coplen for Alt. for Public Garage \$100 (chimney)

No Polk in 1944

Polk -1945-46 – vacant

1947 – Inland Bolt and Motors

1948- No Polk Directory

Polk -1949 – Empire Radio Service

Polk -1950 Griswold B.W. Upholstery

1951 – No Polk Directory

Polk -1952-53 – Vacant with Utter Motors across the street at 1301 W. 2nd

11/9/19/1953 – Electrical permit to Harms-Rofinot Chev. Co.

12/27/1954 - Electrical permit to Harms-Rofinot

8/19/1955 – Electrical Permit to Utter Motor

Polk -1955-1958 – the address 1302 is not listed in Polk; Utter Motors at 1301 W. 2nd.

1959 – Electrical permit to Utter Motor on 4/22/59; and to Midas Muffler 12/28/59

Polk -1959 – 1302 listed as Utter Motor delivery depot; Utter continues to be listed at 1301

Polk -1960-1977 – Midas Muffler Shop

10/14/1968 – permit for space heaters, owner W. G. Coplan

7/27/1971 – Permit for gas unit heaters to Midas Muffler

10/20/1971 – Permit to Midas Muffler Shop for interior alterations to enlarge waiting room, value of \$600. (2X4 studs, sheet rocked, paneled)

1978 – vacant, but building permit to Jones Automotive Engine on 8/17/1978 (framing and drywall) and on 11/15/1978 (electrical)

Polk -1979 – Jones Automotive

Jones Automotive Engines, a company that rebuilds automobile engines occupied the building from 1978 until around 2010. Jones moved to a larger facility on North Monroe Street. The company with distribution warehouses in Seattle and Portland at the time remanufactured 600 engines per month and sold them to Napa Auto Parts stores and various automotive shops and car dealerships in the Northwest. At the time of the article, Jones was one of six engine rebuilders in the Spokane market, down from 14 companies in 1987. (Spokane Journal of Business. 2000)

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The Genesee News (Idaho). Ad for "Transport Trucks." 5/14/1920. p4/c1.

The Spokane Daily Chronicle. "Spokane Banks Made Most Gain." 2/2/1917. p8c3.

--. Rosy Future Seen for Local Business. 2/8/1917. p12c1.

--. "Two Millions And Half For New Buildings Here." 3/6/1917. p2c1-3.

The Spokesman-Review. "Home of Transport Truck." (photo caption) 6/19/1921. pD6/c1.

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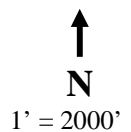
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MAPS, PHOTOS, DRAWINGS, NEWS ARTICLES



USGS 7.5 Minute Quadrangle. Spokane NW, Wash. 1974. Photo revised 1986

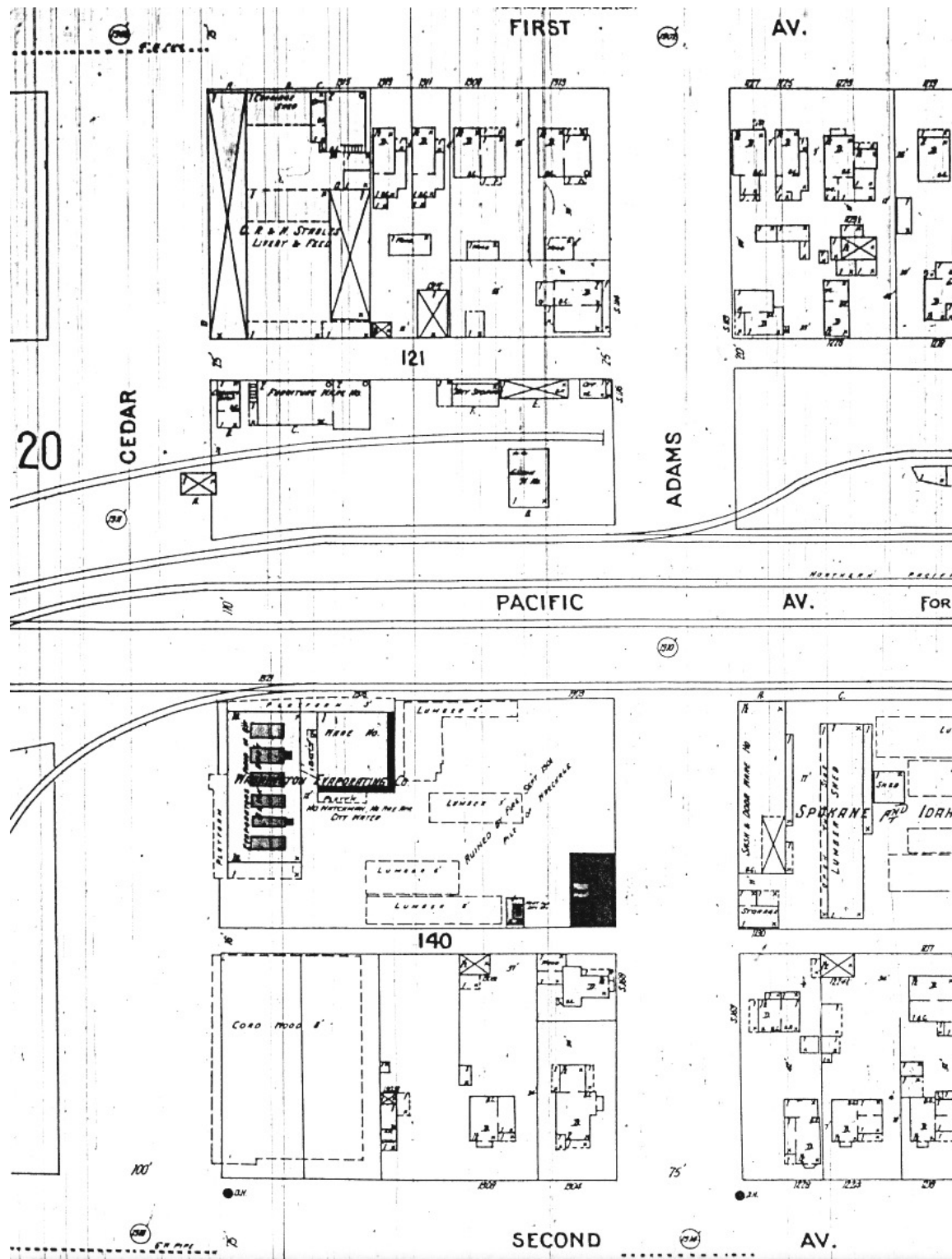
JONES AUTOMOTIVE ENGINE 1302 WEST SECOND AVENUE



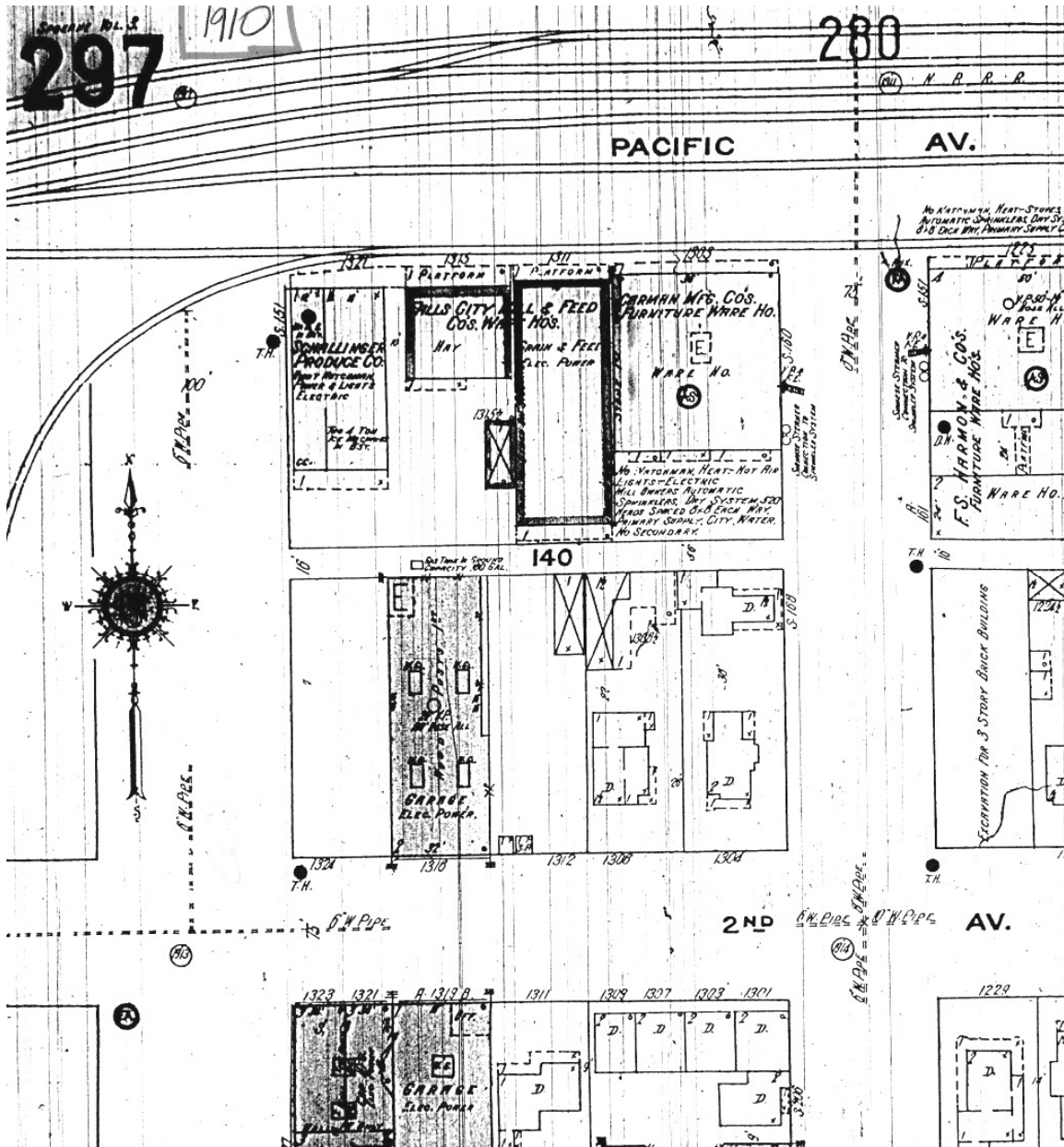


JONES AUTOMOTIVE ENGINE AERIAL
1302 WEST SECOND AVENUE

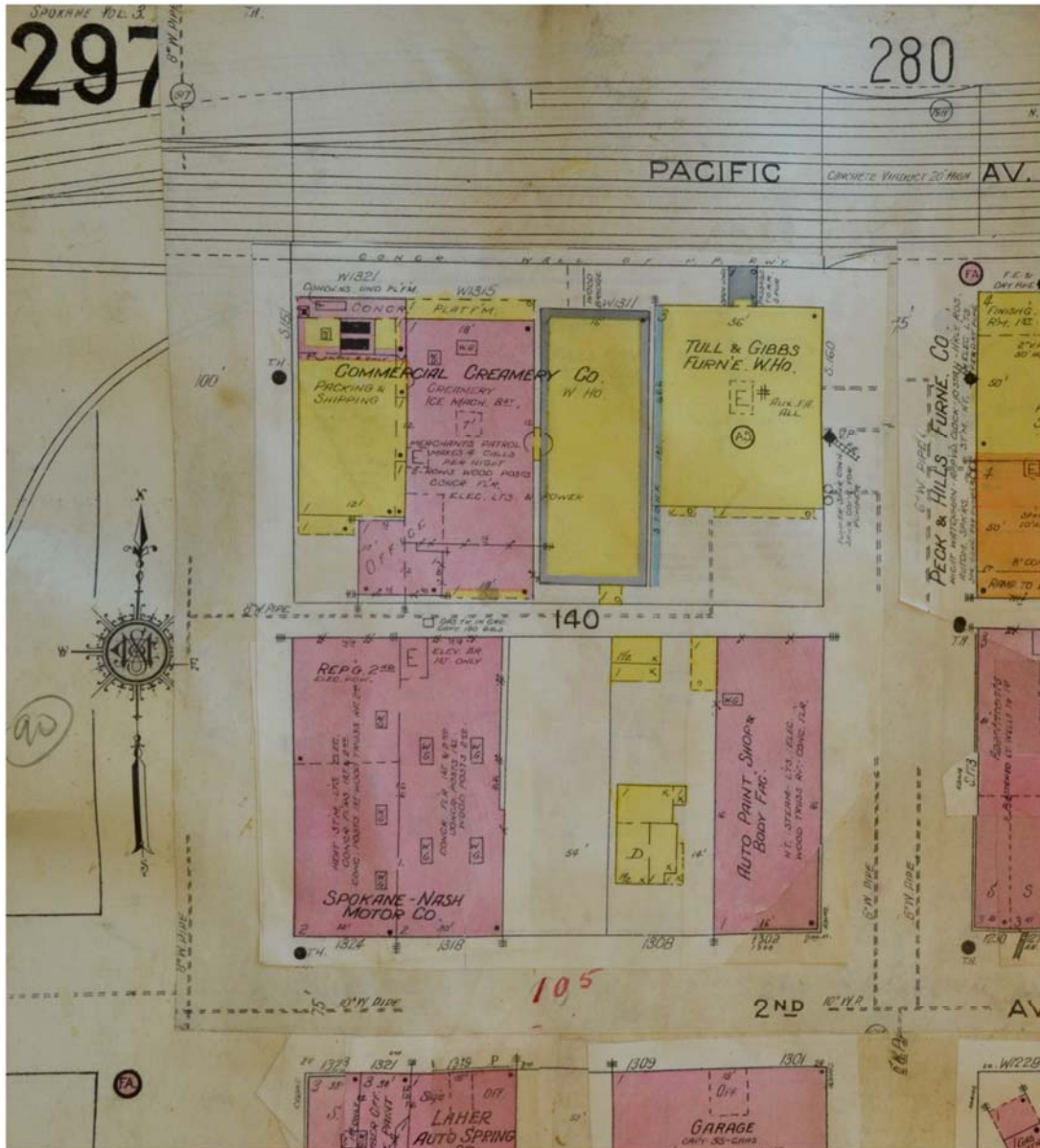
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1902 Sanborn Insurance Map



1910 Sanborn Insurance Map



1910, updated to 1926 Sanborn Insurance Map



Looking NW at Jones Automotive Context Before Remodel



Looking NE at Jones Automotive Context Before Remodel



Photo 1 – View to North Showing Front Façade of 1302 West 2nd Avenue
(Building Built ca. 1921; Addition 1980)



Photo 2 – View to Northeast Showing Southwest Corner and Addition



Photo 3 – View to Northwest Showing Front and East Facades



Photo 4 – View to Southwest Showing East Façade, Rear Façade



Photo 5 – Looking South at Rear (North Façade)



Photo 6 - View to SE Showing Rear Façade (northwest corner) and West Side Addition



Photo 7 – Looking West Showing East Façade Bays 1 through 5



Photo 8 - East Façade, North End Showing Bays 5 through 9

JONES AUTOMOTIVE – SPOKANE, WA

INTERIOR PHOTOs



Photo 1 – Looking NE From Front Facade Entry Door in Toward Door to Shop Area



Photo 2 – Looking East Toward Showing Front Office (Bay 1 Covered)



Photo 3 – Looking West Toward Main Entry on Front Facade



Photo 4 – Looking South Toward Front Office (SE Corner of Building)



Photo 5 – Looking South Toward Truck Door in Front Façade (SW Corner)



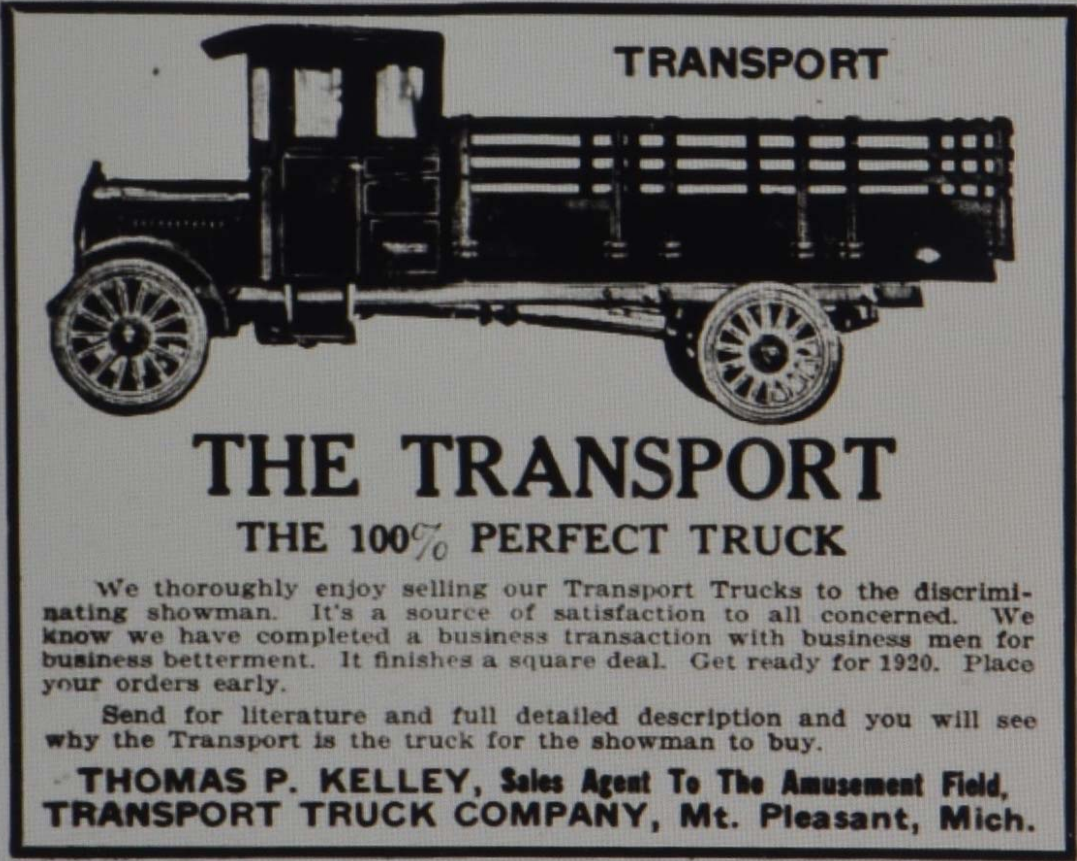
Photo 6 – Looking North Toward Rear of Building Showing Shop Area



Photo 7 – Looking West Toward West Wall and Door to 1980 Addition
(View From Bay 2)



Photo 8 – Looking South Across Shop Floor Toward Front Office



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Transport Trucks
The Genesee News. 5/14/1920. p4.

THE SPOKESMAN-REVIEW, SPOKANE, WASH

Home of Transport Truck



New House for Truck Firm.

New home of the Northwest Transport Trust company, northwest distributors for Transport trucks, at Second and Adams, occupied recently. This is one of the finest homes in the northwest to be used for the sale and service of trucks. It contains a large show room and offices, a large parts room and offices for the service department. The shop is large and well ventilated and equipped with the latest machinery.

Home of Transport Truck
The Spokesman-Review 6/21/1921



Chrysler Motor Cars
1931 Libby Photo