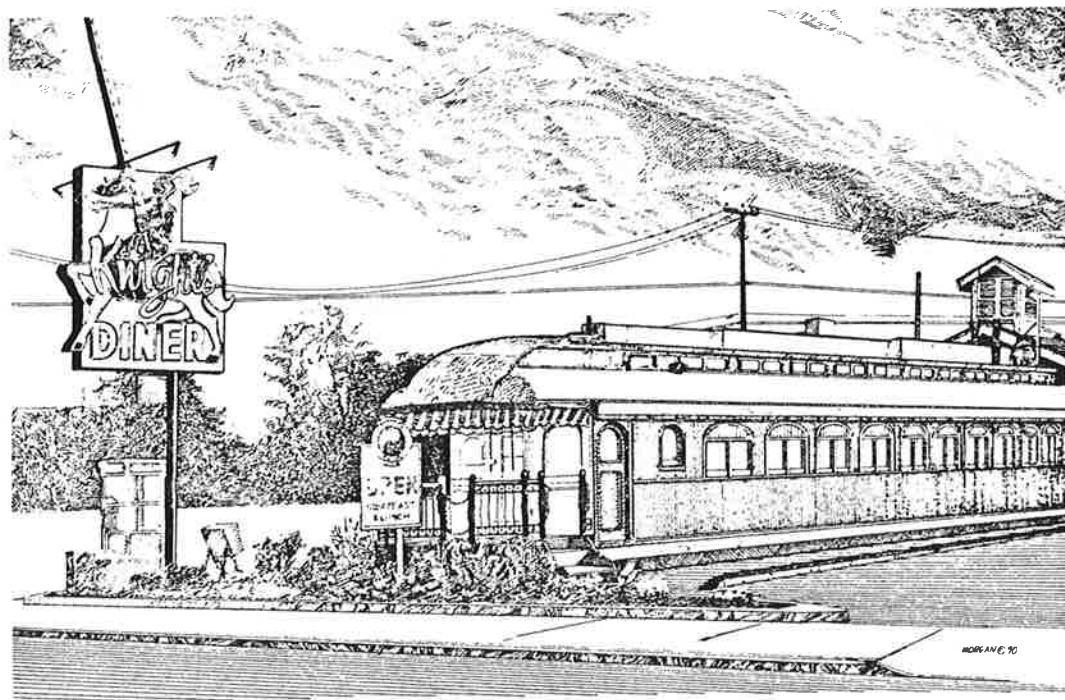


KNIGHTS DINER



SPOKANE REGISTER OF HISTORIC PLACES Nomination Form

City/County Historic Landmarks Commission
Sixth Floor - City Hall
Spokane, Washington 99201-3333

Type all entries--complete applicable sections

1. Name

historic Northern Pacific Railroad Pullman Passenger Car No. 988
and/or common Knight's Diner (Est. November 17, 1949)

2. Location

street & number N. 2442 Division
city/town Spokane vicinity of
state Washington county Spokane

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial <input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site			<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input checked="" type="checkbox"/> object	Public Acquisition	Accessible	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes:restricted	<input type="checkbox"/> industrial <input type="checkbox"/> transportation
	N/A <input type="checkbox"/> being considered	<input type="checkbox"/> yes:unrestricted	<input type="checkbox"/> military <input checked="" type="checkbox"/> other: Historic Railroad pictorial display
		<input type="checkbox"/> no	

4. Owner of Property

name D & V Green, Inc., Derald & Vicki Green/Pat Jeppesen
street & number N. 5727 Calispel
city,town Spokane vicinity of state WA

5. Location of Legal Description

courthouse,registry of deeds,etc Spokane County Courthouse
street & number W. 1116 Broadway
city,town Spokane state WA

6. Representation in Existing Surveys

title Lots 17 & 18, Block 30, J.M. Morgan's Add.
date 5-19-91 federal state county local
depository for survey records W. 1116 Broadway
city,town Spokane state WA

7. Description

Condition	Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> moved
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed	date 1949

Describe the present and original (if known) physical appearance

The railcar that houses Knight's Diner was built in 1906 by the Pullman Car Company at Pittsburg, Pennsylvania. Costing approximately \$8,000, Passenger Car 988 was one among a series of twenty-eight identical cars. Seating for 80 passengers, a ladies' vanity/lavatory, men's "saloon" (toilet), and coal-fired hot water heat were featured. (The water tank and boiler chimney remain today.)

The car is of wood construction with steel reinforcement and measures 78 feet, 2 inches, in length by 10 feet wide. Three-axle trucks carrying twelve 3-foot diameter wheels made up one-third of the car's 58-ton weight. The 17-inch thick floor structure and bridge trussing built into the walls beneath the windows are responsible for much of the balance.

The ten paired windows on either side of the car feature multi-panel stained glass archways above each. These are matched by stained glass windows in the clerestory* which could be opened for ventilation. The upper portion of the main windows bear the stamped lot number and part number, and the moving larger sill is stamped with the car number 988. Four smaller arched windows at the end, each side, afforded outside light to the lavatories, wash room, and boiler areas. All windows remain intact.

The original lighting was by acetylene gas with a chimney above each of the eight pairs of lamps. These were later changed to oil lamps at the same location but each with its own reservoir and sediment glass. These original rare fixtures remain today but are electrified.

During 1955, the Knight's original sign depicting a steam locomotive was replaced by the existing sign, a Knight on horseback with flashing lance. This was the major change incorporated by the second Diner owner, Miles Hanson, and excepting an occasional coat of paint, the car remained largely the same until the major restoration undertaken in 1982.

At this time, the ceilings, walls, and counters were restored to the mahogany and brass that exemplified the era of the diners. In the case of the side arches of the ceiling removal of the "beaverboard" revealed the original woods. The beaverboard was a

*A windowed vertical wall extending upward from a roof to afford light to the center of a structure. First found in large churches, they oftentimes entertained a complex displays of stained glass.

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requirement of the 1949 Code calling for all white interior surfaces in "kitchens." Inlaid hardwoods on the service counter have been crafted to match those done in original Pullman "Cafe" cars. Copper and brass walls in the bus area and built-in coolers, pantries, and pie cases accurately depict the cars that Pullman converted from coaches to meet the growing demand for food service on more and more railroad routes.

Protected under a plastic rain cover, the exterior was stripped of 14 or more coats of paint, exposing the Number 988 goldleafed on the outside of the car. All damaged or rotted wood was replaced with pieces carefully configured to match the undamaged original components.

The roof at the "A" end facing Division Street was extended to cover the entrance steps. Combined, they effectively portray the observation platform found on so many of the diners and private cars of the era.

When completed, the exterior of the car was prepared and painted a deep wine color, as dictated by the Pullman Company for all of their food service cars.

The service building at the rear of the car is configured to be reminiscent of the station architecture found in the early 1900s and is painted gray with black trim.

8. Significance

Period	Areas of Significance-Check and justify below		
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> economics	<input type="checkbox"/> military
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> education	<input type="checkbox"/> music
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> engineering	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> politics/government
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> industry	<input type="checkbox"/> religion
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> invention	<input type="checkbox"/> science
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> sculpture
	<input type="checkbox"/> community planning	<input type="checkbox"/> law	<input type="checkbox"/> social/humanitarian
	<input type="checkbox"/> conservation	<input type="checkbox"/> literature	<input type="checkbox"/> theater
			<input checked="" type="checkbox"/> transportation
			<input checked="" type="checkbox"/> other(specify)
			Phenomena of American Roadside Diner
Specific dates	1906, 1949	Builder/Architect	Pullman Car Company

Statement of Significance (in one paragraph)

Constructed as a passenger car in 1906 by the Pullman Car Company, Northern Pacific Car Number 988 is very representative of the final all-wood railroad cars.

A passenger car, 988 did service as part of a "Northern Railway" and thereby carried those that built such cities as Minot, Great Falls, Spokane, Portland, and Seattle. However, the car was to continue service to Spokane even after retiring from the rails.

The blossoming of the railroad car roadside diners coincided with the growing network of interstate highways as the social and cultural phenomena of the railroad dining car was displaced from the tracks to alongside America's highways.

During its years of service on the "Yellowstone Park Line," Car Number 988 survived two accidents before finally retiring to the Northern Pacific Yards at Yardley in the Spokane Valley. It was here, during WWII, that the car was pressed into service as an indoctrination classroom in support of the war effort. Also during this period, the gentleman who was best known as "Uncle Sam" lived at the Pedicord Hotel on west Riverside.

At 6'5" tall, with white hair and goatee, "Uncle Sam" wore the top hat and striped pants that characterized his poster counterpart. Voluntarily traveling the country in support of the war bond effort, "Uncle Sam" became acquainted with President Franklin D. Roosevelt.

Later, as the war wound down, "Uncle Sam," having developed an interest in railroad cars, requested of F.D.R. a surplus Pullman car as his compensation for his promotional efforts. Roosevelt personally arranged the gift of Car Number 988 to "Uncle Sam" as a token of appreciation for his selfless help in the sale of war bonds.

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In the fall of 1946, "Uncle Sam" moved the car to a location near Washington Street and Houston Avenue, just north of Francis. Adding some furniture, he used it as a summer place until it was discovered by Jack Knight and his son, Joel, in the early summer of 1949.

As railroad dining cars were retired for whatever reason, it was found that placed on a vacant lot they became an instant restaurant. Soon, demand outstripped supply and enterprising companies began producing imitation railroad cars for diners. Jack Knight had established one such pre-fab diner (built by Novelty Coach) in the Spokane Valley during the 1930s and 1940s. As a consequence, Jack considered himself very fortunate to locate an actual railcar for his new diner.

The Knights acquired the car at a cost of \$600 and hired Beardmore Transfer to move it from among the pine trees to the present Division Street location. During the move, three large trucks were connected at the rear to insure adequate braking down the hill at Division and Euclid.

The Knights situated the car on the southeast corner of Division and Jackson where workmen first reconfigured the interior into the counter and stool format that remains today.

Inland Asphalt paved the parking lot, and the Diner opened for business on November 17, 1949.

So, after a long history of service on the railroad, Car 988 again started a new service career.

As events would have it, a single 1906 structure brought generations of new residents to the Inland Northwest, then trained them for WWII, and finally fed them and their children, this in a period spanning 85 years.

Knight's Diner remains as one of a sparse handful of roadside diners that remain in operation in the U.S.

9. Major Bibliographical References

John H. White, Jr., The American Railroad Passenger Car, The John Hopkins Univ. Press
Lucius Beebe, Mansions on Rails, Howell-North Press
Joel J. Knight, Letters and Personal Recollections
Patrick R. Jeppesen, Personal Recollections

10. Geographical Data

Acreege of nomlnated property Less than one

N. 2442 Division Street, Spokane, Washington
Lots 17 & 18, Block 30, J.M. Morgans Addition

Verbal boundary description and Justification The Northern Pacific Passenger Car No. 988 is on concrete pier at the S.E. corner of Division and Jackson Streets. The nomlnated property includes only the railroad car and sign.

llst all states and countles for properties overlapping state or county boundaries

state N/A

county

state N/A

county

11. Form Prepared By

name/title Deral Green/Patrick Jeppesen

organization D & V Green, Inc.

date

street & number N. 5727 Calispel

telephone 509-327-5365

city/town Spokane

state WA

12. Signature of Owner(s)

Doral Green

Vicki Green

[Signature]

For Office Use Only:

Date Received: 6-5-91

Date Heard: 6-19-91

Commission Decision: Approved

Council/Board Action: Approved

Date: July 8, 1991

Attest: [Signature]
Deputy City Clerk

Approved as to Form:
[Signature]
Ass't City Attorney

We hereby certify that this property has been listed on the Spokane Register of Historic Places:

[Signature]
MAYOR, City of Spokane or CHAIR, Spokane County Commissioners

[Signature]
CHAIR, Spokane City/County Historic Landmarks Commission

[Signature]
City/County Historic Preservation Officer

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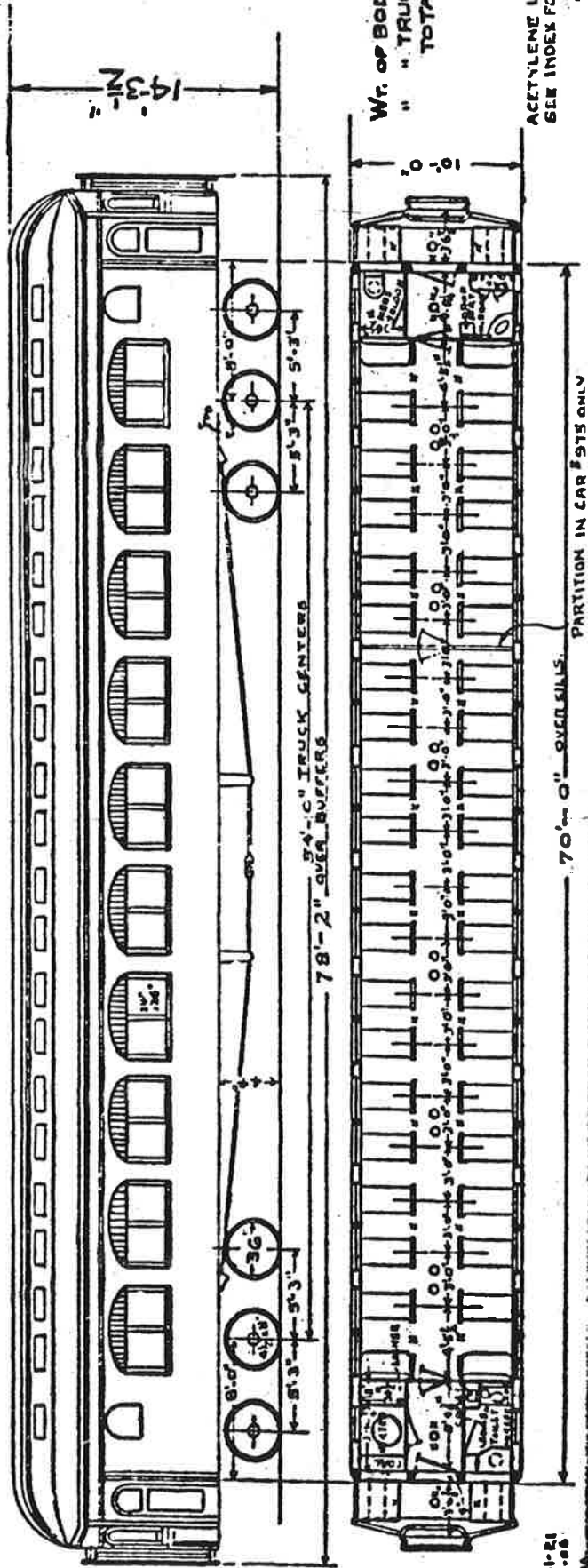
John (Jack) Knight's position as head waiter at the Davenport Hotel afforded him and his wife, Pearl, a home at 3817 East Ninth Avenue during the late 1920s. A favorite employee of Louis Davenport, no other waiter was permitted to serve Mr. Davenport's evening meal at the hotel restaurant. Jack's busboy, Barney Miller, often bragged about town that Jack Knight was the city's best waiter. Perhaps this was true, in any event, Jack's status at the Davenport could have played some part in his reputed successes in the bootleg liquor sales downtown. Perhaps it was this "extra income" that allowed Jack and brother Frank to purchase the Novelty Coach they put at Trent and Fancher to open the first "Knight's Diner." The location now occupied by the Town & Country Restaurant afforded these brothers some traffic from the Spokane Municipal Airport just across the tracks to the north. Selling to Stanley Kolitzolf in 1943, Jack retired from the restaurant business until 1949 after his son, Joel, had returned from the Marine Corp.

Best friends, as fathers and sons go, Jack and Joel were said to be in day three of a "Seven Hundred Dollar Drunk" and proceeding down an unpaved Francis Avenue by taxi when they discovered a railroad car in the trees near Washington. Asking the driver to stop, the pair went to a door of the railcar and were most surprised when met by the gentleman they knew as "Uncle Sam" from the war bond drives. After several days of bargaining, a deal was struck so that Jack and Joel could acquire the Northern Pacific Car Number 988 and once again establish Knight's Diner in Spokane.

The Knights operated the Diner for just 5 of the 41 years that it has been in operation. Changing hands seven times among six owners, the Diner has never been closed for more than a few days. Miles and Evelyn Hanson were the second operators and owned the business two separate times, as did Billy and Dorothy Miller. Other owners have been Jas and Lillian Edwards, Sam and Arleda Maddox, and finally, Deral and Vicki Green, having operated the Diner the longest at 9 years.

The breakfast and lunch fare is little changed from the original hashbrowns from steamed potatoes, with brown gravy. Dollar pancakes, French toast, and the steak or porkchop breakfast continue as favorites. Homemade soups and pies, a week-day lunch special, and Joel Knight's J.J.'s Sandwich are still to be found on today's menu as a living tie to the past.

COACHES
 NOS. 970-972, 975-999
 WOOD



Wt. of BODY, 7700
 " TRUCKS, 5700
 TOTAL 13400

ACETYLENE LIGHTS
 SEE INDEX FOR CAR NO.

70'-0" OVER SILLS. PARTITION IN CAR #575 ONLY

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 11-1-28
 7-7-28

1-31-21
 2-2-28









