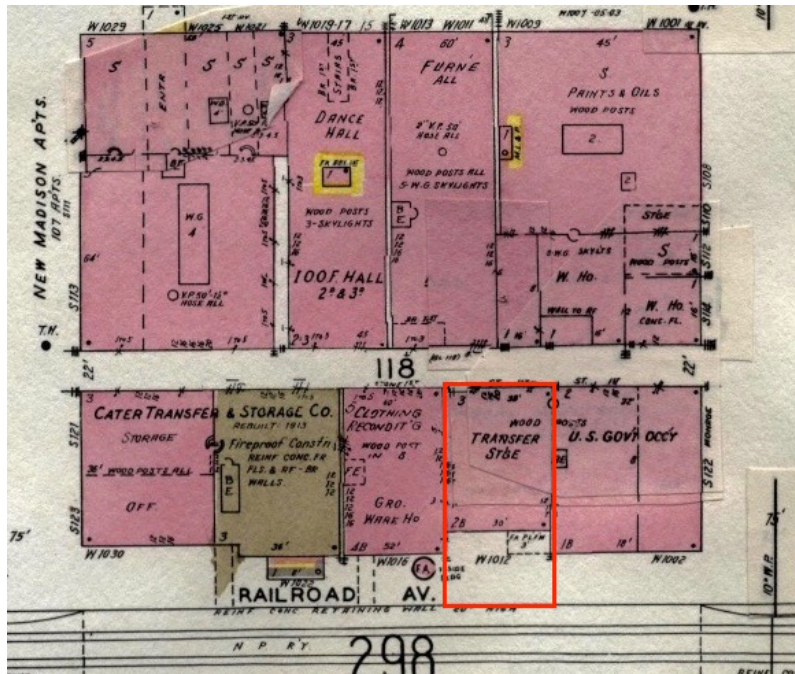




WASHINGTON MACHINERY

1012 WEST RAILROAD ALLEY AVENUE



SPOKANE REGISTER NOMINATION

4/28/2020

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 Machinery & Supply Company
And/Or Common Name: Railside Apartments

2. Location

Street & Number: 1012 West Railroad Avenue
City, State, Zip Code: Spokane, WA, 99201
Parcel Number: 35192.5357

3. Classification

| Category | Ownership | Status | Present Use |
|--|---|---|--|
| <input checked="" type="checkbox"/> building | <input type="checkbox"/> public <input type="checkbox"/> both | <input checked="" type="checkbox"/> occupied | <input type="checkbox"/> agricultural <input type="checkbox"/> museum |
| <input type="checkbox"/> site | <input checked="" type="checkbox"/> private | <input type="checkbox"/> work in progress | <input checked="" type="checkbox"/> commercial <input type="checkbox"/> park |
| <input type="checkbox"/> structure | | | <input type="checkbox"/> educational <input checked="" 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: Electric & Railside LLC
Street & Number: 502 West Riverside, STE 103
City, State, Zip Code: Spokane, WA 99201
Telephone Number/E-mail: 509-217-5508/Chris@RenCorpRealty.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: N/A

Date: Enter survey date if applicable

Depository for Survey Records:

Federal State County Local
Spokane Historic Preservation Office

7. Description

Architectural Classification

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 criteria: 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.
- E Property represents the culture and heritage of the city of Spokane in ways not adequately addressed in the other criteria, as in its visual prominence, reference to intangible heritage, or any range of cultural practices.

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

11. Form Prepared By

Name and Title: Jim Kolva, Owner
Organization: Jim Kolva Associates, LLC
Street, City, State, Zip Code: 115 South Adams Street, Suite 1, Spokane, WA 99201
Telephone Number: 509-458-5517
E-mail Address: jim@jimkolvaassociates.com
Date Final Nomination Heard:

12. Additional Documentation

Additional documentation is found on one or more continuation sheets.

13. Signature of Owner(s)

Ch. M. Burt

14. For Official Use Only:

Date nomination application filed: 5/20/20

Date of Landmarks Commission Hearing: 6/17/20

Landmarks Commission decision: Approved

Date of City Council/Board of County Commissioners' hearing: 8/3/20

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. ^{decision:} _____

Megan Duvall

7/15/20

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

Date

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

SUMMARY STATEMENT

Built in 1904 to house the Washington Machinery and Supply Company, and expanded in 1907, the unreinforced red brick building is mid-block between two buildings and faces the BNSF Railroad viaduct on the south. (The building was expanded again in 1910, but that portion became the Pacific States Electric Building in 1928.) Railroad Alley Avenue provides frontage on the north side. Because of slope and changes in grade, the north side is three stories above grade, and the south side is two stories above grade. The north façade is flat and divided into six equally-spaced window bays on the second and third floors. Aligned below on the basalt rubble ground floor wall and opening to Railroad Alley are two windows, two pedestrian doors, and one off-set loading door. On the railroad side, the plain brick south facade rises from a concrete loading platform and includes a former loading door on the west end, one segmental-arch window in the middle and a former loading door on the east end. On the second floor are six equally-spaced segmental-arch windows. In the brick field above the window arches is, in faded white letters: "WASHINGTON MACHINERY AND SUPPLY CO. A sheet metal coping caps the parapet wall of the flat roof.

The building is characteristic of the warehouses along the Northern Pacific corridor: concrete loading platform along the south (railroad) side, basalt rubble basement wall (ground level exposed on north side), plain brick walls with wood post and beam structure, segmentally-arched windows, and flat roof. Wrought iron balconies and new window and door sash were applied to the original façade ca. 2005.

DESCRIPTION OF PROPERTY

Located in the West Downtown, mid-block, and fronting on Railroad Alley Avenue, the building is within a string of historic warehouse buildings flanking the Burlington Northern Santa Fe elevated railroad viaduct. (The twenty-foot tall concrete viaduct replaced the at-grade Northern Pacific mainline and spurs in 1915.) Along the south side facing the BNSF elevated viaduct, the subject building is two stories tall and set inward about ten feet from the south façade of the former Washington Rubber Building (1908) that is adjacent to the west, and the Pacific States Electric Building (1928) that is adjacent to the east. The three story north façade of the building fronts on Railroad Alley Avenue and is directly across from a parking lot and the historic Montvale Hotel (1899, SRHP) on the northeast and the U.S. Rubber Building (1911, SRHP) on northwest. West of these buildings are the 1909 Odd Fellows Lodge (1910, SRHP) and the Madison Hotel (1906, SRHP). The buildings that are across the alley front along First Avenue. Monroe Street forms the eastern boundary of the block with First Avenue on the north, Madison Street on the west, and the elevated viaduct of the BNSF Railroad (formerly Northern Pacific) on the south. Originally, the south boundary over which the viaduct is sited was Pacific Avenue and the Northern Pacific Railroad main line and spurs that served the warehouse district.

The building is setback roughly 36 feet from the BNSF viaduct with the area in between used for driveway and parking. The building is about 50 feet wide and 70 feet in depth and has a footprint of approximately 3500 square feet. The west and east property lines

are along the junctures of the adjacent buildings; and the north property line and the building line coincide along Railroad Alley Avenue. After the expansions in 1907 and 1910, the building extended east to Monroe Street, but that segment was partially incorporated into the now adjacent Pacific States Electric Building constructed in 1928.

North Facade

The north façade fronts along Railroad Alley Avenue with the end walls merging with the flanking buildings. The three-story basalt rubble and red brick building is flat without projections or significant detailing. The basalt is a random pattern while the brick is in common bond with headers every seventh course. The ground floor that opens to Railroad Alley Avenue with one segmental arch loading door, two pedestrian doors, and two window bays is basalt rubble and functions as the foundation wall that supports the brick upper stories. As the east and west side walls extend south, the walls transition to basement walls that join the below-grade wall along the south side. The height of the basalt wall segment is relatively short and terminates at the door and window heads in segmental brick arches that spring from the basalt section. Within the flat brick field of the second and third floors are six equally-spaced segmental-arched windows on each floor. The window openings are framed vertically with the plain brick wall, slightly-projecting brick header sills that extend one brick beyond the jambs, and segmental arches composed of three rows of brick headers on the second floor, and two rows of brick headers on the third floor.

The upper floors window sash is wood and, with brick molds, is set back about four inches from the façade plane. Vertically-oriented, the openings are divided into two sections by a horizontal window head that creates a tall section divided by the vertical casement frame into two lights, and a transom that is divided into 18-lights, consisting of six columns by three rows. Above the transom and filling the segmental arch segment is a spandrel of painted wood. Two wrought-iron balconies are on each floor and wrap the two westerly bays, as well as the fourth and fifth bays, leaving the third and sixth bays open. Each balcony encompasses a window- and a door-pair. The windows are as previously-described, and the doors are French-style with ten glass lights (two columns) within a wood frame. The openings containing the doors retain the same transom configuration as the windows, but the bottoms have been cut down to floor level to provide level access. The transom windows over the doors are slightly smaller in height but contain twenty-one lights that are smaller in size than in the window transoms. The doors are flush with the outside frame and the door head is wider to compensate for the shorter door heights.

Within the roughly-hewn basalt rubble wall on the ground floor of the north-facing façade from west to east and aligned with the windows above, are a flat metal panel pedestrian door; a wood-frame window; a wood-frame, glass-panel pedestrian door; an offset assembly of double wood-frame glass panel doors and glass sidelights; and a wood-frame window. The windows are set deep within the basalt wall with no sill and are configured with two-over-two glass lights in a fixed wooden frame. The arches of the windows and pedestrian doors are composed of three rows of brick headers that spring from the basalt wall section. The brick arch of the wider loading door is composed of four rows of brick headers. Whereas the western juncture of the basalt wall has a defined joint, the eastern

juncture is somewhat nebulous as the basalt runs through the westerly Western States Electric building.

The parapet wall steps down from west to east in four steps of about eight-inches each. A brown-painted sheet metal coping caps the top of the wall behind which is a rubberized fabric covering the flat roof.

West Façade

The west façade abuts the taller Washington Rubber Building and is not visible.

East Façade

The east façade abuts the slightly lower Pacific States Electric Building. A solid brick wall segment and sheet metal cap are visible above the roof of the adjoining building.

South Façade

Facing the elevated Burlington Northern Santa Fe railroad viaduct, the plain brick south facade rises from a concrete loading platform and terminates in a low parapet wall that is capped by a brown-painted sheet metal coping. Within the two-story wall are, on the ground floor, a former loading door on the west end, one segmental-arch window slightly east of the middle, and a former loading door on the east end; on the second floor, like the north side, are six equally-spaced segmental-arch window bays, two of which have been converted to accommodate French-style doors. Faded, painted white letters in the brick field above the window arches read: "WASHINGTON MACHINERY AND SUPPLY CO." The wall terminates in a three-course corbeled cornice capped with sheet metal just above the sign.

The ground floor is elevated approximately thirty-inches from grade by a concrete wall that originally extended out about four feet as a loading platform. In the west and east corners are concrete steps and landings in lateral runs that open toward each other and provide access to single wood-frame glass-panel pedestrian doors slightly in from the corners. The door openings, as well as the side windows, extend from the platform grade to a steel I-beam header that bridges the former loading door openings. The west bay is wider than the east, and inboard of the pedestrian door, is configured in three sections of vertically-aligned wood-frame casement windows. Above each of the two-light sections is a twenty-four-light transom (eight columns, three rows), and at the bottom of each are recessed bead-board panels. The door opening is slightly narrower with a seven-by-three-light configuration. The I-beam headers over each of the loading door opening are clad with a wood panel fascia, corona molding and end blocks. A band of dentils is along the bottom.

The off-center first floor window opening is framed on the sides by the brick wall, a slightly projecting brick header sill, and a segmental arch comprised of header voussoirs in three rows. The spandrel is a simple painted wood panel. The wood sash is divided into six-by-fourteen lights—six columns, fourteen rows.

The east entry consists of a single wood-frame glass-panel entry door and a fixed pair of vertically-oriented single-light wood sash windows. Similar to those on the west end, six-by-three light transoms are above each window; a single bead board panel bridging both windows is below. The door opening is topped with a seven-by-three-light transom window. The I-beam header is configured identically to that of the west bay.

The second floor is symmetrically-arranged: at each end is a window and door pair with a wood balcony in front. The middle two bays are configured identically to the flanking second floor windows and similar to that of the first floor (and the north façade). As opposed to the opening of the first floor, the segmental arches are composed of a double-row of brick headers. The sash is wood and, with brick molds, is set back about four inches from the façade plane. Vertically-oriented, the opening is divided into two sections by horizontal window head that creates a tall section divided by the vertical casement frame into two lights, and a transom that is divided into eighteen lights, six-by-three. The doors are French-style with ten glass lights (two columns) within a wood frame. The openings containing the doors retain the same transom configuration as the windows but have been cut down to floor level to provide balcony access. Because of a shorter door height, the transom windows over the doors are larger with seven columns and four rows.

Interior

Basement/First Floor

The basement opens as the first floor on the north side of the building. The only access for people and for light is on the north wall via three pedestrian doors and two window bays. Divided into three businesses, the interior has concrete floors and basalt, brick, and concrete walls. Wood posts and beams support the exposed floor joists.

Second Floor (ground floor on south side) and Third Floors

The second floor and third floors have been converted into six loft apartment units. Exposed brick walls and wood post and beams are significant elements of the historic structure of the warehouse building.

ORIGINAL APPEARANCE & SUBSEQUENT MODIFICATIONS

The building has had three major expansions and alterations. The first building for the Washington Machinery & Supply Company was constructed in 1904. This building was either razed or incorporated into the 1907 expansion for the same company. The building was separated into two segments in 1928 when the Pacific States Electric Building was constructed to the east fronting Monroe. The new Pacific States Electric building, which again appears to have incorporated portions of the 1907 building, is 75 feet in length and 80 feet wide.

As depicted in the 1910 Sanborn Insurance map, the Washington Machinery & Supply Co. occupied the eastern half of Block 118 and its west end abutted the five-story brick Washington Rubber building. The east end extended out to and fronted along Monroe Street. The north façade, along Railroad Alley was flush with the adjoining buildings to the west while the south façade was inset about ten feet from the facades of the buildings to the west and the Pacific States Electric building to the east. The dimensions of the building were about 70 feet wide by 125 feet long.

The westerly 3-story section was about 50 feet by 70 feet. The two-story section as depicted in the 1958 Sanborn map was 75 feet in length (east to west) by 80 feet wide (north to south).

The window sash and the doors on both facades of the building were modified around 2005 when the interior was converted to apartments. During the time, balconies were added on both facades: two wood balconies on the second floor of the south façade; and four wrought iron on the second and third floors of the north façade.

SECTION 8: STATEMENT OF SIGNIFICANCE**Areas of Significance****Category A - Broad Patterns of Spokane History, Trade and Commerce****Category C – Architecture****Significant Date – 1904, 1907, 1928 Construction, enlargement, reduction****Architect – Unknown****Builder - Unknown****SUMMARY STATEMENT**

The Washington Machinery and Supply Company is an example of a rail corridor warehouse as described in the West Downtown Historic Transportation Corridor nomination. As a contributing building to the district, the Washington Machinery & Supply building is described as follows in the nomination:

This simple warehouse is typical of the solid brick structures of this district. It has had new windows installed in the segmentally arched openings on the second floor and new warehouse type doors installed on the first floor. The plain façade has virtually no detail which is indicative of its commercial/warehouse uses.

Washington Machinery & Supply occupied this building from 1904 to about 1919. From 1928 to 1940 the building served as a warehouse for Nott-Atwater, located at 157 S. Monroe. From 1941 to about 1943 General Electric Supply Company used the building as a warehouse. Stranahan Motorcycle Dealers occupied the building from 1966-1975, and B. Four Motorcycle Supplies took over occupancy in 1976-1977. In 1979 the building was purchased by William F. Burchett.

The warehouse building served as a transfer point for materials shipped into Spokane via the Northern Pacific Railroad to serve the market of Spokane and the Inland Northwest. Although the window sash on the second floor of the front façade (north) and the rear façade (south) has been altered, the building retains its fundamental character and is recognizable as described in the nomination: basalt foundations, red brick walls, segmental-arch window openings, raiiside concrete loading dock, and main dockside loading doors. The building is significant under Category C as a specific example of a rail corridor warehouse as described in the West Downtown Historic Transportation Corridor nomination.

The Northern Pacific (NP) rail corridor extended between and parallel to the alleys between First and Second Avenues in a swath through downtown Spokane. The NP owned the land, through a land grant, between the alleys and leased it to the owners of the buildings along the corridor. The railroad encouraged the construction of warehouses and industrial buildings along the corridor since these businesses would provide revenue

to the railroad through the leases as well as the freight charges. Typically, the NP (and subsequently the Burlington Northern, and Burlington Northern Santa Fe) entered into what amounted to month-to-month leases for the land. The buildings were owned by private individuals, mostly those using them for business. The railroad lease provided that the building owners would vacate the land (remove the buildings) with thirty-days-notice, if requested by the railroad on termination of the land lease. This constraint precluded the financing of major renovation or rehabilitation of the buildings because banks would not lend long-term funds on essentially a month-to-month lease. And, it was not until the early 2000s when permission was granted by Congressional action for BNSF to sell non-operating property along the corridor.

The twenty-five warehouses within the district served as receiving and distributing points for a continuous supply of manufactured goods arriving and leaving by train. Spokane's West Downtown Historic Transportation Corridor exemplifies that development. Most of the district's buildings that face the Northern Pacific Railroad were built between 1891 and 1911 as railroad dependent businesses.

Significant under Category A – Historical Significance

Eligible under Category A as a contributing building to the West Downtown Historic Transportation Corridor (NHR 1999), the warehouse building possesses architectural and historical significance and integrity of material and form as described within that district. Because it was constructed during the city's most significant period of growth, 1900 to 1910, and as a raiiside warehouse, the Washington Machinery & Supply Co. building is a characteristic property type built along the original Northern Pacific Railroad street-level corridor. Although it has been altered over the years, it retains its essential character and place in the continuum of the regional commerce of the downtown area.

The building is within an historic corridor of warehouse buildings that runs from Division to Cedar streets in the downtown core. Both sides of the 1916 elevated Northern Pacific railroad viaduct between the flanking alleys were lined with two-to-three story red brick buildings that were built to support the Northern Pacific Railroad and Spokane's position as a regional distribution center.

Significance under Category C – Architectural Significance

Per the West Downtown nomination, the warehouse symbolized the commercial age, particularly in association with the railroad corridor that crossed Spokane's downtown business district. The building meets the description of the warehouse in the National Register District nomination: unreinforced red brick walls on a basalt foundation, wood post and beam structure, concrete loading docks, flat and simple in design, segmental-arch windows and flat roofs. They are two-to-four-story brick warehouses and factories, many of which stand on uncoursed basalt foundations. Most were designed in a utilitarian style characterized by recessed segmental-arched windows and openings and simple corbelled brick that served as limited ornament.

In themselves as individuals, these vernacular brick warehouses are humble working-class buildings and not distinguishable as architectural masterpieces. They are simple in material, form and detailing, and were for the most part, purely functional.

Historical Context

The historical context for Spokane has been included in several National and Spokane Register nominations, including the West Downtown Historic Transportation Corridor (NHR 1999), and Desmet Avenue Warehouse Historic District (NHR 1996), and East Downtown Historic District (2003).

The Spokane River and its falls had long been a gathering place for Native American tribes. It also attracted white settlers, J.J. Downing and family, and S.R. Scranton who established a claim at Spokane Falls in 1871. James N. Glover and Jasper Matheney would follow and purchase the claims of 160 acres and the sawmill from Downing and Scranton. Early industry would use the water power for milling and sawing lumber and to generate electrical power. The settlement would grow slowly until the railroad entered the city.

The Northern Pacific Railroad arrived in Spokane Falls in 1881, the year of Spokane's incorporation, and with the connection of the eastern and western branches in 1883, transcontinental service through Spokane Falls was established. Spokane continued to grow as a regional shipping and distribution center through the 1880s. Between 1886 and 1889 the population increased from 3,500 to 20,000 people. Although suffering a set back by the 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 as new brick buildings rose from the ashes. The devastation wrought by the fire resulted in a city ordinance to reduce fire hazard, leading to brick and terra cotta becoming the dominant building materials of the rebuilt downtown.

When Spokane businessmen rebuilt the downtown after the fire, the business district would spread east to Division Street and follow Monroe Street across the river. Sanborn Fire Insurance maps from 1891, 1902, and 1910 show a marked increase in the building of commercial buildings in the east downtown. Frame dwellings gave way to brick commercial buildings and street frontages began to solidify. Among the property types and businesses that were prevalent were hotels, lodging houses, saloons, banks, drug stores, and restaurants. They were built to meet the needs of a rapidly growing population.

Generally, warehouses cropped up along the Northern Pacific rail corridor between the two alleys bracketing the tracks. In the blocks south of that warehouse district were shops and two-to-three-story apartment buildings and hotels. These apartment blocks ran along Second and Third avenues, and the cross streets including Post, Howard, Stevens, and Washington as they advanced up the lower South Hill.

According to the United States Census, Spokane's population exploded from 36,848 to 104,402 between 1900 and 1910. According to architectural historian Eugenia Woo (2003):

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 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. 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 (NP) 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, establishing Spokane as a hub, to serve the farming, lumber, and mining areas of the Inland Northwest. Additionally, the Union Pacific (UP), Great Northern (GN), and the Chicago, Milwaukee, St. Paul & Pacific (MILW) 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 drew men to the area seeking their fortune. 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. Many who made their fortune from the mines settled in Spokane and helped build the city.

Among the industries that began to rise at the turn of the 20th century was the lumber industry. The arrival of the railroads lowered lumber shipping rates in 1894, thus

allowing mills to ship lumber farther. Forests in the Great Lakes region of 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.

The Washington Machinery and Supply Company carved its business niche in the lumber industry. In March 1903, the *Spokane Daily Chronicle* reported that the new owners of the company, Messrs. George H. Wright and William Aitchison already had five cars (rail) of new goods coming from the east. They were in the business of manufacturing and distributing equipment for lumber mills; mills that would produce the lumber that would, in turn, be shipped back to the east coast. *The Spokesman-Review* in August of 1903 carried the company's advertisement for sawmill equipment: "Saw Mills, Gang Edgers, Trimmers, Engines and Boilers."

Railroad connections to eastern markets and to the west coast allowed Spokane suppliers to fill a demand for lumber products that contributed 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. The city grew as both a market for goods and a regional supplier.

Building History Chronology

Sanborn Insurance Maps show the development of the block

The Washington Machinery and Supply Company building is in the western portion of downtown Spokane along the Burlington Northern Santa Fe railroad viaduct, originally built by the Northern Pacific Railroad. Within a block-wide corridor that stretches through downtown Spokane between Division Street on the east and Cedar Street on the west, the warehouse district was built predominantly between 1900 and 1910. The following is a chronology of the development of the block in which the building resides as well as a history of the building itself.

The **1888 map** depicts Block 18, Railroad Addition, bounded on the north by "W. 1st St.," south by W. Railroad Av., east by Monroe, and west by Madison." The subject site, within the southern half of Block 18 was at that time in the area depicted as "W. RAIL ROAD AV." The northern half of the block as depicted shows that four frame dwellings occupied the eastern one-third and two dwellings occupied the northwest corner of the block.

In **1889** ten wood-frame dwellings occupied all the parcels in the northern half of the block. The subject site was still within the yet to be defined area along the railroad mainline and spurs.

The **1890 and 1891 maps** depicted twelve wood dwellings on the northern half of the block (now Block 118). West Railroad Avenue and the Northern Pacific main line and spur bounded the south side of the block which was still not defined as a parcel.

Transition marked the **1902 map** (as the downtown commercial district was moving west. By the 1902, Sanborn the Block 118 had expanded southward and was bounded on the south by Pacific Avenue (formerly Railroad Avenue) and the main track of the Northern Pacific. An unnamed east-west alley (now Railroad Alley Avenue) bounded the original block (north half) and now divided the expanded block. In the north half, two westerly lots were labeled as “excavation for new block,” two dwellings, a two-unit residence, the Montvale Block in the northeast corner, and three dwellings in the southeast corner filled in the block. West Railroad Avenue had been consolidated into a single parcel labeled “NORTH WEST IMPROVEMENT CO’S COAL AND WOOD YARD” which was now south of the alley and northern half of the block. A rail spur penetrated the yard and connected to the Northern Pacific R.R. main tracks to the south. The assemblage of track within the rail corridor is now labeled Pacific Av. “FORMERLY RAILROAD AVENUE.”

This new parcel and the entire strip of land along the railroad corridor south of the future Railroad Alley Avenue was owned by Northern Pacific Railroad. The railroad leased the land to the individuals, partnerships, or corporations that would build and own the warehouse and manufacturing buildings along the rail corridor. This strip of land ran the entirety of the downtown area between the alleys bounding the north and the south of the railroad ownership. On this land, businesses that would provide not only lease payments, but rail shipping charges would be constructed on the land owned by the Northern Pacific. [When a building was sold by its owner, the lease was, in essence, sold with the building in that the new building owner had to negotiate a lease with the Northern Pacific.]

On March 3, 1903, the *Spokane Daily Chronicle* reported the purchase of the holdings of A. G. Kamm in the Washington Machinery and Supply company, on the northwest corner of Monroe and Railroad avenues. George Wright and William Aitchison, the new owners stated that it was the intention of the company to enlarge their plant and add about 30 feet to their present building as well as incorporate. The next day a notice was published in the *Chronicle* that the co-partnership between A.G. Kamm and William Aitchison, doing business as Washington Machinery and Supply company, is dissolved by mutual consent; and further, George H. Wright and William Aitchison would continue the business and pay all outstanding indebtedness against said firm and receipt for all outstanding accounts.

Later in the month on March 27th, *The Spokane Press* reported: “The Washington Machinery and Supply company filed articles of incorporation today with a capital of \$25,000,” and reiterated that the company would soon begin construction of a large addition to their current plant.

On May 3rd, the *Chronicle* reported the purchase of the Ulley-Smith Machine shop by the Washington Machinery & Supply company and moving its operations to the corner of Monroe and the Northern Pacific tracks. "The new building will be fitted up soon and the company is planning on manufacturing small articles of machinery that have been shipped from the east heretofore."

Washington Machinery and Supply company ran an advertisement in *The Spokesman-Review* in August 1903 for "Saw Mills, Gang Edgers, Trimmers, Engines and Boilers." They were supplying the regional lumber industry with equipment for cutting, transporting, and milling logs into lumber. Additionally, they provided mining and milling equipment and supplies.

On November 3, 1903, *The Spokane Press* touted the new business:

The annually increasing demand for steam power and machinery of all kinds in Washington and adjoining states necessitates ample facilities for their production, hence the construction of boilers, machinery, etc., constitutes a very important branch of industry, and Spokane, which has been a great center for producing these products, has developed a very extensive business in these lines and in this industrial issue of *The Spokane Press* we desire to make special reference to the Washington Machinery & Supply company, whose office and warehouse is situated at the northwest corner of Monroe street and Northern Pacific railroad tracks, and the building which is a two-story brick structure 50x100 feet in area is equipped with the most modern machinery and appliances for the handling of their large business. The company was established over a year ago and are manufacturers of saw and planing mill machinery, while they are also dealers in boilers, engines, steam and power pumps, hoists as well as air compressors and rock drills and mine and mill supplies of all kinds, together with the exclusive agency of Valvoline oils, which stand without a rival in the market. The officers of the company are Mr. William Aitchison, president, and Mr. G.H. Wright, treasurer, both enterprising and progressive business men, and under their able direction this industry has had a wonderful growth and has before it a career that will become one of the most important manufactories in all this vast section of county known as the Inland Empire. The machine shops, under the direction of J.D. Ulley, give employment to a large force of men."

In response to the growth in business, the company announced plans for a new building in 1907. As reported by *The Spokesman-Review*, on January 5th:

Plans have been drawn for a new building for the Washington Machinery company on the north side of Railroad avenue facing the Northern Pacific right of way between Monroe and Madison streets. The building will be 50 by 80 feet in all and will have two stories and a basement. It will be used

principally for warehouse purposes, be built of brick and cost approximately \$8000.

The Washington Machinery company has been dealing largely in woodworking tools and steam power appliances, and intends to add a complete line of iron working tools, which necessitates more floor room than is now available.”

Growth for the company continued to expand and hence the need a concomitant expansion of the plant. The *Spokane Daily Chronicle* would report this last stage in the growth of the Washington Machinery company at the northwest corner of Monroe and the Northern Pacific Railroad. In its November 21, 1910 edition, the following was revealed: “Washington Machinery & Supply Co. to Have One of Largest in West.”

Over a portion of the same site on which the Washington Machinery and Supply company began business in Spokane seven years ago with a floor space of but 750 square feet in its establishment, that concern will soon occupy a three-story building 80 x 125 feet in dimensions, or a floor space of about 30,000 square feet.

Work will be begun early next spring by the Washington Machinery and Supply company in remodeling the greater part of its building at the northwest corner of Railroad avenue and Monroe street. The Monroe street and Railroad avenue side of the building will be reconstructed along a more attractive design of architecture and one more story will be added to that portion of the structure that now consists of but one story and a basement.

This part covers an area of 80 x 100 feet and the addition and remodeling will cost something like \$15,000, it is figured.

“We have increased our capital stock to \$125,000 from \$25,000, the original sum, for the purpose of making these changes to the building, and a good many thousands of dollars will be expended in modernizing different departments of our plant and in the installation of new and more modern machinery,” stated George H. Wright, manager of the Washington Machinery and Supply company, today.

“With these improvements made, the Washington Machinery and Supply company will have one of the largest and most modern establishment of the kind in the whole northwest. We have grown with the city since opening business here seven years ago in a little building, 2530 feet in dimensions on a part of our present site.”

On March 24, 1909, the Spokane City Council had adopted a resolution to induce the Northern Pacific Railway Company to abandon the tracks in the heart of the city. This project, which would result in a concrete structure running from east of Washington Street to Maple Street, and would narrow the width of the corridor and elevate the tracks, would not be completed until 1917.

The **1910 Sanborn** maps recorded that growth in outlining the new building in three sections; one at three stories, and two at two stories. The building stretched between Railroad Alley and Pacific Avenue/NPRR, between the five-story brick Washington Rubber Company on the west end and Monroe Street terminating the east end. Completing the west end of the southern portion of the block was the three-story brick Spokane Paint and Oil Company that abutted the west end of the Washington Rubber Company. On the northern half of the block, the five-story brick Madison Hotel was built on the west end of Block 118. The three-story brick IOOF Hall occupied the entire parcel to the east, a two-unit residential building with a shed to its south is on the next parcel, and the three-story brick Montvale Hotel remained on the northwest corner. The area behind (south) of the Montvale was vacant.

In April 1914, M. R. Rawson, from Kamiah, Idaho bought an interest in Washington Machinery and Supply for a consideration of \$12,500. Along with Rawson, Aitchison and Wright would remain owners and officers in the company. According to the *Spokane Daily Chronicle*:

“The Washington Machinery and Supply company is incorporated and was established in August, 1902 and is the only sawmill machinery supply house in Spokane,” stated Mr. Wright. ...

Mr. Wright, being still interested in the company, will attend to the outside work, with the intention of retiring entirely from active business in the future. He will move to his ranch at Clarksfork, Idaho, where he has a hundred and ninety acres, improved, and will devote himself largely to the raising of clover, Berkshire hogs and Shorthorn cattle.

Mr. Rawson was the organizer of the Rawson Lumber company, Kamiah, selling out his interests in the company last year, and, realizing the bright future for Spokane and thinking that this was an opportune time to engage in new enterprises, removed his family here.

“We have the best-equipped machinery shops in Spokane,” said Mr. Aitchison, “and intend to cater more to the handling of machinery supplies than to the machinery itself, and with this object in view have just completed the only catalogue ever issued in Spokane devoted entirely to this line, over 200 pages. We employ regularly 15 to 20 people and anticipate to add to this force materially in the near future.”

“It is the purpose of our company, when grade separation is made by the Northern Pacific railroad, to put a new building on our present site at the northwest corner of Monroe and Railroad to accommodate our rapidly increased trade.”

The new Northern Pacific Railroad elevated concrete viaduct was finally completed in 1917. The new viaduct, about 20 feet tall and 80 feet wide was a wall (penetrated only by the north-south downtown streets) that divided the north and south sides of the Northern Pacific Railroad corridor. The construction of the viaduct which elevated the grade for loading and off-loading railcars some 20 feet resulted in a new level of freight

transfer operations to which most of the railroad-dependent buildings had to adapt by building a loading platform on the second or third floors and adding freight elevators.

In 1919, Washington Machinery and Supply company moved to a new larger facility on the north side of the Spokane River, on Division Street and Cataldo Avenue with access to the Oregon Railroad & Navigation Company line. With the construction of the Northern Pacific viaduct, they lost direct connection to the railroad; but unlike other building owners along the corridor, they did not build a bridge to reestablish connection to their building.

The Northwest Phonograph Jobbers, Inc. was organized in 1920 to wholesale phonographs and accessories in the Inland Empire. The *Spokane Daily Chronicle* edition of May 27th reported that they had just opened new offices and a warehouse yesterday at S122 Monroe Street. Scott Electric Company advertised its business in 1921 at this address, followed in 1922 by Rennie Electric. Electrical and battery shops and a ladder factory would also occupy the building.

The 1928 Sanborn map shows the north half of the block in its current configuration with the U.S. Rubber Building as the new building on the map. On the southern portion, the Sanborn notes that the east half of the Spokane Paint and Oil Building is reinforced concrete, rebuilt in 1913. The Washington Rubber Building has the notation “poultry.” The Washington Machinery building is labeled “MACHINERY WAREHO.” The easterly portion of the building, that would become the Pacific States Electric Building in 1928, in the middle section houses an electric stove warehouse, and in the eastern end is a battery shop, and on the second floor, a ladder factory. The 1916 concrete Northern Pacific viaduct is depicted but somewhat obscured by the paste over from the update of the 1910 map.

In 1928 the Washington Machinery & Supply building was reduced to its current footprint with the construction of the Pacific States Electric Building. The three-story section of the building remained in its original and current configuration when the Electric Building was constructed, but this footprint and use was not yet illustrated in this map update.

It was not until the 1950 Sanborn Map that the current footprint is shown. In addition, the map shows the Northern Pacific railroad viaduct, a reinforced concrete retaining wall 20-feet high, as bounding the south boundary of the block. Also, in depicting the subject building, labels it and the two building segments to the east (now the Pacific States Electric Building) as “GENERAL ELECTRIC SUPPLY CORP,” an electrical supply warehouse.

Apparently, the 1012 West Railroad address was used from 1928 to 1940 by the Nott-Atwater Company (157 South Monroe) as a warehouse. General Electric Supply followed, using the building as a warehouse between 1940 and 1953, while the Pacific

States Electric company, essentially a subsidiary General Electric Supply, maintained its business office at S122 Monroe, the face of the building.

Between 1956 and 1960, 1012 was listed by Polk as vacant, but may have been used for storage. Stranahan Motors/Motorcycle dealers occupied the 1012 West Railroad between 1976 and 1977.

The 1958 (p282) Sanborn map indicates that the entire block was covered with brick buildings (one was concrete). The former Washington Machinery building was now separated from the 1928 Electric Building (which incorporated portions of the former) and was labeled "TRANSFER STORAGE." The two easterly sections that had been incorporated into the Pacific States Electric Building in 1928, are labeled "U.S. GOV'T OCC'Y."

The building, along with the Electric Building, were purchased by the owners of Burchett Studios (photography) and Roberts Formal Wear in 1978. At this point, the ownership of the Washington Machine and the Electric buildings is somewhat muddled. Because the buildings were on railroad leases, the records at the Assessors' office regarding ownership are not available (a local title company was unable to provide a chain of title). But it appears that the Burchett and Mills partnership owned both buildings and they were generally discussed under the S122 Monroe address (with a chronology in the SHR nomination for the Pacific States Electric Building).

Frank Bartel, business editor for the *Spokane Daily Chronicle* wrote on July 15, 1978: "Old Warehouse Is Scheduled to Become 'Fashionable Spot.'" The shabby structure was to become a home for arts, fashion and restaurants. Most of this activity was in the Electric Building, but the Washington Machine warehouse would become a venue for the visual and performing arts as a gallery for an organization called "Touchstone."

In April 1983, the Touchstone Center for the Visual Arts organization "...took possession of an empty downtown warehouse." As described by Michael Schmeltzer in *The Spokesman-Review*. "Approximately half of the 3,500 square feet of gallery space in the converted warehouse—located at W1012 Railroad, just west of Monroe between First Avenue and the Burlington Northern viaduct—will be devoted to an exhibit of work by artists commissioned to produce pieces for District 81's new elementary schools." The gallery had been created to show the work of local artists as a cooperative venture, but in its short life was able to show an impressive slate of shows featuring regional and nationally known artists. The most prominent show took place in 1984 with the exhibit of works by Nancy Reddin Keinholz and Ed Kienholz. The show, which included their famous "Pedicord Apts" tableau traveled next to the San Francisco Museum of Modern Art for its world premiere, then to other nationally-recognized museums, and now resides in the Frederick R. Weisman Museum in Minneapolis. Touchstone gallery closed in 1985 after the name Touchstone was appropriated for use by the Walt Disney studios which threatened a law suit in 1987. This was in spite of the fact that Spokane's Touchstone preceded Disney's use of the name. As Doug Clark, columnist for the

Spokesman-Review would say in “Heigh ho, heigh ho, it’s off to court we go”
Spokane’s Touchstone did not have the dollars to battle Disney which wanted to trademark the name.

After being vacant and used for storage, the building again came to life in 2003 when the Odd Girls, LLC, a group of three women investors from Seattle and Spokane developed six apartment units in the buildings, one of the early warehouse to loft conversions along the BNSF rail corridor, following the Adams Street Lofts, Blue Chip Lofts, and the Auto Lofts between Adams and Jefferson streets. This group at the time owned all the buildings in the block except the Montvale Hotel.

The Assessor’s Field File for 2001 indicated the ownership of the strip of four buildings between Madison and Monroe between Railroad Alley Avenue and the BNSF viaduct were owned by City Terminal LLC. Following City Terminal, the Odd Girls LLC added three buildings and controlled all of the block except the Montvale Hotel. Ownership was transferred the building to Spokane Partners, LLC by quit claim deed on January 14, 2005. Spokane Partners owned all of the buildings in the block except for the Montvale. Eventually, the Spokane Partners suffered financial difficulties and surrendered the properties by trustee deed to Assist, Inc. which then conveyed to Evesham, LLC on April 19, 2013. Finally, the property was conveyed by statutory warranty deed from Evesham, LLC to Electric & Railside, LLC. January 17, 2019.

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--. "Idaho Man Buys In Spokane Company." 4/6/1914. P8:1. [includes photos of Wright & Rawson]

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--. "Parent Art Plant to Enlarge Space." 1/15/1924 p12:2.

--. "Electric Company to Lease Office." 9/11/1923. P6:7.

--. "New Electric Firm Opens Office Here." 11/10/1923. p3:4.

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--. "Fireproof Home for Electric Firm on South Monroe." 10/4/1928. P2:2-4.

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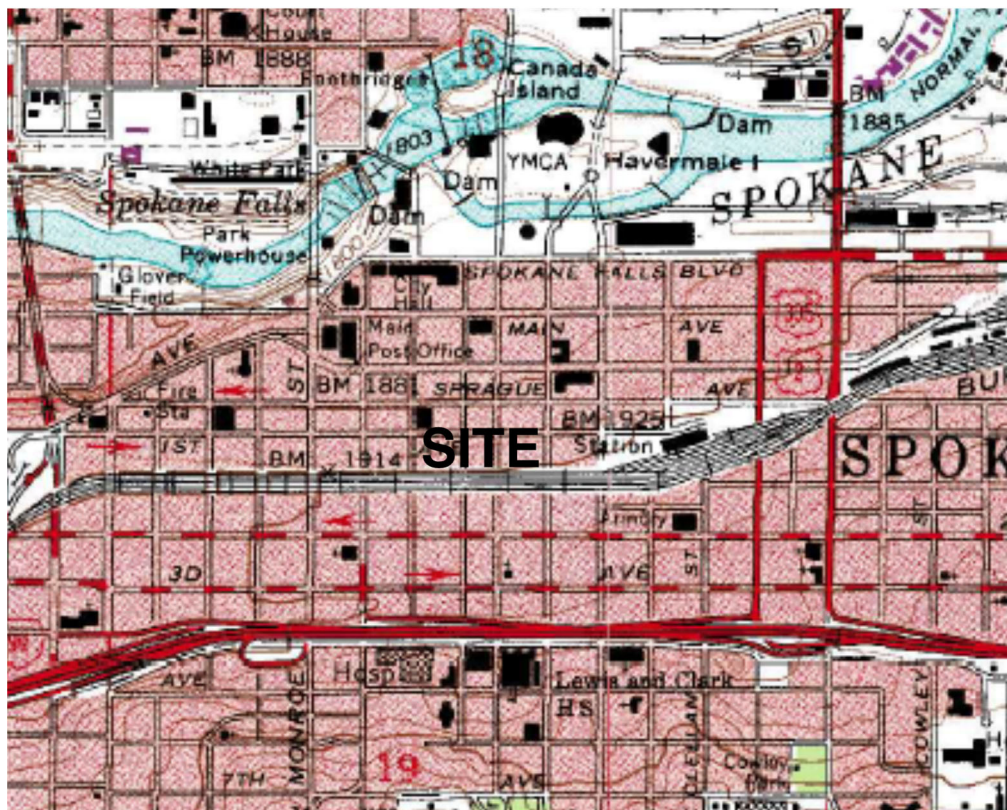
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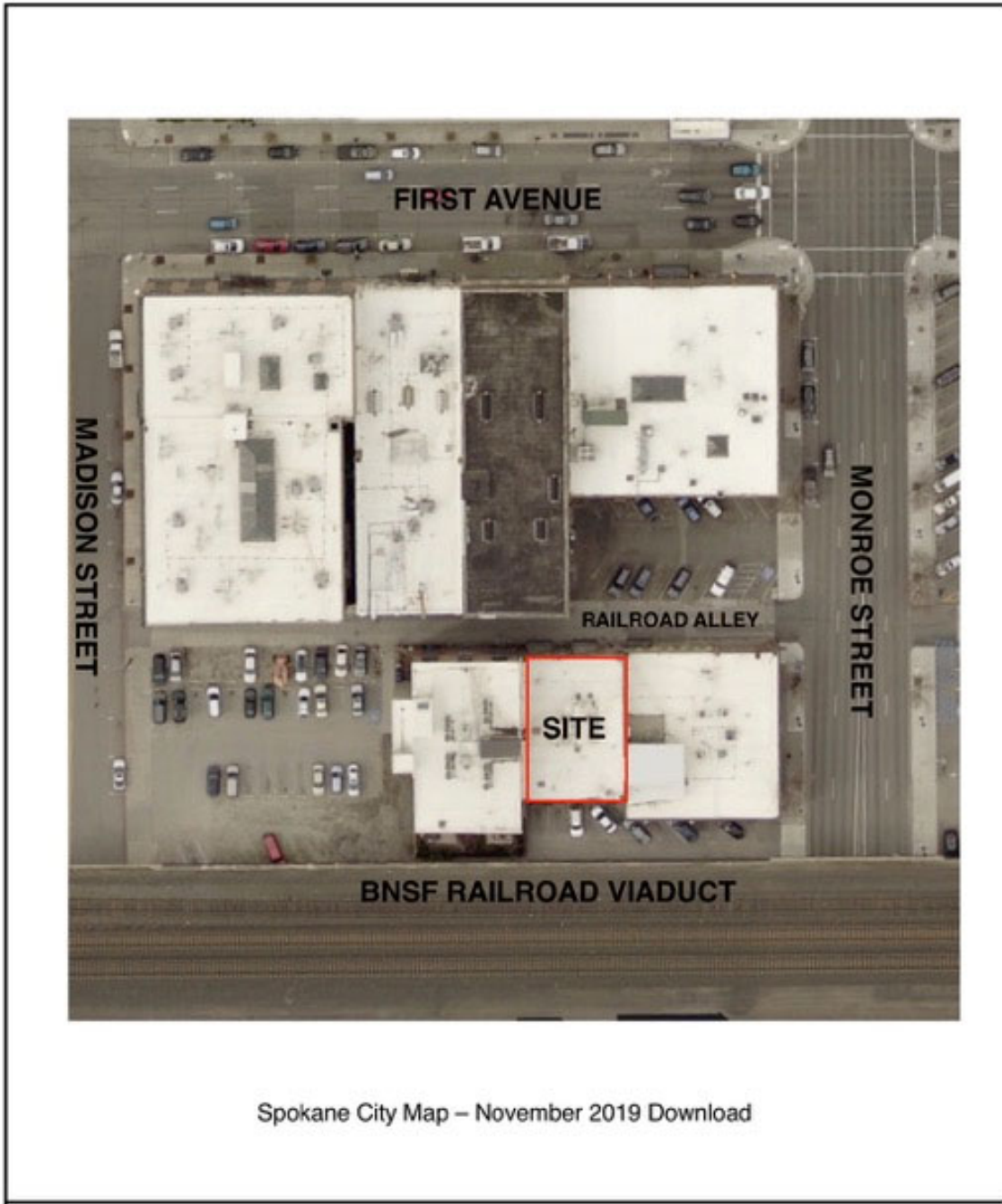
MAPS, GRAPHICS, AND PHOTOS



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

RAILSIDE APARTMENTS 1012 WEST RAILROAD AVENUE

N
1' = 2000'



RAILSIDE APARTMENTS
1012 WEST RAILROAD AVENUE

↑
N
No scale

WASHINGTON MACHINERY AND SUPPLY



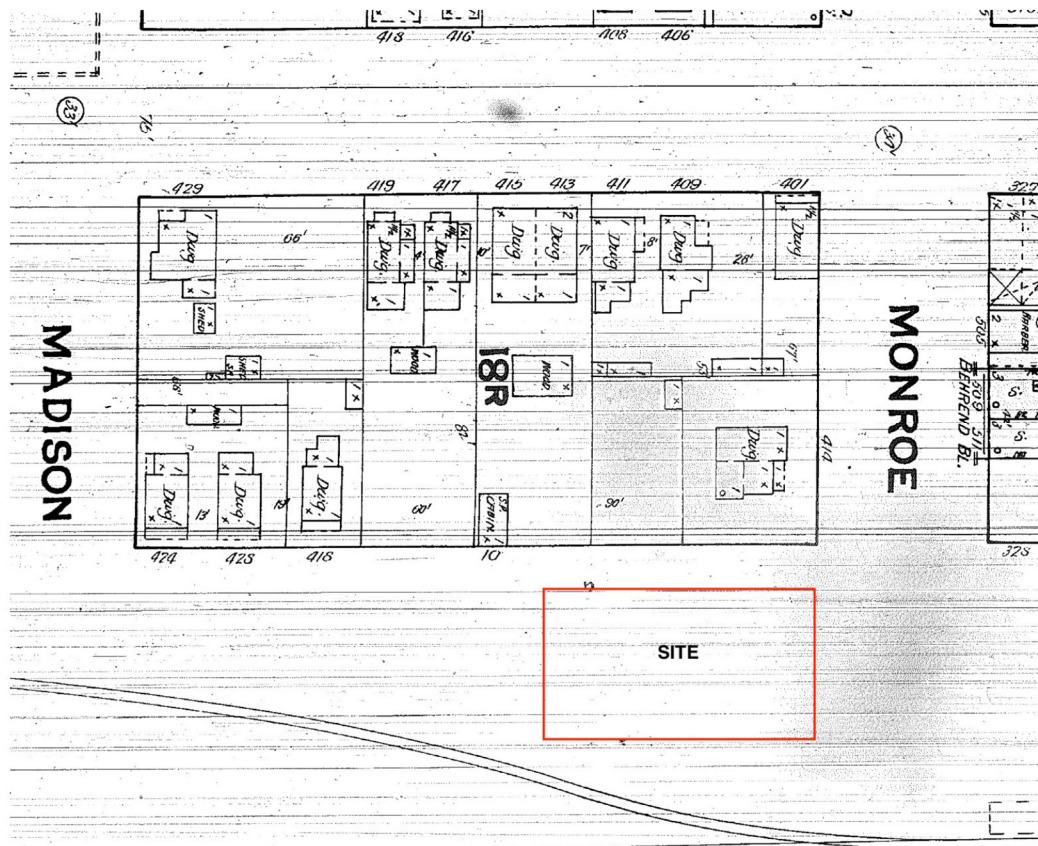
Assessor's Field File 2001, Building Photo, ca. 1975



NPRR Tracks, Viaduct Under Construction Looking East from Madison, ca. 1916
North of Tracks: Spokane Paint & Oil, Washington Rubber, Washington Machinery



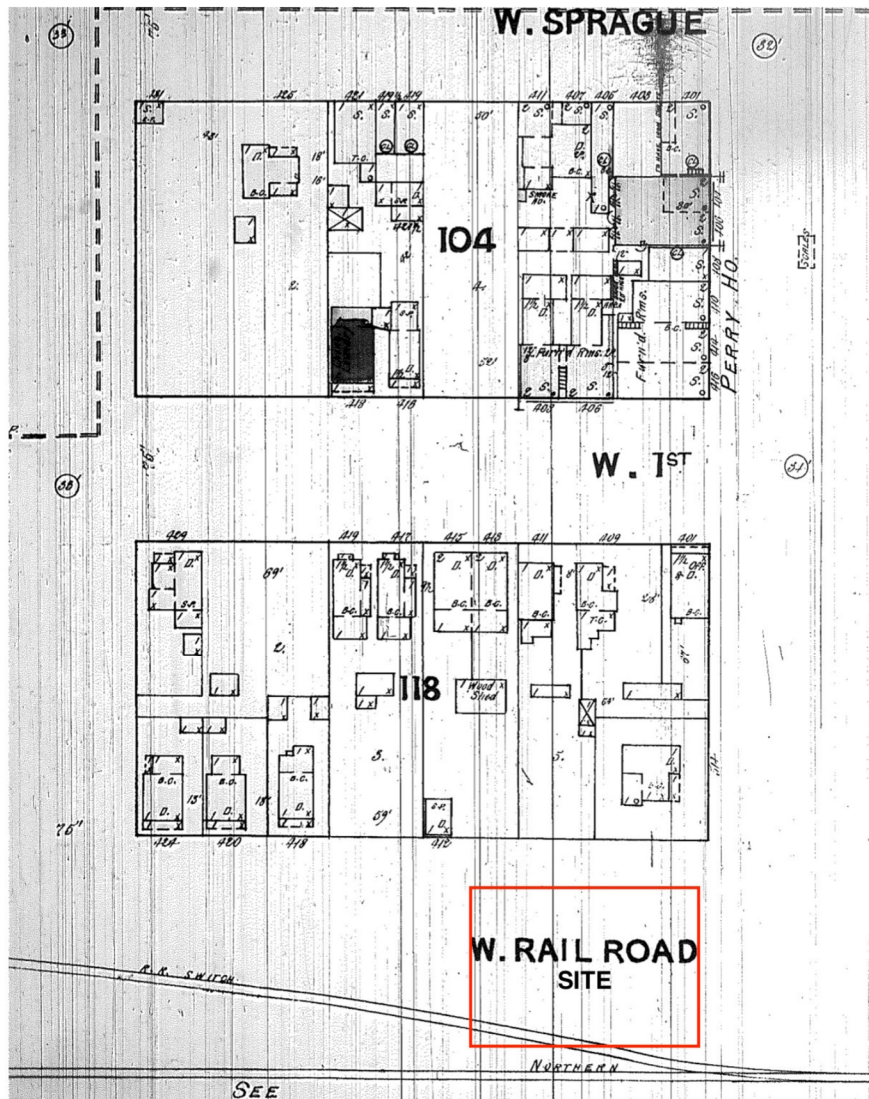
NPRR Viaduct @ Monroe St. looking West, Washington Machinery on north side. ca. 1917
(Taller Building in Mid-ground is Washington Rubber Co.)



Sanborn Insurance Map – 1890 – page 9

**W. 1012 RAILROAD ALLEY AVE.
1890 SANBORN MAP**

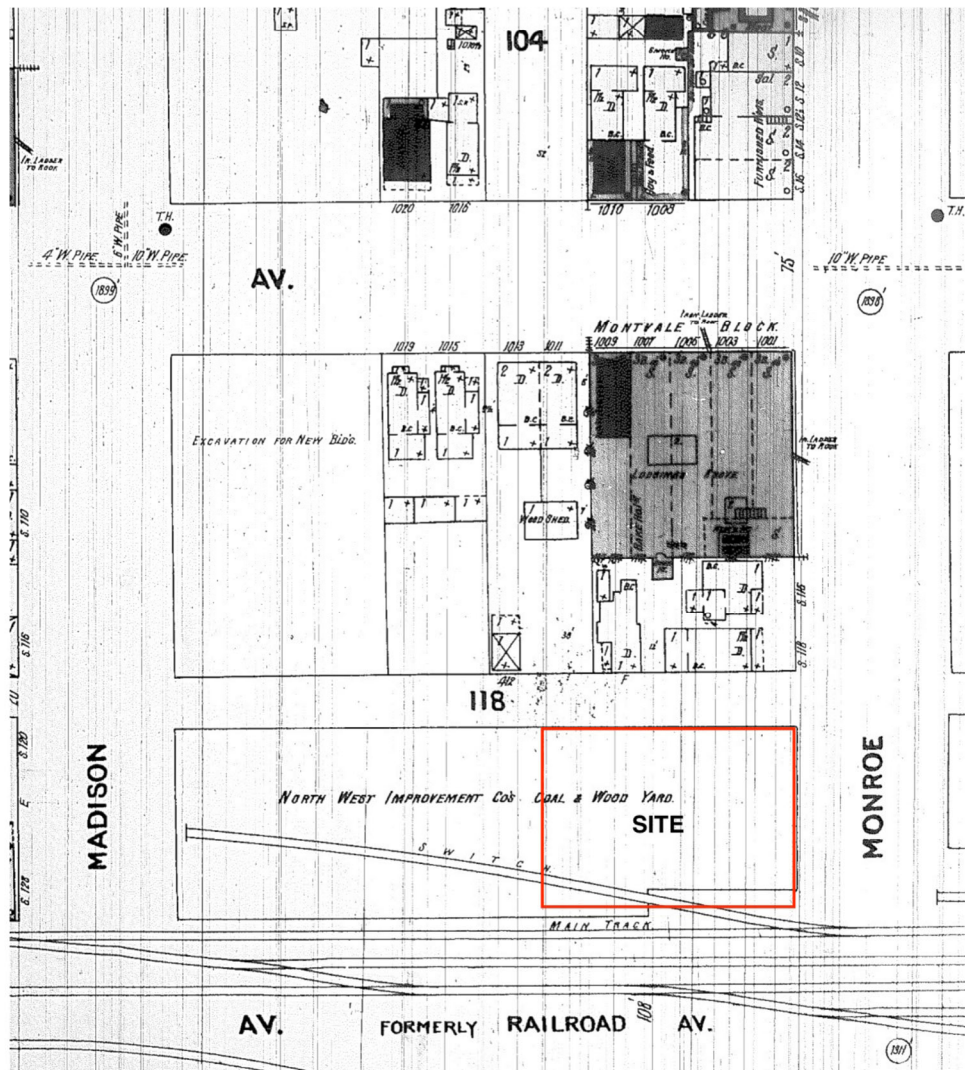
N
1" = 100'



Sanborn Insurance Map – 1891 – page 12

**W. 1012 RAILROAD ALLEY AVE.
1891 SANBORN MAP**

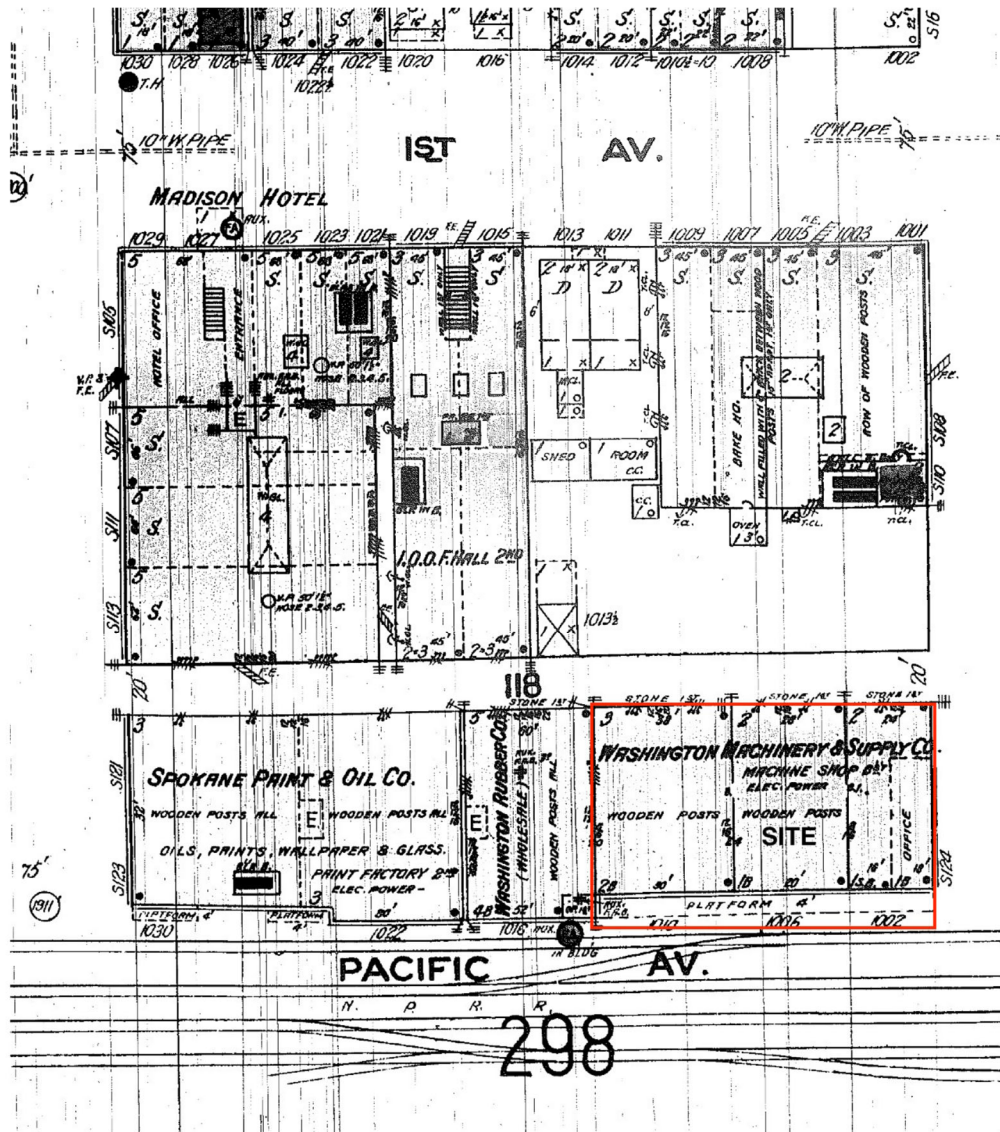
↑
N
1' = 100'



Sanborn Insurance Map – 1902 – page 22

W. 1012 RAILROAD ALLEY AVE. 1902 SANBORN MAP

N
1' = 100'



Sanborn Insurance Map – 1910 – page 282

**W. 1012 RAILROAD ALLEY AVE.
1910 SANBORN MAP**

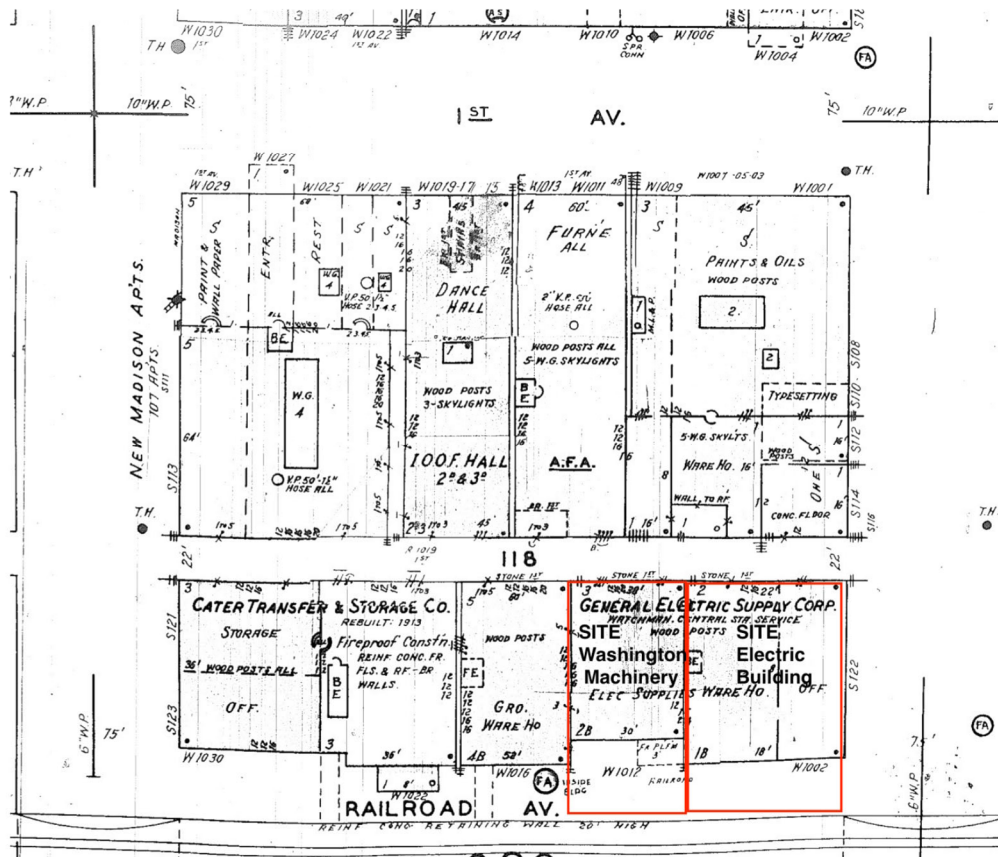
N
1' = 100'



Sanborn Insurance Map – 1928 – page 282

**W. 1012 RAILROAD ALLEY AVE.
1928 SANBORN MAP**

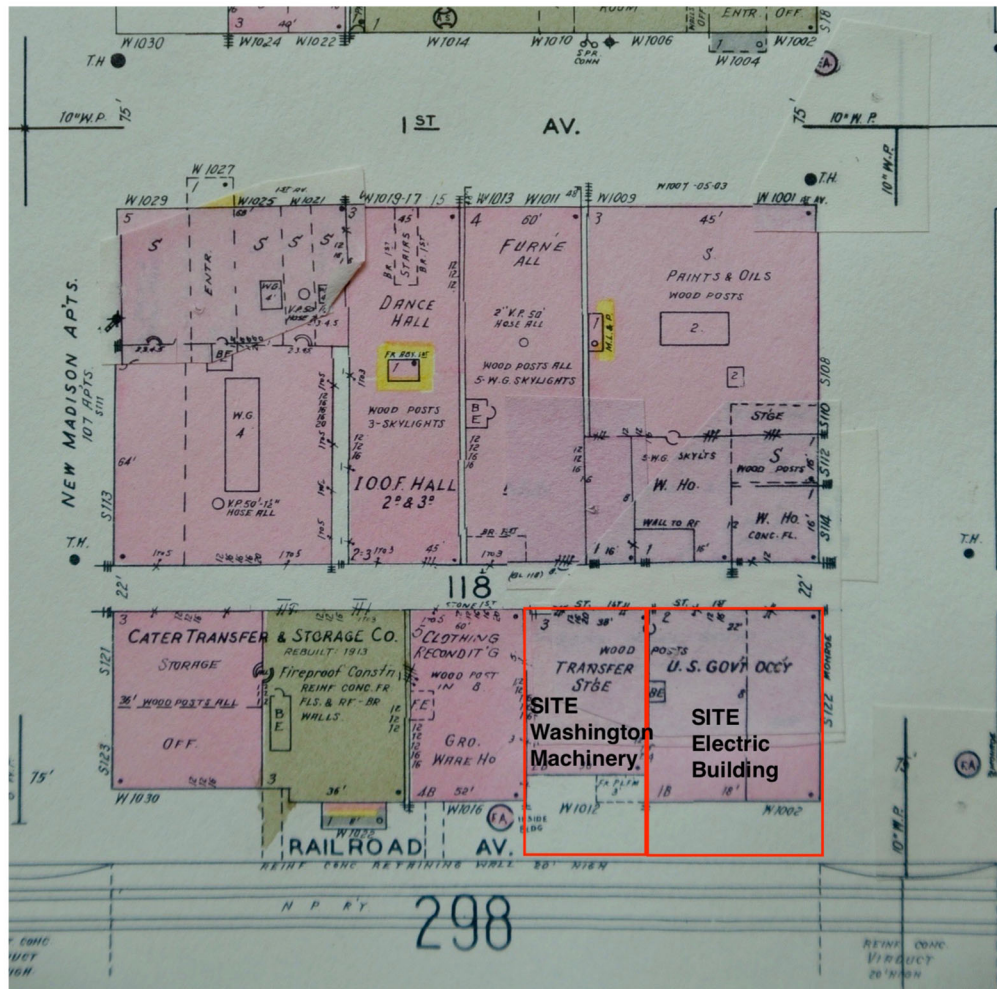
N
1' = 100'



Sanborn Insurance Map – 1950 – page 282

**W. 1012 RAILROAD ALLEY AVE.
1950 SANBORN MAP**

N
1' = 100'



Sanborn Insurance Map – 1956 – page 282

**W. 1012 RAILROAD ALLEY AVE.
1956 SANBORN MAP**

N
1' = 100'

WASHINGTON MACHINERY AND SUPPLY



1. Context along Monroe Street and Railroad Alley Avenue, looking southwest



2. North facade-three-story including at grade basement

WASHINGTON MACHINERY AND SUPPLY



3. North facade-northwest corner adjacent to Washington Rubber Building to west, looking east



4. North facade-main entry to basement/ground floor



5. North facade-second floor window and door and balcony



6. Context along BNSF viaduct alley, looking northwest (building in middle)



7. South facade-two-story with loading dock, looking northwest



8. South facade, entry to apartments, first and second floor



9. South facade-looking northeast



10. South facade-former loading door converted to pedestrian door with windows, looking north



11.South facade-second floor, door, windows, and balcony