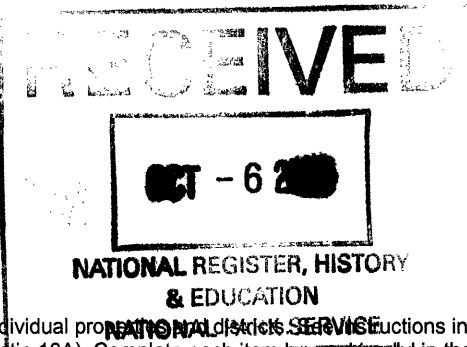


United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form



This form is for use in nominating or requesting determinations for individual properties or districts. Functions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Ford Motor Company Service Building

other name/site number Envirotech Research Building, EIMCO Building

2. Location

street & town 280 South 400 West  not for publication

city or town Salt Lake City  vicinity

state Utah code UT county Salt Lake code 035 zip code 84101

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

[Signature] Date 9/27/2000

Utah Division of State History, Office of Historic Preservation  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

Signature of certifying official/Title \_\_\_\_\_ Date \_\_\_\_\_

State or Federal agency and bureau \_\_\_\_\_

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.  See continuation sheet.
- determined eligible for the National Register  See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

for  
Signature of the Keeper Edson H. Beall Date of Action 11.2.00

Ford Motor Co. Service Building  
Name of Property

Salt Lake City, Salt Lake County, Utah  
City, County and State

**5. Classification**

**Ownership of Property**  
(check as many boxes as apply)

**Category of Property**  
(check only one box)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
1	1	buildings
		sites
		structures
		objects
1	1	Total

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)

**Number of contributing resources previously listed in the National Register**

Salt Lake City Business District MRA

N/A

**6. Function or Use**

**Historic Function**  
(Enter categories from instructions)

**Current Function**  
(Enter categories from instructions)

COMMERCE/TRADE: specialty store

INDUSTRY/PROCESSING/EXTRACTION: industrial storage

INDUSTRY/PROCESSING/EXTRACTION: manufacturing facility

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

COMMERCE/TRADE: business/office building

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

**Materials**  
(Enter categories from instructions)

LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY AMERICAN MOVEMENTS:

Commercial Style

OTHER: commercial classical

\_\_\_\_\_

\_\_\_\_\_

TRUSSES

foundation CONCRETE

walls BRICK

\_\_\_\_\_

roof ASPHALT: built up

other REINFORCED CONCRETE , STEEL

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheet(s) for Section No. 7

Ford Motor Co. Service Building  
Name of Property

Salt Lake City, Salt Lake County, Utah  
City, County and State

## 8. Description

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our 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 or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

### Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

See continuation sheet(s) for Section No. 8

## 9. Major Bibliographical References

### Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

### Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

### Areas of Significance

(enter categories from instructions)

ARCHITECTURE

COMMERCE

INDUSTRY

### Period of Significance

1924-1950

### Significant Dates

1924

### Significant Persons

(Complete if Criterion B is marked above)

N/A

### Cultural Affiliation

N/A

### Architect/Builder

Albert Kahn, Architect

Villadsen Bros., Builder

### Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other Name of repository: \_\_\_\_\_

See continuation sheet(s) for Section No. 9

Ford Motor Co. Service Building  
Name of Property

Salt Lake City, Salt Lake County, Utah  
City, County and State

### 10. Geographical Data

Acreage of Property 1.6 acres

#### UTM References

(Place additional boundaries of the property on a continuation sheet.)

1 1/2 4/2/3/8/4/0 4/5/1/2/6/4/0  
Zone Easting Northing

2 / / / / / / / / / / /  
Zone Easting Northing

3 / / / / / / / / / / /  
Zone Easting Northing

4 / / / / / / / / / / /  
Zone Easting Northing

#### Verbal Boundary Description

(Describe the boundaries of the property.)

BE NE COR LOT 1 BLK 62 PLAT A SLC SUR; S 20 RD; W 164 2/3 FT; N 11 RD; W 1/3 FT; N 9 RD; E 10 RD TO BEG.

Property Tax No. 15-01-179-010

#### Boundary Justification

(Explain why the boundaries were selected.)

The boundaries chosen are those currently associated with the property and which were historically associated with the property since 1924.

See continuation sheet(s) for Section No. 10

### 11. Form Prepared By

name/title Korral Broschinsky/Preservation Consultant  
organization \_\_\_\_\_ date September 8, 2000  
street & number PO Box 58766 telephone 801/581-1497  
city or town Salt Lake City state UT zip code 84158

### Additional Documentation

Submit the following items with the completed form:

#### Continuation Sheets

**Maps** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs:** Representative **black and white photographs** of the property.

**Additional items:** (Check with the SHPO or FPO for any additional items)

### Property Owner

name/title Pioneer Partners LC  
street & number 48 Market Street #250 telephone 801/239-2444  
city or town Salt Lake City state UT zip code 84101

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

# National Register of Historic Places Continuation Sheet

Section No. 7 Page 1

Ford Motor Co. Service Building, Salt Lake City, Salt Lake County, UT

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## Narrative Description

The Ford Motor Company Service Building, built in 1924, is a two-story commercial block structure. It is located at 280 South 400 West in Salt Lake City in the commercial district near the Rio Grande Railroad Depot. Described as an office and warehouse, the building was designed in the commercial style with classical details on the street elevations. The building is constructed of reinforced concrete with brick curtain walls. The building has had minimal exterior alterations and retains its historic integrity.

The Ford Motor Company Building measures 164 feet by 246 feet and sits on a stone and concrete foundation. It is supported in the interior by reinforced concrete columns on both the main and second floors. The columns are mostly cylindrical with splayed tops and octagonal flanged shear caps. Exceptions include the non-splayed columns near the interior dock, hexagonal columns in the main floor showroom, and a few square columns near mechanical areas. The building has several rooflines supported by various sets of steel trusses with roof monitors. The south, east and west exterior elevations are brick and glass curtain walls supported by concrete piers faced with red brick.

The primary (south) elevation is divided into six bays. The main entrance to the building is slightly off center and located in the third bay from the southeast corner of the building. The first and second main floor bays at this corner originally had floor to ceiling plate glass windows on a marble base, providing a view into the building's showroom. These windows were replaced with shorter versions and a sill-wall of concrete was added, circa 1972.<sup>1</sup> During this time, the windows and double doors of the main entrance were replaced and a flanking sill-wall added. The 1972 sill-wall was designed to match the existing wall and water table of the three bays to the west, and is nearly indistinguishable from the original work. Colossal concrete piers faced with brick in a stretcher bond divide the bays of the south elevation. Panels of brick and cast concrete are found between the piers and are used to visually separate the main floor from the second. The brick panels are in a header bond pattern. Other decorative elements include quoins at the base and cap of the piers, a band used as a plain frieze visually tying the piers together, and modillions above the frieze at each pier.<sup>2</sup>

The modillions have a circular border of rowlock brick and the bay-wide panels are of header brick bordered by rowlocks. The projecting concrete cornice includes a simple dentil pattern on the soffit. Three courses of brick are also used to separate the base of the pier from the water table.

The original building included a number of wrought iron details. Originally a continuous band of ornamental wrought iron in a scallop pattern ran along the south and east elevations above the cornice. This was probably removed in 1972. The ornament was similar to the wrought iron canopy still intact above the main entrance. This canopy is held in place by twisted wrought iron rods and features ornamental brackets. The wrought iron brackets, which were originally attached to each mullion at the bottom of the transoms, are now mounted on

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<sup>1</sup>The 1964 tax card includes an amendment that indicates a major remodeling of the building took place in 1972. This was the year after the Ford Motor Company sold the property and most of the exterior alterations to the building were probably completed at this time. *Salt Lake County Tax Cards*, available at the Salt Lake County Archives.

<sup>2</sup>Notations on the original drawings by Albert Kahn's firm indicate stone to be used for the decorative elements, however cast concrete appears to have been used in the actual construction.

## National Register of Historic Places Continuation Sheet

Section No. 7 Page 2

Ford Motor Co. Service Building, Salt Lake City, Salt Lake County, UT

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the painted metal awnings covering the transom level windows of the south elevation (date unknown). The second floor windows are a combination of fifteen and twenty-five lights set in a continuous steel sash. Six over six portions of these multiple pane windows can be opened to provide ventilation.

Decorative elements on the east elevation are similar to the south. The south elevation is divided into nine bays with loading doors in the third and eighth bay. The original wooden loading doors have been replaced by metal roll-up doors (circa 1972). The two bays at the southeast corner were also part of the showroom and have been altered by the addition of a sill-wall and awnings. A secondary entrance is located in the second bay. The remaining bays have combination of twelve and thirty-light steel sash windows on the main floor. The second floor windows are similar to the south elevation. The windows that access the factory have wire-glass.

The north elevation is considered the rear of the building. The brick here has been painted and is laid in a common bond with headers every sixth course. The north elevation is divided into two sections. The division line is marked by the presence of a large brick chimneystack. To the east are four bays divided by brick faced concrete piers. A corrugated metal lean-to with seven small loading doors has been built the length of four bays. At the second floor level, each bay contains a bank of multi-light windows. Centered on the four bays, the outline of the truss and monitor is visible above the roofline. To the west of the stack is another roof truss-monitor and three more bays. The first bay contains another metal loading door (circa 1972) with multi-light windows above. The second bay has more windows and a single metal door. The third bay, which extends two-stories from three feet below grade, has two large wooden loading doors. These original doors opened into a sunken interior loading dock, which allowed train cars to be brought directly into the building from a railroad spur.

The west elevation consists of nine bays and is finished in brick laid in common bond. Steel sash windows and wire-glass are located at the second level in six of the bays. The front two bays abut an existing two-story building.

The interior contains approximately 85,000 square feet of space. The southern one-fifth of the building was the finished portion. East of the main foyer was the showroom, which was finished with a black & white tile floor and Art Deco, wainscoting.<sup>3</sup> West of the foyer were two executive offices, a cashier's booth and general office space. Decorative elements in these offices include more traditional paneled wainscoting along the outer walls and around the large cylindrical columns. Both the showroom and the offices were partitioned in 1972.<sup>4</sup> During this time the foyer was also altered and the ceilings were lowered. The rehabilitation of the building, which began in 1997, removed all partitions and false ceilings, creating one large open space along the south portion of the building. A few of the original finishes such as the tile floor of the showroom and wainscoting in the offices were discovered intact, but damaged. Just north of the foyer area is a vault and storage room. Behind the vault, at the core of the building, are the restrooms, a freight elevator, and a box staircase. A second staircase was added in 1972 allowing access to the second floor directly from the vestibule. Parallel to

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<sup>3</sup>The Art Deco wainscoting appears in a 1938 photograph and may have been a later addition. Photo available at the Utah State Historical Society.

<sup>4</sup>A set of floor plans for the Envirotech Research Center (produced by Snedaker, Budd & Watts Architects and dated 9/16/1971) indicate the majority of interior alterations were also completed in 1972.

## National Register of Historic Places Continuation Sheet

Section No. 7 Page 3

Ford Motor Co. Service Building, Salt Lake City, Salt Lake County, UT

the staircase is a wide ramped hall leading to the main factory floor. Though portions of the main floor factory area were also partitioned in 1972 (e.g. a lunchroom and other offices), these spaces were removed in 1997. The only other major alteration to the factory floor was to the shipping dock along the west one-third of the building. Originally, this area provided an interior railroad spur and the floor level was three feet lower than the main floor level. In 1972, steel plate flooring was installed over the shipping dock to raise the floor level. The metal floor remains at the south end of the shipping dock, however sometime after 1972 a concrete floor was poured at the north end.

The majority of the factory floor is concrete. There was a slight slope to the floor, resulting in a one-foot difference between the floor level at the north and south ends. A sump was originally installed at the south end, and in 1972 a sludge trap was created to the north. Both have been removed and the floor made level. The concrete columns in the factory area have been painted and numbered (date unknown). The second of the two original staircases is along the north wall.

The 1997-1999 rehabilitation has left the south office portion of the building open, with cubicle office space and a conference room. The north warehouse portion has been divided into two spaces with a hall running north to south with a new public entrance on the north elevation. The original concrete columns have been left exposed. The corridor walls have been constructed with industrial materials with small windows retaining both the intent and feel of the original open warehouse space. The second floor is L-shaped around the two-story high shipping dock to the west. The front (south) portion was not originally finished. In 1972, it was partitioned into a number of cubicles. These partitions were removed in 1997. The factory portion of the second above the factory was also originally completely open. During 1972, several offices were partitioned along the southeast wall and a conveyor system to the north was removed. Lab areas were created along the west wall. The most dramatic alteration to the second floor was the creation of four 15' x 13' wells cut from the floor slabs and surrounded by railings. The second floor columns were also painted and numbered. The second floor and a small mezzanine area have been finished similar to the main floor warehouse space.

Both floors are well lit and ventilated by the large daylight-factory windows and two roof monitors set in steel trusses. The western monitor lights the two-story-high shipping dock and the east monitor provides light to the second-floor factory area. The roof is built-up asphalt except the monitors, which are covered with metal above the sloped skylights. The penthouse above the freight elevator is faced with brick on all four sides. A concrete coping and aluminum caps are found on the south and east parapet walls. The 60,000-gallon water tank mounted on the roof has been painted. Two original flagpoles are mounted on the roof directly above the entrance on the south elevation. The basement is only partially excavated at the north end to provide a boiler room. The building has been given a new HVAC system.

With the exception of a small parking lot to the rear, the building takes up nearly the entire site, which measures 164 feet by 330 feet. On the south elevation, the building is set back from the street by a sidewalk and a small strip of grass and a single tree. The east elevation is similar with the addition of several trees and two lamp-posts (not original). The original brick wall enclosing the rear of the site remains. However, the original wrought iron gate has been replaced by a chain-link one. The west elevation abuts a circa 1900 hotel. Other structures to the north restrict the view of all but a small portion of the west elevation. A chain-link fence separates the site from its western neighbors. A three-tier parking garage was built in 1999 on the lot to the north. The extant railroad line which runs down 400 West is a reminder of the warehouse nature of the Ford building's originally setting. The remaining warehouses and other buildings in the area range from the newly

## National Register of Historic Places Continuation Sheet

Section No. 7 Page 4

Ford Motor Co. Service Building, Salt Lake City, Salt Lake County, UT

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renovated to the dilapidated. The Ford building is in excellent condition and is a contributing historic resource in the area.



# National Register of Historic Places Continuation Sheet

Section No. 8 Page 1

Ford Motor Co. Service Building, Salt Lake City, Salt Lake County, UT

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## Narrative Statement of Significance

The Ford Motor Company Service Building, built in 1924, is significant under both Criterion A and C. It is historically significant under Criterion A for its association with the twentieth-century development of Salt Lake City's transportation and industrial district. The building served as the central distribution warehouse, service center, and sales showroom for the Ford Motor Company in Salt Lake City. It is also architecturally significant under Criterion C. The building is a two-story reinforced concrete warehouse with brick and glass curtain walls and classical ornamentation on its street elevations. It was designed by Albert Kahn, the Ford Motor Company's architect of choice, and probably the most prolific industrial architect of the twentieth century. The Ford Motor Company Service Building is Kahn's only work in the Intermountain West and documents the importance of the city's west side as a major commercial and industrial hub. It is located within the railroad terminal district of the *Salt Lake City Business District Multiple Resource Area*. The Ford building retains its historic integrity and is a contributing historic resource in Salt Lake City.

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## History of the Ford Motor Company Service Building:

The history of the Ford Motor Company Service Building begins with the birth of Henry Ford on July 30, 1863 near Detroit, Michigan. A machinist by trade, in 1886 he began working as an engineer for the Detroit Edison Company. Beginning in 1893, Henry Ford used his spare time to experiment with gasoline engines in the shed behind his house. He built his first automobile in 1896 and in 1899 gave up his job to devote all his time to automobiles. He began by building racing cars, but his dream was to produce automobiles at a price the general public could afford. In 1903, at the age of forty, he organized the Ford Motor Company. By 1908, Henry Ford had introduced the Model T. Within a few years and with the help of some innovative assembly line techniques, the Ford Company was producing one thousand *tin lizzies* a day.<sup>5</sup>

Between 1917 and 1927 half of all automobiles made in the United States were Fords. During this period, Henry Ford was constantly experimenting with ways to increase production and keep the cost of his automobiles within the reach of the majority of consumers.<sup>6</sup> One of Ford's goals was to have all of his manufacturing processes in one location. He achieved that dream at the 1,212 acre River Rouge plant in Dearborn, Michigan. By the 1920s, the Rouge was the "only manufacturing operation anywhere that [could] complete within its gates the whole process of converting ore into steel and steel into automobiles."<sup>7</sup> The architect chosen by Henry Ford to realize this vision was Albert Kahn. At the same time the Ford Motor

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<sup>5</sup>Ford Motor Company, *Ford at Fifty, 1903-1953*, (New York: Simon and Schuster, Inc., 1953), 19.

<sup>6</sup>Though Edsel Ford served as the president of the Ford Motor Company for much of this time, from 1919 until his death in 1943, his father often undermined his authority. For example, Henry Ford fought the retirement of the Model T, even though sales had been declining for years. Edsel Ford was primarily responsible for the introduction of the Model A in October of 1927, the same year the Model T was retired. Henry Ford again served as president of the company between 1943 and 1945. In 1945, he yielded the presidency of the company to his grandson, Henry Ford II. See Peter Collier and David Horowitz, *The Fords: An American Epic*, (New York: Summit Books, 1987), 124-129.

<sup>7</sup>*Ford at Fifty*, 22.

## National Register of Historic Places Continuation Sheet

Section No. 8 Page 2

Ford Motor Co. Service Building, Salt Lake City, Salt Lake County, UT

Company was consolidating its manufacturing, it was expanding distribution. Albert Kahn was called upon to design Ford Motor Company buildings across the country. Some of these buildings were smaller assembly plants, built to cut down on transportation costs, and ostensibly, to provide winter employment to farmers in rural districts.<sup>8</sup> Other buildings included distribution, sales, and service centers, of which the Ford Motor Company Service Building in Salt Lake City is an example.

On the original drawings prepared by Albert Kahn, the building is designated a *service building*. Based on the all-under-one-roof model of previous Ford plants, the two-story reinforced concrete structure was designed to accommodate as many services as possible. Provisions were made for unloading automobiles and parts from rail-freight cars, as well as the movement of vehicles in and out of the building. The factory floor had sufficient room for last-minute assembly requirements and a service center. The finished portion of the building furnished office space, and a luxurious showroom visible through floor-to-ceiling plate glass from the street.<sup>9</sup>

According to the title abstracts, the Ford Motor Company was showing interest in the property at the corner of 300 South and 400 West as early as 1919.<sup>10</sup> The company officially acquired title to the property in 1924 when it purchased three large parcels from James and Ellen Dunn, U.U. and Marion Hiskey, and J.M. and Mabel Hiskey. With these purchases, the Ford Company was able to consolidate the parcels to approximately the configuration of the original plated lot. Three older homes (one adobe, one brick, and one frame-brick) and a few outbuildings were demolished to make way for the Ford Motor Company building.

A decade before the construction of the Ford building, the transformation of the area from a residential-agricultural neighborhood to a commercial-warehouse district had been nearly completed with the construction of the nearby Rio Grande Railroad Depot in 1910. The Rio Grande Hotel, which currently abuts the west elevation of the Ford building, was built about the same time. In many ways, the Ford building was situated in an ideal location. Set within the railroad district, the building had two spurs from the Oregon and Short Line rail tracks that ran along 400 West. One spur was constructed along the west elevation of the building while the second fed directly into the interior loading dock. The building also had the advantage of placing its plate-glass showroom on its prominent southeast corner. The designer was no doubt mindful of the abundance of potential customers who would need to pass the showroom on their way from downtown Salt Lake to the depot.

On November 28, 1923, Salt Lake City issued a building permit for the construction of a "two-story reinforced concrete & brick office & warehouse."<sup>11</sup> The estimated cost of construction was \$316,000. The architect was listed as Albert Kahn and the builder was Villadsen Bros. Contractors, a local firm specializing in reinforced

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<sup>8</sup>Federico Bucci, *Albert Kahn: Architect of Ford*, (Princeton: Princeton Architectural Press, 1993), 58.

<sup>9</sup>*Service Building for the Ford Motor Company - Salt Lake City, Utah*. Blueprints of original drawings by Albert Kahn-Architect, Detroit, Michigan (dated 10/30/1923). Available at the Utah State Historic Preservation Office.

<sup>10</sup>The building's first address was 414 West 3rd South. In 1972 3rd West became 400 West. The address of the building was changed after the 1997-1999 rehabilitation, which placed the main entrance on 400 West. *Salt Lake County Title Abstracts*. Available at the Salt Lake County Recorder's Office. In 1919, the Ford Motor Company released a mortgage that had been on the property since 1910.

<sup>11</sup>*Salt Lake City Building Permit # 2976*. Available at the Utah State Historical Society. No other building permit exists for this building in the historic period indicating it was probably not altered until the 1970s.

## National Register of Historic Places Continuation Sheet

Section No. 8 Page 3

Ford Motor Co. Service Building, Salt Lake City, Salt Lake County, UT

concrete. The building was most likely completed in a single year since it is listed in the 1924 Polk directory.<sup>12</sup> The building is listed as the Ford Motor Company with F.T. Mackay as the manager.

Salt Lake City's first *Ford Auto Agency* had appeared in the city directories in 1912. Between 1912 and 1916, the year the Lincoln Highway was completed through Utah, this dealership was located at 69-71 West 400 South. In 1917, the dealership was listed as the *Ford Motor Company* at 232 South West Temple, and three years later at later at 228 South West Temple. In 1924, the building at 280 South 400 West replaced these earlier dealerships. According Linda Sillitoe, there were 30,000 automobiles and 62 dealerships in the Salt Lake Valley by the late 1920s.<sup>13</sup> In downtown Salt Lake, the Ford Motor Company's closest competitors were the Chevrolet parts-service center two blocks away, and the Baker Motor Company selling "Ford Motor Cars" at the corner of 300 East and 300 South. In 1940, the Bennett Motor Company was selling Fords at 24 West and 500 South.<sup>14</sup>

The Ford Motor Company Service Building differed from other dealerships in the central role it played. After the introduction of the Model A in 1927, the Ford Company began to produce an increasing number of models. In 1929, the building was used for manufacturing, service, and the distribution of parts for both Fords and Lincolns (Ford had acquired Lincoln-Mercury in 1922). Both wholesale and retail sales were conducted at the location. Tractor and airplane parts were also being sold from this location after 1929. No other automobile company shows any record of having manufacturing facilities, such a centralized parts distribution center, or of conducting both wholesale and retail sales in the same building. By all accounts, the Ford Motor Company was functioning exactly as it was designed to by the time Henry Ford died on April 7, 1947. It was designated the District Office in 1949.

But the competition was increasing. Large numbers of profitable "authorized dealerships" began to appear in the outlying and suburban areas of the city along State and Main Streets where large outdoor lots were available. By the 1950s, the downtown building's showroom was an inadequate sales facility. During this time building was mainly used by Ford as a wholesale auto parts warehouse. Because of its link to the railroad system, the building's most important function had always been warehousing.

In 1960, the occupant of the building was simply listed as "the Ford Motor Company: manufacturers, distributors, and repair."<sup>15</sup> It is not known when retail sales ceased at the Ford Motor Company building, but by the 1960s there were many more profitable Ford dealerships throughout the Salt Lake Valley. In a 1964 letter to the Salt Lake County Board of Equalization, an officer of the Ford Motor Company declared the building's design "obsolete" and the building's location "not conducive to the efficient operation of a parts warehouse."<sup>16</sup>

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<sup>12</sup>*Salt Lake City Polk Directory 1924*. Also, a lien for \$24,171.50, which Villadsen Bros. held in January of 1924, was released in December of 1924.

<sup>13</sup>Linda Sillitoe, *A History of Salt Lake County*, (Salt Lake City: Utah State Historical Society and the Salt Lake County Commission, 1996), 140.

<sup>14</sup>Matthew Thomas, *National Register of Historic Places Nomination Form: Ford Motor Company Building*, Draft Ms, 1996. Copy available at the Utah State Office of Historic Preservation. *Salt Lake City Polk Directories, 1924-1944*.

<sup>15</sup>*Salt Lake City Polk Directory, 1960*.

<sup>16</sup>Letter from M.B. Stanley, supervisor of property taxes for Ford Motor Company, to the Salt Lake County Board of Equalization, dated June 17, 1964. Available with the *Salt Lake County Tax Cards*, at the Salt Lake County Archives.

## National Register of Historic Places Continuation Sheet

Section No. 8 Page 4

Ford Motor Co. Service Building, Salt Lake City, Salt Lake County, UT

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The officer cited limited heights, small bay spacing, out-dated construction methods, congested traffic, inadequate parking, and the absence of available land for expansion as sufficient reasons to devalue the building. It had already been devalued by Ford. According to the officer, the building, originally the main service center, was, in 1964, simply described as a "parts depot."

In 1970, the Ford Motor Company ceased operations at 280 South 400 West. The building was sold to the Envirotech Corporation, a division of EIMCO (Eastern Iron Metal Company), in October of 1971. Envirotech remodeled the building in 1972 for use as the Envirotech Research Center. The building was used for the research and development of "machinery for filtration, to extract liquids from solids."<sup>17</sup> The new use of the building required major changes to the interior, including the partitioning of the showroom, office space, and major sections of the factory, however the exterior was altered minimally. In 1983, the building was used by the EIMCO's Processing Equipment Company, and the EIMCO logo placed above the entrance and on the water tower. EIMCO vacated the building in the 1990s. It was purchased by Pioneer Partners (Gastronomy Inc.) in September 1996. The company has been instrumental in the rehabilitation of several vacant warehouses in what is known as the Gateway District. The alterations made by EIMCO were removed in 1997-1999, and the building has been rehabilitated for use as office space.

The Ford Motor Company Service Building is being nominated as part of the Salt Lake City Business District Multiple Resource Area. The Multiple Resource Area includes a 34-block area that architecturally represents two major developments in the history of Salt Lake City. The central business district, a high-density congregation of commercial and office buildings with its core on Salt Lake's Main Street, illustrates the transition of the city from an agrarian village to a modern city by the early twentieth century.

The railroad terminal district, just west of the central business district, is a cluster of warehouses near two major railroad depots which documents the beginning of the city's prominence as a manufacturing and commercial center for the entire intermountain region. The Ford Motor Company Building at 280 South 400 West is representative of a national automotive company's expansion to mid-size western cities utilizing the proximity to the railroad to reach new markets. The Ford Motor Company's decision to build a combined a service center in this location illustrates the railroad's importance to the growth and prosperity of the westside of Salt Lake City's Business District.

### Architecture:

The architecture of the Ford Motor Company building was based in part on the evolution of building type known as the warehouse. According to Bill Moeckel, "the changing relative importance of the older wholesale centers, the establishment of new ones, and the development of the railroad all contributed to the modification of the traditional lines of trade."<sup>18</sup> These "lines of trade" were responsible for design of the warehouse and the development of new construction technologies. Warehouse is a term for a building type introduced around 1885 to achieve the large interior spaces for the manufacturing and storage needs of the new commercial

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<sup>17</sup>Jack Goodman, "New Owners Steer Building to a Bright Future," (*Salt Lake Tribune*, Arts Section, March 9, 1997.) See also Thomas.

<sup>18</sup>Bill Reid Moeckel, *The Development of the Wholesaler in the United States, 1860-1900*, (New York and London: Garland Publishing, Inc., 1986).

## National Register of Historic Places Continuation Sheet

Section No. 8 Page 5

Ford Motor Co. Service Building, Salt Lake City, Salt Lake County, UT

markets stimulated by the railroad industry. The warehouse was relatively expensive to build because of the structural components, yet often simple and largely undecorated giving the appearance of low cost and obvious utility.<sup>19</sup> Because they were less ornate than other commercial buildings of the period, the warehouse was usually "separated from any recognized historical styles."<sup>20</sup> However, ornamentation and style was often used to establish hierarchies of space based on usage. A warehouse might have a stylish facade along the public street with plain walls to the rear where the more utilitarian functions occurred. The same was true of the interior. If a warehouse had any public spaces, they were distinguished from the utilitarian spaces by the use of finishing materials. Meeting rooms, showrooms, and administrative offices were usually plastered, painted, with wainscoted walls and paneled columns; while in the warehouse area masonry and concrete was left bare and support systems were exposed.

Warehouses were developed during the Modern movement, which aimed at simplifying architecture of any type. The utility and functional honesty of warehouses were integral to the services they provided--the milling, packing, storing and warehousing that occurred in them daily. The first warehouses were built of heavy timber and brick mill construction. Later warehouses constructed with reinforced concrete brought industrial architecture even closer to the goal of a purely utilitarian design. Reinforced concrete was another method of constructing a relatively fireproof warehouse. Brick walls could not stand up for any great length of time against a hot fire and reinforced concrete was the only kind of construction that had been found not to give way in the hottest fire. Even structural steel had to be protected by brick or terra cotta or concrete. The worst damage to concrete would be the spalling of some of the surface mortar that could be easily repaired by plastering the damaged places with a rich cement mortar. Most would be constructed using concrete columns and piers as support elements with curtain walls. Typically walls would be six inches thick with the floor slabs being four inches thick.<sup>21</sup> Many reinforced concrete warehouses have completely brick face, while others use brick as infill between the expressed concrete supports at each bay. The Ford Motor Company building is an example of this curtain wall technology. Reinforced concrete technology increased the width of bays between the loading bearing members, allowing large banks of multi-light windows. These buildings were popularly called "daylight factories" because of the well-lit and ventilated spaces.<sup>22</sup>

The majority of these reinforced concrete warehouses was located on railroad spurs and utilized the rail freight system, but beginning in the 1920s, many were built with truck-scale loading docks and doors incorporated into the original design. In the largest industries, trucks were used in addition to trains for shipping and receiving. Several older buildings in Salt Lake City were modified to include loading docks for trucks. Some had garage structures connected to the main building or situated nearby. For obvious reasons, the Ford Motor Company building utilized both railroad and automobile loading bays.

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<sup>19</sup>Russell Sturgis, "The Warehouse and the Factory in Architecture." *The Architectural Record*, XV: 1 (January 1904), 1-17.

<sup>20</sup>Russell Sturgis, "Factories and Warehouses." *The Architectural Record* XIV: 5 (May 1906), 368-375.

<sup>21</sup>A.O. Elzner, "Evolution of the Modern Warehouse," *Architectural Record*, XXI: 5 (May 1907), 379-384.

<sup>22</sup>Reyner Banham, *A Concrete Atlantis: U.S. Industrial Building and European Modern Architecture, 1900-1925*, Cambridge, Mass.: The MIT Press, 1982, 178.

## National Register of Historic Places Continuation Sheet

Section No. 8 Page 6

Ford Motor Co. Service Building, Salt Lake City, Salt Lake County, UT

The Ford Motor Company building is a particularly sophisticated example of the reinforced concrete warehouse, no doubt because the architect, Albert Kahn was one of the earliest masters of the use of reinforced concrete as a building material. Albert Kahn was born in Germany in 1862. His family immigrated to Baltimore in 1881, and later moved to Detroit. Albert Kahn began his study of architecture as an office boy in a Detroit firm.

G.W. Nettleton and A.B. Trowbridge. The partnership dissolved in 1900 and Kahn worked with his mentor D. Mason until 1902. He subsequently worked with Ernest Wilby until 1918 when he established his own firm: Albert Kahn Incorporated Architects and Engineers.<sup>23</sup> It was during his time with Ernest Wilby that Kahn became associated with the automobile industry. In collaboration with his younger brother and engineer Julius, Albert Kahn developed the *Kahn System of Reinforced Concrete*. The Kahn system not only revolutionized the way concrete was reinforced, it was the first time standards had been devised for a technology still only in the experimental stage.

The Kahn system was first used in the 1903 Engineering Building at the University of Michigan in Ann Arbor, however their second building was more revolutionary. In 1905, the president of the Packard Motor Car Company commissioned Kahn, to design Building 10 at the Packard Plant in Detroit. With Building 10, Kahn and Wilby, completely replaced the traditional structural materials of iron, stone, and brick with reinforced concrete in a purely utilitarian factory structure. As one commentator described it, Building 10 is "the concrete-framed Daylight factory in its first shamelessly naked purity."<sup>24</sup> The Packard building is considered the first reinforced concrete factory built in Detroit for the then newly emerging automobile industry.

In 1908 Kahn's work was brought to the attention of Henry Ford. Between 1908 and 1918 Kahn and his associates worked on the Ford Motor Company's Highland Park Plant, a large assemblage of structures, each designed to perform a specific function. It is here in these early buildings for Henry Ford, that the origins of the design of the Salt Lake City building can be seen. The 1908 original factory (Old Shop) building at Highland Park has concrete piers "dressed-up" with decorative brick and stone. The "mushroom" columns and truss-monitors appear throughout the complex in buildings completed between 1912 and 1919.

With the success of Ford factories and its innovative mass-production techniques, as well as factories for the Dodge Motor Company (1911) and the Fisher Body Company (1920), Albert Kahn's reputation as *the* factory architect was assured. Commissions for other types of factories followed. In 1928, Kahn's firm was received a commission for several factories in the Soviet Union and a program to train architects and engineers in the Soviet Union. Several factories became five hundred, and Kahn's firm with its 200 plus staff was kept busy throughout the depression.

In the year 1929, Albert Kahn's office was doing a million dollars worth of work a week, including \$200 million worth of aviation plants for the U.S. Army. By 1939, Kahn's volume of work totaled 19% of all architect-designed industrial buildings in the United States, with work in 134 U.S. cities and on five continents.<sup>25</sup> After

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<sup>23</sup>Bucci, 30.

<sup>24</sup>Banham, 84.

<sup>25</sup>George Nelson, *Industrial Architecture of Albert Kahn, Inc.*, (New York: Architectural Book Publishing Company, Inc., 1939), 17.

## National Register of Historic Places Continuation Sheet

Section No. 8 Page 7

Ford Motor Co. Service Building, Salt Lake City, Salt Lake County, UT

Pearl Harbor, Kahn designed Ford's Willow Run bomber plant, the largest industrial building at the time. At the time he died in 1942, the firm had 650 employees working on 30 buildings at a time with specifications worked out for "everything from washroom tile to steel trusses."<sup>26</sup> Albert Kahn & Associates continues today as a thriving architectural firm in Detroit, Michigan.

Kahn's biographers have stated his goal was to create buildings "of well-proportioned mass, clean, simple lines, light, well ventilated, well heated, easy to keep clean, pleasant, and healthful in which to work." The task to design a Ford Motor Company service center in Salt Lake City in 1924 was probably one of Kahn and company's smaller commissions. It is not mentioned in any of several biographies, but never the less appears to have been designed with the above criteria in mind.

Even though Kahn may not have been heavily involved in the actual design of the Salt Lake building, Kahn's architectural vocabulary is there in abundance. For example, the Burroughs Adding Machine Company in Plymouth, Michigan has interior columns almost identical to those of the Ford Motor Company building, even to the painting of the lower half a darker color. Kahn is noted for (1) being the first architect in America to use industrial steel sash with a concrete frame; (2) originating the practice of maximum natural lighting and ventilation through the use of continuous bands of windows, skylights, and roof monitors; (3) the introduction of structural innovations including the use of long, flat-span trusses to provide interior space unobstructed by columns, creating an ideal setting for factories and production.<sup>27</sup> The Ford Motor Company building in Salt Lake City illustrates not only Kahn's innovative engineering (particularly evident on the north elevation), but also his ability to create classically derived architectural decoration. The classical details of south and east elevations of the Salt Lake building (e.g. colossal columns, quoins, modillions) are both stylized and reserved, but they are also well-proportioned in a synthesis of design which is aesthetically pleasing.

This hierarchy of design extends to the interior of the building, where the pure utilitarian factory is easily distinguished from the public areas (even down to the separate toilet facilities for office and factory staff). The design of the finished areas of the building ranges from the stately office area to the rather "showy" Art Deco showroom.

The Ford building is an excellent example a successful collaboration between an internationally renowned architect and a local contracting firm. The engineering and contracting firm of Villadsen Brothers first appears in the city directories in 1909. In their advertisement, the brothers, Anders B. Villadsen and Jens M. Villadsen, describe themselves as "designers and builders [specializing in] in reinforced concrete: buildings, bridges, bins, water tanks and foundations."<sup>28</sup> Villadsen Bros. mainly worked with local architects such as Ware & Treganza. The Ford Motor Company building appears to be their only collaboration with a national architect in Salt Lake City. The Polk directory for 1925—one year after the completion of the Ford building—states both Villadsen brothers moved to San Francisco.

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<sup>26</sup>Goodman.

<sup>27</sup>"Highlighting Gateway's History & Future," *Heritage, The Utah Heritage Foundation Newsletter*, vol. 32, no. 4 (July-August 1998), 5.

<sup>28</sup>*Salt Lake Polk Directory 1909*.

## National Register of Historic Places Continuation Sheet

Section No. 8 Page 8

Ford Motor Co. Service Building, Salt Lake City, Salt Lake County, UT

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Though most of Kahn's work was in the Great Lakes area, there are eight Kahn buildings in the western United States. Besides the Salt Lake building, there are three in the Los Angeles area, two in San Francisco, one in Seattle and one in Denver.<sup>29</sup> The Ford Motor Company Service Building in Salt Lake City is Albert Kahn's only known work in the Intermountain West, and is an excellent example of the architect's influential structural innovations combined with an artistic sense. The building retains its historic integrity and makes a significant contribution as an historic resource of Salt Lake City.

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<sup>29</sup>Nelson, 22.



## National Register of Historic Places Continuation Sheet

Section No. 9 Page 1

Ford Motor Co. Service Building, Salt Lake City, Salt Lake County, UT

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Section No. 9 Page 2

Ford Motor Co. Service Building, Salt Lake City, Salt Lake County, UT

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## National Register of Historic Places Continuation Sheet

Section No. PHOTOS Page 1

Ford Motor Co. Service Building, Salt Lake City, Salt Lake County, UT

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### PHOTOGRAPHS

#### Photo No. 1

1. Ford Motor Company Service Building
2. Salt Lake City, Salt Lake County, Utah
3. Photographer: Korral Broschinsky
4. Date: May 2000
5. Negative on file at Utah SHPO
6. South and east elevations of building. Camera facing northwest.

#### Photo No. 2

1. Ford Motor Company Service Building
2. Salt Lake City, Salt Lake County, Utah
3. Photographer: Korral Broschinsky
4. Date: May 2000
5. Negative on file at Utah SHPO
6. South elevation of building. Camera facing northeast.

#### Photo No. 3

1. Ford Motor Company Service Building
2. Salt Lake City, Salt Lake County, Utah
3. Photographer: Korral Broschinsky
4. Date: May 2000
5. Negative on file at Utah SHPO
6. East elevation of building. Camera facing west.

#### Photo No. 4

1. Ford Motor Company Service Building
2. Salt Lake City, Salt Lake County, Utah
3. Photographer: Korral Broschinsky
4. Date: May 2000
5. Negative on file at Utah SHPO
6. North & east elevation of building. Camera facing southwest.

#### Photo No. 5

1. Ford Motor Company Service Building
2. Salt Lake City, Salt Lake County, Utah
3. Photographer: Korral Broschinsky
4. Date: May 2000
5. Negative on file at Utah SHPO
6. West elevation of building. Camera facing east.

## National Register of Historic Places Continuation Sheet

Section No. PHOTOS Page 2

Ford Motor Co. Service Building, Salt Lake City, Salt Lake County, UT

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### Photo No. 6

1. Ford Motor Company Service Building
2. Salt Lake City, Salt Lake County, Utah
3. Photographer: Korral Broschinsky
4. Date: July 2000
5. Negative on file at Utah SHPO
6. Interior, main floor corridor. Camera facing northwest.

### Photo No. 7

1. Ford Motor Company Service Building
2. Salt Lake City, Salt Lake County, Utah
3. Photographer: Korral Broschinsky
4. Date: July 2000
5. Negative on file at Utah SHPO
6. Interior, main floor. Camera facing northeast.

### Photo No. 8

1. Ford Motor Company Service Building
2. Salt Lake City, Salt Lake County, Utah
3. Photographer: Korral Broschinsky
4. Date: July 2000
5. Negative on file at Utah SHPO
6. Interior, second floor corridor. Camera facing southwest.

P.1

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*Ford Motor Company Service Building*  
 South & east elevations. March 13 1939. USHS

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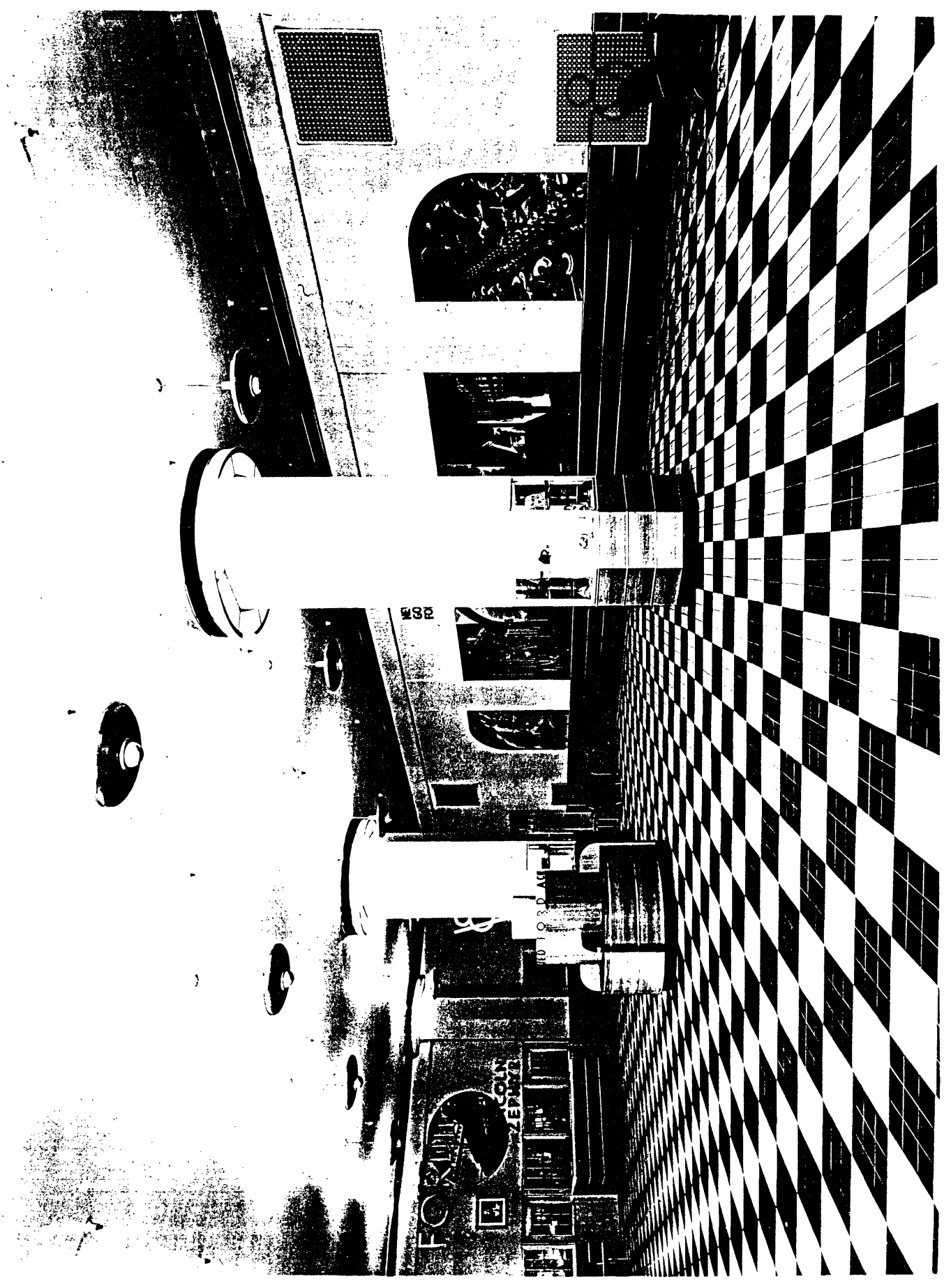


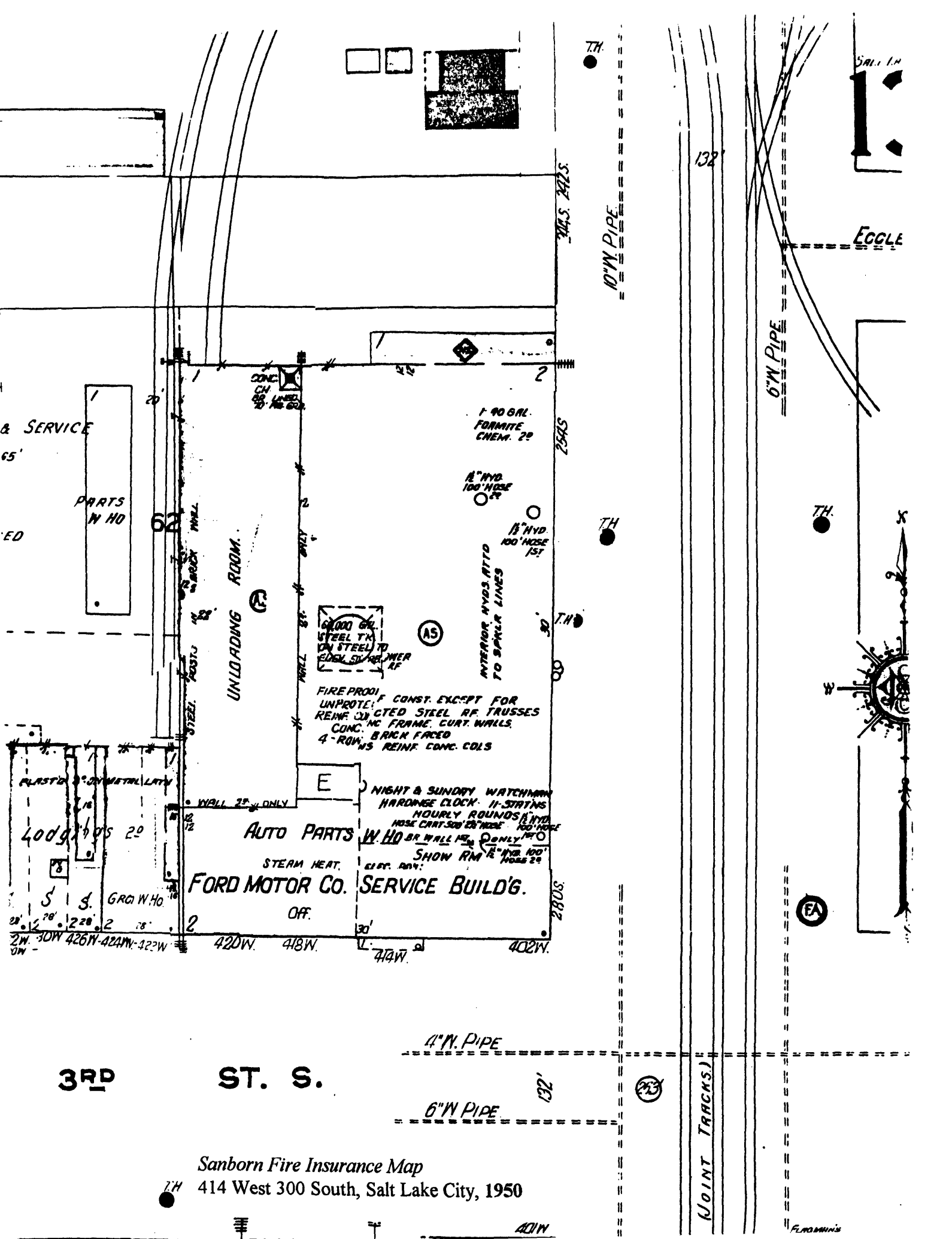
*Ford Motor Company Service Building*  
South elevation, Feb. 5 1938, USHS Collection

P.5

Ford Motor Company Service Building  
Interior: showroom, Feb. 5, 1938, USHS Collection

26221





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UNLOADING ROOM.

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(ON STEEL)  
ELEV. 51' 10" OVER  
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FIREPROOF CONST. EXCEPT FOR  
UNPROT. REINFORCED STEEL RF TRUSSES  
REINFORCED CONC. FRAME, CURT. WALLS,  
CONC. BRICK FACED  
4-ROW'S REINF. CONC. COLS

NIGHT & SUNDAY WATCHMAN  
HARDWARE CLOCK - 11-STRAPS  
HOURLY ROUNDS  
HOSE CART 500' 2" HOSE 100' HOSE

AUTO PARTS W. HO  
STEAM HEAT.  
FORD MOTOR CO. SERVICE BUILD'G.  
OFF.

PLASTIC 3" JOY METAL LATH  
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S. S. GRQ W. HO.  
2' W. 30W 426N-424W-422W  
2' W. 420W. 418W. 416W. 414W.

M.A.S. 2425.

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6" W. PIPE

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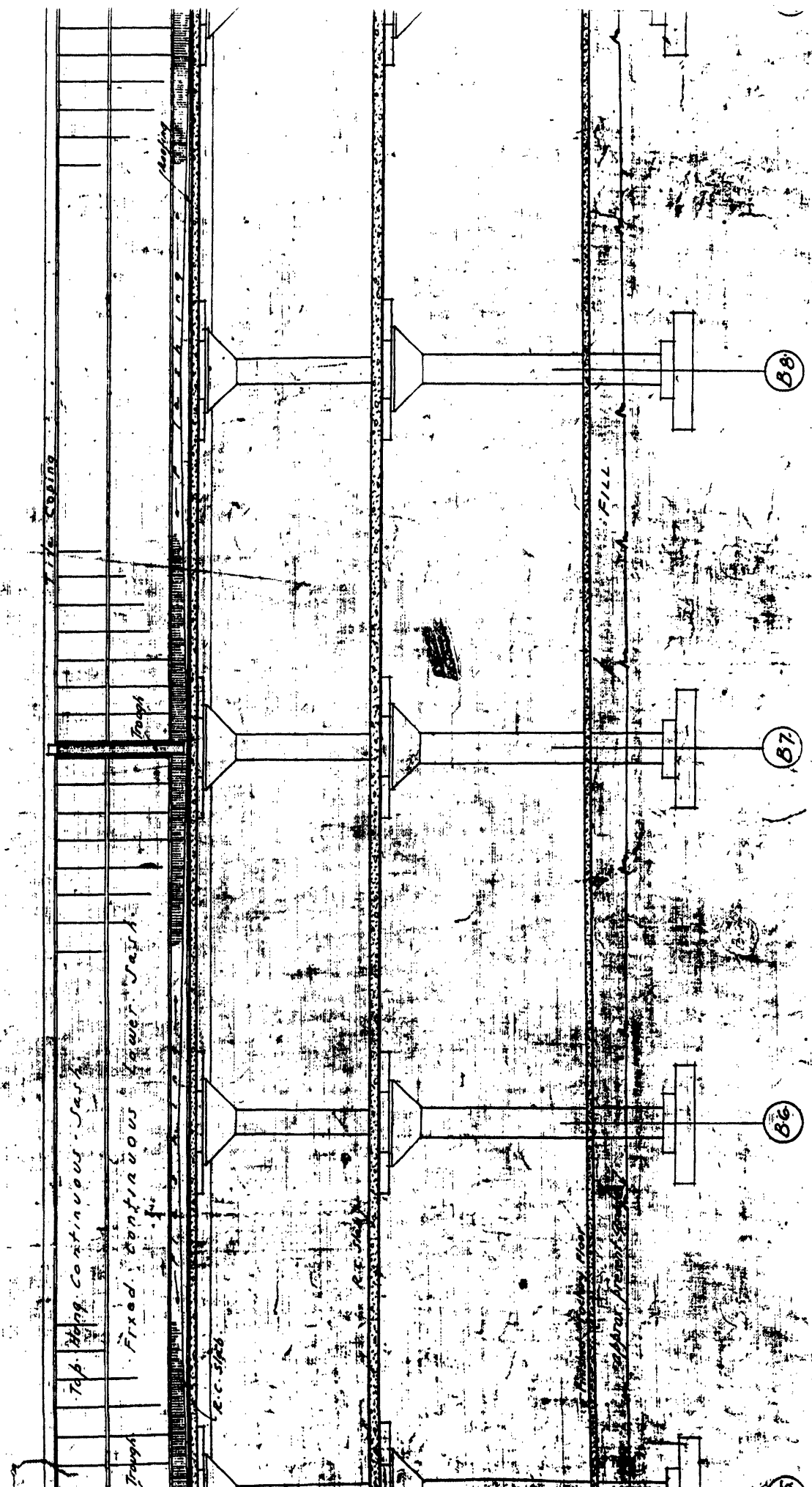
Sanborn Fire Insurance Map  
414 West 300 South, Salt Lake City, 1950

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FLOOMIN'S





Ford Motor Company Service Building  
 Structural section, copy of original drawing by Albert Kahn

LONGITUDINAL SECTION "B-R"

Ford Motor Company Service Building  
Entrance detail, copy of original drawing by Albert Kahn

*Ford Motor Company*

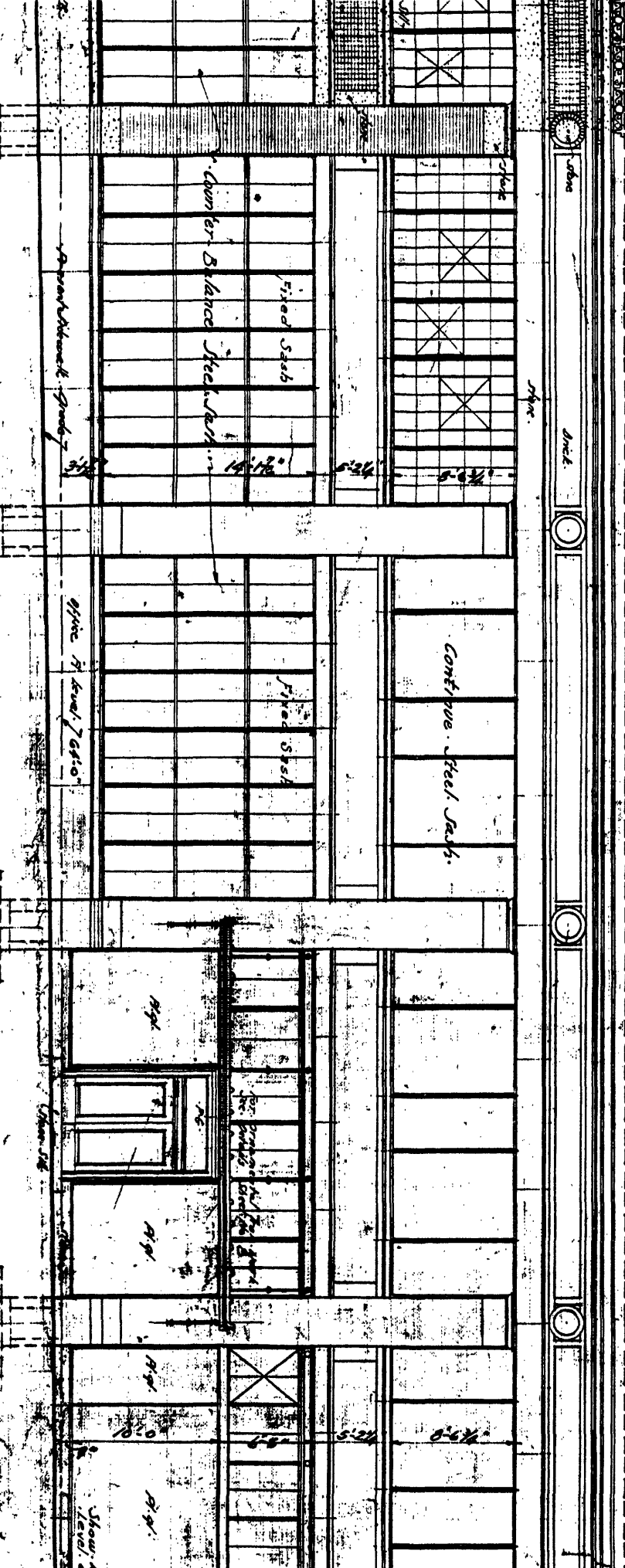
Concrete coping to front stoop

Sign not in contract

See Detail Sheet No. 5  
for flag pole

End wall  
to front stoop

File



Number Balance Steel Sash

Fixed Sash

Continuous Steel Sash

Fixed Sash

Office level 7'-0"

Workshop grade

Show Level

E1

D1

C1