

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 96000946

Date Listed: 9/3/96

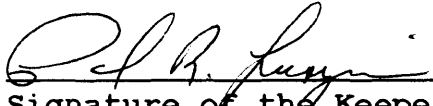
Pocatello Warehouse Historic District
Property Name

Bannock
County

Idaho
State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


x Signature of the Keeper

9.3.96
Date of Action

=====
Amended Items in Nomination:

Description:

The date of construction for Building #1 should read circa 1915 based on the narrative statement, and not 1905.

Significance:

The areas of significance *military history* and *social history* are not sufficiently justified by the narrative text and are therefore deleted from the nomination.

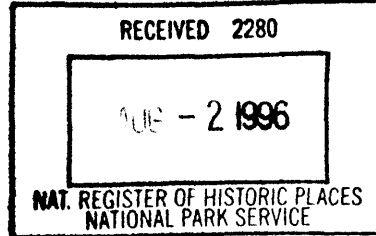
This information was confirmed with Michael Bedeau of the IDSHPO.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

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 of eligibility for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places 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 Pocatello Warehouse Historic District

other names/site number _____

2. Location

street & number Roughly bounded by S.2nd Ave., E.Halliday, E.Sutter, & OSL Railroad tracks N/A not for publication

city or town Pocatello N/A vicinity

state Idaho code ID county Bannock code 005 zip code 83206

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X 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 X meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

[Signature] 15 Jun 96
Signature of certifying official/Title Date
John R. Hill, State Historic Preservation Officer
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 this 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:)

[Signature] _____
Signature of the Keeper Date of Action
9.3.96

Pocatello Warehouse Historic District
Name of Property

Pocatello, Bannock County, Idaho
City, County, and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

private
 public-local
 public-State
 public-Federal

Category of Property
(Check only one box)

building(s)
 district
 site
 structure
 object

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

Contributing	Noncontributing	
<u>24</u>	<u>3</u>	buildings
		sites
		structures
		objects
<u>24</u>	<u>3</u>	Total

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

COMMERCE/TRADE: business, warehouse

AGRICULTURE/SUBSISTENCE: processing, storage

DEFENSE: arms storage

GOVERNMENT: government office

Current Functions
(Enter categories from instructions)

COMMERCE/TRADE: business, warehouse

AGRICULTURE/SUBSISTENCE: processing, storage

EDUCATION: college

GOVERNMENT: government office

7. Description

Architectural Classification
(Enter categories from instructions)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS

MODERN MOVEMENT

Materials
(Enter categories from instructions)

foundation CONCRETE

walls BRICK

roof _____

other _____

Narrative Description

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

X See continuation sheet(s) for Section No. 7

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" on one or more lines 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" on all 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.

Areas of Significance

(Enter categories from instructions)

- ARCHITECTURE
- COMMERCE
- INDUSTRY
- MILITARY
- SOCIAL HISTORY
- TRANSPORTATION

Period of Significance

c.1905-1946

Significant Dates

c.1905-1946

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Paradice, Frank H., Jr.

Narrative Statement of Significance

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

X 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 # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

X See continuation sheet(s) for Section No. 9

Pocatello Warehouse Historic District
Name of Property

Pocatello, Bannock County, Idaho
City, County, and State

10. Geographical Data

Acreage of property approx. 16 acres

UTM References

(Place additional UTM references on a continuation sheet.)

A 1/2 3/8/2/1/5/0 4/7/4/6/1/0/0
Zone Easting Northing

B 1/2 3/8/2/3/0/0 4/7/4/6/1/0/0
Zone Easting Northing

C 1/2 3/8/2/7/3/0 4/7/4/5/5/7/0

D 1/2 3/8/2/6/6/0 4/7/4/5/5/2/0

Verbal Boundary Description

(Describe the boundaries of the property.)

See continuation sheet(s) for Section No. 10

Boundary Justification

(Explain why the boundaries were selected.)

See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Julie Osborne, Architectural Historian

organization Independent Consultant

date July 1995

street & number 2551 E. Keddington Lane

telephone (801) 278-7159

city or town Salt Lake City

state UT zip code 84101

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/or 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 District - Multiple Owners

street & number N/A

telephone N/A

city or town N/A

state N/A zip code N/A

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.

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National Register of Historic Places Continuation Sheet

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Pocatello Warehouse Historic District, Pocatello, Bannock County, ID

Narrative Description

The Pocatello Warehouse Historic District is situated in the industrial part of Pocatello along the Oregon Short Line (OSL) railroad tracks between Halliday and Sutter Streets, on South First and South Second Avenues. The warehouse district was developed in this area with wide streets and mid-block alleys to provide easy access to freight cars for loading and unloading consumer products. The warehouse buildings were designed to accommodate the manufacturing, dispersing, and storing of various products. The buildings are primarily brick, vernacular-style structures, with metal-sash windows, garage bays, and flat roofs. They range from one to five stories in height. This area appears much as it did when it was developed c.1905-1946 and retains a high degree of historic integrity. The buildings within this district are described individually.

1. 602 South First Avenue (Allis-Chalmers Mfg. Co. building)
Contributing
c.1905

This two-story brick building incorporates distinctive architectural details that contribute to the historic qualities of the district. Crenelated-gable parapets comprise the corner bays in each end of this building with the letters "A" and "R" embossed in each panel of the front facing gables. Two-story brick pilasters with concrete caps add distinction to the bays. The window openings incorporate primarily fixed multi-light metal-sash windows with brick sills. The building is basically symmetrical with the entrance door offset from center.

Prior to the construction of this building, a smaller structure is shown at this location as an implement warehouse.¹ The property was purchased by Advance-Rumely Thresher Co. (a New York company) on December 9, 1915.² The "A" and "R" in the front elevation indicate that Advance-Rumely constructed the building. They did business here until 1932. Allis-Chalmers Manufacturing Company (agricultural implements) was listed as doing business in this building between 1932 and 1942.³

2. 640 South First Avenue (E. Kahn and Co. building)
Contributing
c.1916

This two-story brick building is four bays wide and incorporates pillars that extend above the roofline with concrete caps. The two end bays include gable-like parapets, also capped with decorative concrete coping. The center-bay parapet walls are flat with similar concrete coping. Windows in the second floor are single-pane fixed-light windows, four to each bay, separated with simple mullions. A signage band separates the second floor from the first. The first floor incorporates three garage bays, elevated for loading and unloading freight cars, and an entrance bay with a simple door. A row of replacement windows (c.1960) that do not significantly alter the building's appearance are on the second level above a sign band that separates the floors. The side elevations are stepped back and incorporate a row of smaller, segmental-arched, two-light windows with brick sills. This building

¹ Sanborn map, 1907.

² Deed, on microfilm at County Assessor's office.

³ Polk Directories, 1927-1942.

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National Register of Historic Places Continuation Sheet

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Pocatello Warehouse Historic District, Pocatello, Bannock County, ID

maintains its original fabric and contributes to the historic character of the district.

Constructed between 1916-1920,⁴ E. Kahn & Co. occupied this building in 1927. The name was changed to Kahnspotato Inc. by 1929, and this company operated their business here until 1932. Frank W. Buttner Potatoes occupied the building until 1934, and it was vacant until 1938 when the CCC (Pocatello District)⁵ used the space through 1939. In 1940-41 it was vacant; it was then used for the State School Lunch Program in 1942.⁶

3. 701 South First Avenue (Armour Creameries)
Contributing
c.1914

The two-story building at 701 South 1st Avenue is a fine example of early commercial warehouses and is one of the more ornate structures in the district. It has fine brick patternwork in the cornice and gabled corner parapet walls with concrete coping. Within the four bays on the primary elevation are small square openings with four-light fixed wooden windows on the second level. These same kind of windows are paired on the northeast elevation. The first floor incorporates tall narrow openings with segmental arches. A small "freight-car" addition covers the lower two thirds of many of the windows on the northeast elevation, and this addition does not significantly alter the structure's appearance. The southwest elevation incorporates four garage bays.

This building appears to have originally been used as Zion's Cooperative Mercantile Institution (ZCMI).⁷ By 1921 the Ryan Fruit Company (wholesale produce) occupied the building. Between 1927 and 1942 Armour Creameries used the space, and in 1948 it was purchased by Freightways Terminal.⁸

⁴ Sanborn maps show a different building at this location in 1915. The current structure appears on the 1921 Sanborn.

⁵ It is uncertain whether or not the CCC stands for the Civilian Conservation Corp (a New Deal era program) or is simply the initials for a business concern. The CCC did have an office located at 336 E. Center and were recruiting youths in 1940. (Tribune Journal, "CCC Camps To Enroll Idaho Youths", 4/14/40.)

Also, "in 1928, the region realized it needed centrally located repair shops to maintain its equipment... Crews built warehouses, lookouts, barns, and ranger stations". (Alexander, Thomas. The Rise of Multiple-Use Management in The Intermountain West: A History of Region 4 of the Forest Service. Salt Lake City, UT: Brigham Young University and Mesa Corporation. United States Department of Agriculture, May, 1987.)

Although it is not believed that the CCC constructed this building, it is possible that they used it as a repair shop and/or storage facility while working on other projects in the area.

⁶ Polk directories, 1927 through 1942.

⁷ Sanborn map, 1915.

⁸ Deed, 6/1/48. On microfilm at County Assessors office.

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Pocatello Warehouse Historic District, Pocatello, Bannock County, ID

4. 702 South First Avenue (Challenge Cream & Butter Assn.)
Contributing
1916

The five-story brick building on the corner of Carter and South 1st Avenue is the most imposing structure in the Pocatello Warehouse Historic District. A one-story structure that incorporates similar architectural details is connected to, and considered an original or early addition to, the five-story portion of this building. The Prairie School stylistic influence is apparent in the five-story building which incorporates pilasters consisting of flat brick panels with decorative borders and ornamental caps dividing a larger bay flanked by two smaller bays. The recessed-spandrel panels emphasize the vertical nature of this building. A wide, overhanging cornice⁹ has been removed (date unknown) and the roof structure is now flush with the walls of the building. Metal-sash multi-light windows with projected vents, or 'hopper' windows, comprise the majority of the openings in each bay, with brick panels and horizontal brick borders separating the floors. The northeast side elevation is similarly detailed with five larger bays flanked by two smaller bays. Sanborn maps indicate that the building is constructed with reinforced concrete frame, floors, roof, and columns, brick curtain walls, and is fire proof except for the false-frame roof over the concrete slab.¹⁰

The one-story portion of the building incorporates two large openings with multi-light, small, paired, segmental-arched, projected vent windows, and a garage bay opening. A non-period small wooden addition with a shed roof is attached to the southeast side elevation but does not significantly alter the building's historic qualities.

This property was purchased and the building was constructed in 1916 by Salt Lake Hardware.¹¹ Lynch-Cannon Company from Salt Lake City began work in June 1916, and the cost of construction had been estimated to be between \$50-60,000. The building was constructed of brick and reinforced concrete and was to "contain all the modern mechanical devices to be found in an up-to-date warehouse for the handling of stock."¹² Ownership of the building went to Bauer Holding & Investment Co. in 1918.¹³ Founded by Benjamin F. Bauer in 1889, Salt Lake Hardware occupied the building until 1939. The company grew very quickly and expanded with warehouses and offices in Pocatello, Boise, and Grand Junction, Colorado, servicing Utah, Nevada, and parts of Idaho, Oregon, Montana, and Wyoming. In 1940-42 the building was occupied by the CCC (Pocatello District).¹⁴

⁹ "Salt Lake Hardware, Fifty Years of Progress 1889-1939". Photo on cover shows wide-overhanging cornice.

¹⁰ Sanborn map, 1921.

¹¹ "Golden Anniversary, 1889-1939, Fifty Years of Progress. Available at the Utah State Historical Society Library.

¹² Pocatello Tribune, May 2, 1916.

¹³ Deed, 12/25/18, on microfilm at County Assessor's office. Salt Lake Hardware Co. assigned property to Bauer Holding & Investment Co. (a Utah Corporation) for the amount of \$79,232.57. Lots 16-17 incorporated 8,400 s.f. and Lots 18-19-20 had 12,600 s.f.

¹⁴ Polk directories, 1927-1942. See discussion of CCC in Footnote #5 above.

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Pocatello Warehouse Historic District, Pocatello, Bannock County, ID

5. 745 South First Avenue (Union Pacific RR Warehouse)
Contributing
c.1910

This building is a two-story brick structure with simple architectural features. Its rectangular form has ten by five bays with the entrance in the wide elevation facing South 1st Avenue. The fenestration pattern is irregular with approximately every other bay in the facade consisting of solid brick panels. Brick "pilasters" from the foundation to the tops of the windows divide the bays. A sign band that historically displayed "Idaho Wholesale Grocery Co." stretches across the top of the facade. Smaller, fixed, multi-light wooden windows and larger, double-hung wooden windows, are arranged in irregular patterns on the primary and secondary elevations and have changed only slightly since the original construction.¹⁵ The building appears to have minimal use at this time (1995) and has potential for full restoration.

The building was constructed by Idaho Wholesale Company c.1910. The Idaho Wholesale Company was founded by four men from Kansas--J.I. Hill, T.J. and W.P. McDonald (twins), and J.T. Young. They started their business in Pocatello because they considered it the best and most centrally located site for dispersal of their products.¹⁶ The Polk directories show Idaho Wholesale at this address (755) until 1936 when Western States Grocery Co. and Safeway Stores Inc. groceries are listed. Safeway used this building until the UPRR warehouse was listed in 1942.¹⁷

6. 746 South First Avenue (Norman Supply)
Non-contributing
c.1970

This is a non-period building and does not contribute to the historic district. However, the size and scale of the structure is in keeping with the contributing buildings in the district, and it does not significantly impact the district's historic association and feeling.

7. 756 South First Avenue (Crane Co. building)
Contributing
c.1915

The building at the corner of South 1st Avenue and Lovejoy is a one-story brick structure. It has a symmetrical facade with an entrance centered under the parapet wall and flanked by three windows on each side. Although the six-over-six double-hung windows have been replaced with single-light fixed windows, the openings remain the same and the overall appearance has not been compromised. This rectangular block building is adjacent to a newer structure at 746 South First Avenue that also operates as Norman Supply.

Between 1927 and 1942, the Crane Co. (plumbers supply) is listed as doing business at this location. Norman Supply currently (1995) occupies this building.

¹⁵ Rocks, Rails & Trails, historic photo from 1920s, p. 129.

¹⁶ The Pocatello Tribune (1/10/20) states that "the business is housed in a modern brick structure here in Pocatello".

¹⁷ Polk directories, 1927-42.

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Pocatello Warehouse Historic District, Pocatello, Bannock County, ID

8. 806 South First Avenue (Garrett Freight Lines Inc. garage)
Contributing
c.1930

This building is the northwest anchor of an entire block of historic buildings built side by side. This one-story brick structure incorporates similar stylistic features seen in many of the buildings in the district, with minimal ornamentation. A stepped-parapet wall decorates the primary facade, with a raised brick sign panel above a band of multi-light metal-sash windows. North of the windows is an entrance door, with a garage bay on the south end of the southwest elevation. The northeast elevation incorporates six bays of similarly designed windows. It retains its historic integrity and contributes to the district. It appears to currently function as a place for storage.

This property was probably first developed by Garrett Transfer. Harry & Laura Petersen transferred title to Garrett Transfer on June 10, 1930.¹⁸ Garrett Freight Lines Inc. operated a portion of their business at this location through at least 1942.¹⁹

9. 815 South First Avenue (Continental Oil Co. Warehouse)
Contributing
c.1919

This is a one-story brick structure in the front half and a two-story structure in the rear. It has a raised entrance platform above the basement that extends out from the front of the structure. Three doors and four windows are in the front elevation. Similar flat-arched openings appear in the side elevations. Decorative brickwork adorns the parapet walls on both the one-story and two-story portions. The corners of the parapet extend beyond the parapet wall for a distance of only one brick width; but that, along with other raised brickwork, provides a crenelated appearance to the structures roofline. Corbelled brick panels provide space for signage. An elevator tower appears to have been added to the two-story rear portion in the 1960s but does not significantly alter the building's historic qualities. This building is in good condition and contributes to the district.

The Continental Oil Company has been doing business here since c.1920 and continues to operate at this location (1995).

10. 816 South First Avenue (Transfer Warehouse & Furniture)
Contributing
c.1921

This three-story building's concrete construction is evident from the lines formed by the pouring of concrete against 1' X 12' forms noticeable on the side elevation. A concrete band delineates the floors and a parapeted gable adorns the top of the building. There are multi-light metal-sash windows on the second and third floors. The first story has an entrance door inset into an altered window opening and has a garage bay opening to the northwest. This simple structure is in good condition, non-period alterations are minimal, and it contributes to the historic qualities of the district.

¹⁸ Deed, 6/10/30. On file at County Assessor's office.

¹⁹ Garrett is shown as doing business at this location on the 1942 Sanborn map.

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Pocatello Warehouse Historic District, Pocatello, Bannock County, ID

This property appears on the 1921 Sanborn map with the indication that it was to be a feed warehouse. The 1927-1929 Polk directories show that Rush, Chas. E., was using the building. After being vacant for approximately two years, Hawkes Transfer and Storage Co. occupied the building. There are "Vacant" listings between 1933 and 1941, with no listing in 1942. The 1942 Sanborn map shows that a Transfer Warehouse and Furniture company occupied the space, probably part of Garrett Freight Lines' business. (This building is positioned between what were two Garrett Freight Lines buildings in 1942.)

11. 848a South First Avenue (Garrett Transfer Warehouse)
Contributing
c.1930

The setback of this two-story structure is greater than most buildings in the district. It is set back approximately 40' and positioned between two three-story buildings. The length of the first story consists of garage bays and a loading dock area. The second floor incorporates a bank of multi-light windows with metal-sash projected vent windows. Two pilasters that divide the building into thirds extend beyond the roof line and are sculpted in an Art Deco style. Concrete coping caps the parapet wall. A one-story extension on the southwest side of the building projects forward to the sidewalk and appears to be an office and entrance space for the warehouse.

This building was probably built by Garrett Transfer c.1930. Garrett Transfer occupied this building, the building bordering it on the southeast, and the building to the northwest. Garrett Transfer & Storage Co. is shown as doing business at 848 South 1st Avenue between 1927 and 1937. Other businesses that have occupied this and the building immediately southeast are numerous.²⁰ The 1942 Sanborn map shows Garrett Freight Lines at this location.

12. 848b South First Avenue (Garrett Transfer Warehouse)
Contributing
c.1920

This three-story brick structure incorporates similar detailing to the building at 602 South 1st Avenue. Crenelated-gable parapets comprise the end bays with raised brick panels separating the three bays. The windows in the front elevation of this building have been boarded over on the second and third floors; the size and shape of the openings suggest double-hung wooden windows. The first-floor windows on the front elevation have been changed (date unknown), but the openings have not been altered. The northeast elevation incorporates numerous segmental-arched openings with small six-light fixed windows. This building contributes to the historic qualities of the district and has potential for full restoration.

²⁰

Acme Fast Freight Service, Bemis Bros. Bag Co., Kellogg Sales Co., Purity Biscuit, Sperry Flour Co., Atlas Freight Co. (1933-34 Polk). Acme, Garrett, Bemis, Kellogg, Sperry and Atlas were joined by Zellerbach Paper, Bintz Wholesale Co. and Bakers Supply, MJB Coffee, and Nelson-Ricks Creamery in 1936-37. In 1938-39, Oregon Gasket, White King Soap, Fiber Board Products Co., Silverine Oil Co. wholesale, US Industrial Alcohol Co., Loose-Wiles Biscuit Co., Barnsdall Refining Co. wholesale, Gem State Explosive Co. and Hulman & Co. Baking Powder were listed at 848. 1940-41 included even more businesses, including State Liquor dispensing, Alf Hart Distillers, Inc. Fruit Industries, Ltd., Glenmore Distillers Co., and Bareco Oil Co. wholesale. 1942 included all the former business plus Brown Forman Distillers, California Growers Winery, Continental Distilling Sales, Frankfort Distilleries Inc., Roma Wine Co., Seagram Distillers Corp., Tulane Winery, Inc., World Importers Inc., Morrell John & Co wholesale meats, Magic Chemical Co., US Tobacco Co., Oregon Macaroni Mfg. Co., Italian Swiss Colony Wines, and Old West Wines, Inc.

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Pocatello Warehouse Historic District, Pocatello, Bannock County, ID

It was constructed c.1920 by Garrett Transfer, which also occupied the two buildings to the northwest. Garrett Transfer & Storage Co. is shown as doing business at 848 South 1st Avenue between 1927 and 1937. (See description of 848a South 1st Avenue above.)

13. 849 South First Avenue (Continental Fuel)
Contributing
c.1920

This one-story building is a relatively ornate warehouse structure. Brick pilasters with stucco recessed panels separate the bays. The pilasters extend to just above the parapet roof line and have brick caps. Horizontal bands of stucco adorn the top of each bay. There are four garage bays and one entrance bay (probably connected to the garage area) in the northeast facade. An attached room with a door and one window on the southeast end of the building appears to be an office. This building is in good condition and contributes to the historic qualities of the district.

The Continental Oil Company is shown as doing business in this building on the 1921 Sanborn. Continental Fuel continues to own this property (1995).

14. 856 South First Avenue (Mutual Creamery Co.)
Contributing
c.1925

The building on the corner of South 1st Avenue and Terry Street incorporates Art Deco stylistic features such as concrete-capped pilasters and parapet wall and diamond-shaped insets. The elevation facing South 1st Avenue contains an entrance door in the center and a garage bay on the north end. The first-floor windows have been boarded over. The elevation facing Terry Street incorporates an enclosed garage bay elevated above ground level for freight car loading and unloading, and similar windows throughout most of the first floor. The second floor rows of windows on both elevations are six-light fixed metal-sash windows. All windows incorporate concrete sills and the foundation is concrete. The building contributes to the historic character of the district and has potential for full restoration.

The 1921 Polk directory and Sanborn map show Mutual Creamery Co. at this address. The building that existed at that time is different from the one currently (1995) at this location. The original Mutual Creamery incorporated a parapeted gable front and was set back from the street. It appears that the building was either altered extensively or rebuilt sometime after 1921, but within the historic period.²¹ Mutual Creamery continued to do business at this location through 1942.²²

15. 902 South First Avenue (ZCMI)
Contributing
1916

The three-story brick structure on the southeast corner of Terry and South 1st Avenue is one of the more decorative buildings in the warehouse district. It incorporates raised brick sign panels and ornate crenelated parapets with Period Revival stylistic features. The front portion of the building incorporates

²¹ This building appears to have been built within the historic period from its architectural features. The 1942 Sanborn map does not extend to this area to show if the current configuration of the building was in existence at that time.

²² Polk Directories, 1942.

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tripartite window openings with transoms. The multi-light transoms and plate-glass windows on the first level appear to date from the original construction. The raised basement level provides space for the garage bays from which freight cars can load and unload. These garage bays are visible in the shed-roof, one-story addition that is positioned on the southeast portion of the building. Historic photos reveal that the building has changed very little since its construction.²³ This warehouse is in excellent condition and contributes greatly to the historic qualities of the district.

This building was apparently constructed for Neil Boyle Co. in 1916. Plans were prepared by Frank H. Paradise, Jr., a local architect. These plans called for a 60' x 130' reinforced concrete building with red pressed brick, three stories and a basement, sashes of drawn steel, automatically opening delivery doors, an electric elevator, and steam heat. The general offices were in the corner rooms of the first floor; and two vaults, one in the basement for storage and one on the first floor for office use, were included.²⁴

It is not certain how ownership was transferred from Neil Boyle Co. The Salt Lake Hardware Co. deeded the property to Zion's Co-operative Mercantile Institution on February 7, 1917 in the amount of \$47,500.²⁵ Zion's Wholesale Grocery is shown as doing business at this location through 1942. Loose-Wiles Biscuit Co. is also listed between 1940-42.

16. 935 South First Avenue (Westcott Oil Co. warehouse)
Contributing
c.1933-34

This one-story oil storage warehouse has a low-pitched gable roof with an entrance and garage bay in the front-facing gable end. This rectangular building has a small shed-roof addition on the front, southeast side, positioned on an elevated "loading dock" constructed of wood. The metal siding appears to be tin horizontally placed in approximately 10" wide panels. The roof utilizes the same material.

A smaller building was located on this site in 1921. The existing building may have been built around the original structure or completely replaced it. The larger window on the southeast elevation suggests that part of the original structure may have been used. The building appears on the 1942 Sanborn in its present configuration. Polk Directory ownership transition suggests the building was constructed in its current configuration c.1933-34.²⁶ An oil warehouse business has operated out of this building since that time.

17. 950 South First Avenue (Bistline, Inc. warehouse)
Non-contributing
c.1932

This one-story rectangular block building has been modified and has lost its historic integrity. The windows have been changed so that the building appears to

²³ Museum of Pocatello. Historic photo collection.

²⁴ Pocatello Tribune, March 6, 1916. This description matches the overall size and height of the existing building, as well as construction materials.

²⁵ Deed, 2/7/17. On microfilm at County Assessor's office.

²⁶ 1927 Polk - Allen Oil Co.; 1929-33 - Westcott-Allen Oil Co.; 1933-42 - Westcott Oil Co.

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have punched windows with minimal sash and no visible sills or lintels. The basement-level windows provide a hint of the historic qualities with six-light fixed windows. Overall, this building does not detract from the historic qualities, but is considered a non-contributing structure in the district.

This building was constructed c.1932. It is listed in the Polk directories as the business of Bistline's Inc. warehouse at 930 South 1st Avenue beginning in 1933-34. On the 1942 Sanborn a portion of the building was described as housing a truck tractor and machinery warehouse with a sales room in the southeast corner of the building.

18. 1004 South First Avenue (deWit Bros. Co.)
Contributing
c.1920

This is the only wood-sided structure in the district remaining from the historic period. Its triangular shape follows the line of the railroad track. This one-story gabled structure has retained its original windows and garage bay doors. The shed roof extension on the southwest side also appears to date from the historic period. A veneer has been added to the southwest facade, but does not significantly alter the building's appearance. While this building is not one of the substantial warehouse buildings, it adds a distinctive quality to the district with its form that follows the railroad tracks.

This building housed a motor freight business in 1921. A business called deWit Bros. Co. is listed as occupying this building in 1927. In 1929, Nelson Mfg. Co. occupied the space. Between 1931 and 1936 the building was vacant. In 1936-37 Gooding Seed Co. used the building before Hawkes Transfer & Storage moved to this location c.1938 and used it through at least 1942.

19. 633 South Second Avenue (Rush Feed and Seed Warehouse)
Contributing
c.1920)

The two-story brick commercial block building at 633 South 2nd Avenue has a simple corbelled brick border along the parapet wall. The first-floor window openings currently have two large picture windows, of varying size, that are not original; however, the openings, judging by the lintels and sills, appear original. The space above the entrance door has been infilled with brick. It appears that the door was moved down to the street level at a later date. This building retains most of its original fabric and contributes to the Pocatello Warehouse Historic District.

A feed and seed warehouse is shown as doing business at this location in 1921.²⁷ Pocatello Coal Company was located here in 1927²⁸, Pocatello Bonded Warehouse in 1929²⁹, and Rush Transfer & Storage (later Rush Warehouse, and then Rush Feed, Seed and Implements) through 1942.³⁰

²⁷ 1921 Sanborn.

²⁸ 1927 Polk directory.

²⁹ 1929 Polk directory.

³⁰ 1931-42 Polk directories.

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20. 919 South Second Avenue (National Biscuit Co.)
Contributing
c.1920

This one-story brick rectangular block building has an asymmetrical facade that incorporates varying sizes of wood sash windows. It is a long rectangular building with the narrow end facing the street. This building has little decoration with the tile roof parapet cap exhibiting the most ornament. It has maintained its historic integrity and contributes to the character of the district.

The building was probably constructed c.1920 but little other information is available. It (addressed '909') was used for the business of J.W. Hopkins General Merchandise and Agricultural Implements in 1921.³¹ The building addressed '925' is shown as vacant in the 1936-37 Polk directory.

21. 947 South Second Avenue (Zellerbach Paper Co.)
Non-contributing
c.1920; c.1980

This one-story brick rectangular block building's rear elevation incorporates a garage bay in the middle flanked by two pair of small three-light fixed wooden windows with segmental arches and brick sills. A stepped parapet enhances the garage door opening. The rear elevation retains its historic qualities. However, the primary facade has been altered so drastically that this building no longer contributes to the historic nature of the district and is considered not eligible for National Register listing.

22. 1009 South Second Avenue (Idaho Packing Co.)
Contributing
c.1930

This one-story brick rectangular block building has an asymmetrical front elevation with varying sizes of double-hung and single-light windows and a raised basement level. The north side of the building also has windows of varying sizes and heights that have been boarded over, and a ramp that leads to four garage bays. A raised brick sign panel spans the width of the front elevation. The historic qualities of this simply decorated structure have been maintained and it contributes to the warehouse district.

This building was built c.1930 and Idaho Packing Corp. (potatoes) is listed at this address through 1939. Idaho Egg Producers Co-op Assn. is listed between 1938-42. Pacific Supply Cooperative and Edwin S. Harper produce appear to have shared space in 1940-41. The 1942 Sanborn map shows a Feed/Poultry business.

23. 1107 South Second Avenue (Gem State Oil)
Contributing
c.1932-33

This one-story brick rectangular block building has an asymmetrical front elevation with an entrance door in the north end and double-hung windows. In the northeast elevation the window pattern is continued for approximately one-fourth of that side, and includes a second entrance door, a window (probably built later), and a garage bay. A band of diamond-shaped brick patternwork above the windows and in the corbelled brick cornice, and a parapet with tile coping, decorate the building.

³¹ 1921 Sanborn.

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Positioned on the corner of South 2nd Avenue and Dillon Streets, this building contributes to the warehouse district.

This building appears to have been constructed c.1932-33. Idaho Oil Co. transferred titled to Gem State Oil on July 1, 1933³². Gem State Oil is listed as doing business at this address (1103) in 1933-34. The Utah Oil Refining Co. office is shown here (1107) 1936-1942.³³

24. 1121 South Second Avenue (Bannock County Highway Shops)
Contributing
c.1930

This one-story brick rectangular block building incorporates Art Deco stylistic features. The symmetrical facade has an entrance door with concrete surround flanked by two sets of windows that have been altered with the closing in of the upper half of the windows. The openings remain the same and the alteration does not significantly alter the building's appearance. A concrete band runs along all sides of the building just above the windows and doors. A concrete parapet coping decorates the front elevation. The southwest elevation incorporates five garage bays. This building maintains its historic integrity and contributes to the historic qualities of the district.

It appears to have been built for Bannock County c.1930.³⁴ There are no listings in the Polk Directories, but the 1942 Sanborn lists Bannock County Highway Shops in this building.

25. 1207 South Second Avenue (Pocatello City building)
Contributing
c.1944

The one-story brick building at Humbolt and South 2nd Avenue consists of three parts. The northeast and southwest portions of the building are both one-story and have similar features, including the tile parapet coping and window sills, but vary in height by approximately 18". The windows in the north section have been altered, but the openings remain the same and the alteration does not significantly impact the building's appearance. The remaining original windows are multi-light, metal-sash windows. The middle component to the structure is a 1-1/2 story building with a low-pitched roof and clerestory windows in the northwest and southeast elevations. This building is constructed of concrete block on the first level and is covered with asbestos shingle on the upper level.

A dwelling was located on this site in 1942. Polk directories show Mrs. Leuella Robinson (1933-37) and Elmer R. Reynolds (1938-42) at this address. Although the existing building was constructed after 1942, its architectural characteristics suggest it was built within the historic period.

³² Deed, 6/1/33. On microfilm at County Assessor's office.

³³ 1933-42 Polk directories.

³⁴ Deed: 5/16/30 - Bannock County - Paul M. Bryan

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26. 1235 South Second Avenue (National Guard Armory)
Contributing
c.1939

This two-story concrete block building has two important facades, one facing South 2nd Avenue and the other facing Sutter Street. Typical of the Public Works Administration projects it has a symmetrical facade, smooth wall surfaces, flat roof, and metal-sash windows.³⁵ The primary entrance is centered in the northeast elevation. Stairways enclosed with shed roofs and one wall have been added to this elevation. The scale of this building accommodates these stairway additions so that they do not diminish the integrity of the structure.

The side elevations (northeast and southwest) incorporate a large curved wall surface that rises above the second-story level to define the curved roof over this section of the building. The interior space of the large central section is open for the full height of the building and reveals a wood truss with metal connections. The fenestration pattern in this elevation consists of the symmetrical placement of three tall, narrow fixed-light windows over a blocked-in garage bay flanked by twelve-light projected vent windows. A small, one-story wing on the southeast side of the building incorporates a fifteen-light door flanked by sixteen-light windows. This building is in good condition and contributes to the historic qualities of the district.

This building was constructed as a Public Works Administration project.³⁶ The National Guard Co. C116th Engineers is listed in the 1940 Polk directories. This building functioned as the State Armory and now serves as the Idaho State University mechanics teaching facility.

27. 238 Dillon (U.S. Agriculture building)
Contributing
1938

The U.S. Agriculture building incorporates Public Works Administration (PWA) stylistic features such as a symmetrical facade, smooth wall surface, and simple ornamentation. It is a one-story building constructed of brick with a decorative pattern of a header course every sixth row. The front elevation incorporates a large stepped parapet gable with concrete cap. The windows have flat arched brick lintels and are six-over-six double-hung wooden windows with concrete sills. This portion of the building is a long and rectangular and extends to the northeast for half the block.

The L-shaped building has a secondary facade that faces South 2nd Avenue. This elevation incorporates the same stepped parapet gable with an asymmetrical fenestration pattern. A three-story tower covered with aluminum siding is located at the inside base of the 'L'. Although it is relatively large, the scale is such that the tower does not significantly alter the historic structure. The L-shaped building forms an open yard on the corner of South 2nd and Dillon which contains parking.

³⁵ Carter, Thomas, and Peter Goss. Utah's Historic Architecture, 1847-1940. Salt Lake City, UT: University of Utah Graduate School of Architecture and Utah State Historical Society, 1991, p.177.

³⁶ "E.P. Halpin, a carpenter, had a family of seven. He went to work for the public works programs and helped to build the bait plant on South Second, ... the National Guard Armory..." History of Bannock County, Vol 1. Logan, UT: Herff Jones, Inc., 1993, p. 177.

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This building was built in two phases. Hardesty Manufacturing Company built a warehouse on the site that faces South 2nd Avenue in 1920.³⁷ The U.S. Department of Agriculture is listed in the Polk directories as using this site (1027 S. 2nd) between 1927-1942. It appears that the front of the building was changed when the 1938 portion was built. In 1938, the elevation that faces 238 Dillon was constructed as a PWA project.³⁸

³⁷ Hardesty Manufacturing Company of Denver, Color, manufactured corrugated iron material into culverts, headgates, etc. Pocatello Tribune, 5/5/20.

³⁸ Plaque on building states the date of construction as 1938.

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Narrative Statement of Significance

The Pocatello Warehouse Historic District is significant under Criterion A in its depiction of the city's development during an important period of growth, c.1905-1946. The city's location, positioned as a gateway through a portion of the western United States, was important to the railroad industry and business growth throughout the region. As the only location within a three hundred mile radius that could accommodate a railroad line directly to the Pacific Northwest, Pocatello grew quickly as a distribution center for businesses from both the intermountain region and the east. These buildings, in close proximity to the railroad tracks but removed from the downtown area, illustrate the functional aspects of a prosperous railroad community. The Pocatello Warehouse Historic District is also significant under Criterion C as it relates the best remaining examples of warehouse, maintenance, and storage building types in the city. The warehouse building type is a form that represents the way in which many American cities developed and describes the impact that shipping and railroads made upon the local economy.³⁹ The buildings in this area identify Pocatello as a railroad community and establish its link to western expansion more than any other group of buildings in the city.

HISTORY OF THE RAILROAD AND SOUTHEAST IDAHO:

Southeastern Idaho in the 1860s was described as a "dreary area of desolation without trappers, traders, Oregon Trail travelers, or missionaries."⁴⁰ The Civil War impacted Idaho in several ways. Wartime taxes made it difficult for Idaho promoters and developers to raise money to develop mining in the state. The preoccupation of the federal government with the war meant that little interest was given to remote territories like Idaho.⁴¹ The Civil War also changed conditions by reducing immigration and giving the railroads the opportunity to secure the advantage in the race to the west.

In Idaho, at about the same time as the Transcontinental Railroad was nearing completion, the Fort Hall Indian Reservation was being established. In 1867 the Bannock tribe signed a treaty with the United States, 1200 Bannock and Shoshoni Indians were located at Fort Hall in 1868, and an 1,800,000 acre reservation was established on July 30, 1869.⁴² This reservation was strategically situated where fish and game were plentiful. It was dissected by four rivers, the Snake, Blackfoot, Portneuf, and Ross Fork and allowed for the "exercise of century-old proclivities."⁴³ Fort Hall, however, was soon changed by the impact of railroad building in the region.

³⁹ Miles, Don C. Trackside. Tacoma, Washington: Department of Community Development, Office of Historic Preservation, 1988.

⁴⁰ Beal, Merrill D., Ph.D., and Merle W. Wells, Ph.D. History of Idaho. New York: Lewis Historical Publishing Company, Inc., 1959, pp. 494-517.

⁴¹ Arrington, Leonard J. History of Idaho Volume I. Moscow: University of Idaho Press, 1994.

⁴² That acreage was reduced to 471,466 in 1905.

⁴³ Beal, M.D. A History of Southeastern Idaho. Caldwell, Idaho: The Caxton Printers, Ltd., 1942, pp. 248-251. In 1942, the United States was still trying to assimilate the Indians, encouraging them to garden and raise stock rather than hunt and fish.

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The building of western railroads and the advance of settlement went hand in hand. The Homestead Act of 1862 reduced the cost of land. Strips of settlement completely united the east and west by the 1890s. Favored towns became important and pointed out the direction of future development of the west. The railroad boosted settlement because the pioneers had fewer hardships to deal with and they had the assurance of being able to get supplies, the opportunity of companionship, and the certainty that land values would increase.⁴⁴

The driving of the Golden Spike on May 10, 1869, at Promontory, Utah, was the culmination of decades of work to complete a railroad line that connected the east and west coasts. After the Transcontinental Railroad was completed, the Mormons, directed by Brigham Young, started building connector lines north of Promontory, without the benefit of federal money. Reaching the mines in Montana was one of the goals of this feeder line, an important link for accessing mining dollars. Settling the northern portion of what was hoped to be the Mormon Kingdom was another.⁴⁵

The Utah Northern was launched at Brigham City on August 26, 1871, with the original route directed toward Soda Springs. Labor was provided by property owners and farmers along the right of way who took stock in the railroad company in lieu of pay, a factor that contributed to the slow progress of the railroad line. Nevertheless, the Utah Northern was the first railroad constructed in Idaho territory in 1874.⁴⁶

The area was surveyed and it was decided that the route to Soda Springs was too steep. An engineer, Edward L. Berthous, recruited a special surveying crew and ran the survey through Fort Hall. Free rides were promised to the Native Americans, mellowing their concern over the intrusion, and the railroad was allowed to go through. The new route went through the Marsh and Portneuf Valleys because they provided the only natural transportation corridor in the region.⁴⁷

After the Panic of 1873 (a depression that hit the entire country), the Utah Northern had difficulty meeting its obligations.⁴⁸ Jay Gould, who managed the Union Pacific, worked with Utah Northern to complete the road to Montana. He then paid off the investors and laborers (at a fraction of the cost) and persuaded the Union Pacific to purchase interest in the company. The company was renamed the Utah and Northern Railway.⁴⁹ The Utah and Northern and Oregon Short Line railroads of the later 1870s and early 1880s were then financed by eastern and European capital. Construction of the Oregon Short Line was started in 1881 to lead from the Union Pacific Main line at Granger, Wyoming, angle through Idaho, and meet the Oregon Railway & Navigation Company line at in Huntington, Oregon. The Oregon Short Line road from Pocatello to American Falls was originally a narrow gauge line built by the Utah and Northern Company. The narrow gauge railroad was three feet wide and one-third the cost of the standard gauge, which is four feet eight and one-half

⁴⁴ Reigel, Robert. The Story of Western Railroads. New York: Macmillan Company, 1926, pp. 274-288.

⁴⁵ Beal, History of Idaho.

⁴⁶ Arrington, History of Idaho., p.316.

⁴⁷ Beal, History of Idaho.

⁴⁸ Beal, History of Idaho.

⁴⁹ Arrington, History of Idaho, p. 316.

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inches wide. The narrow gauge at Pocatello required the use of a device called a "Ramsey" to raise the car from a standard pair of trucks or wheel carriages and lowered it on the narrow-gauge tracks and vice versa.⁵⁰ In 1887 the narrow gauge was converted so that the road from Granger to Huntington was standard gauge.

The building of the railroad in Idaho corresponded with the development of agriculture and mining and greatly increased immigration. The population increase in Idaho was greatest between 1890-1910 when the majority of the railroad building activity occurred. The railroads also allowed the flow of products from the mines, forests, and fields out to distant markets (Idaho's population was not great enough to consume all that it produced). Pocatello's location in a narrow valley that furnished a railroad pass one thousand feet lower than any other known mountain pass within a three hundred mile radius was strategic in its becoming a gateway to the Pacific Northwest. "The influence of the Utah and Northern upon the area it travelled was particularly epochal... in southern Idaho, more than in northern Idaho or western Montana, the railroad served almost exclusively as the catalytic agent of colonization."⁵¹ New business opportunities of all kinds developed because of the railroad. Stock yards and warehouses began to spring up at the various stations.

HISTORY OF POCATELLO:

Pocatello was established in 1881 as a tent town along the railroad. The community was incorporated as a village in 1889, but land did not become available to settlers until 1891 because the area was part of the Fort Hall Indian Reservation. Named after a Bannock Indian chief, Pocatello received its city charter in 1893.

Pocatello grew into one of the largest terminals on the entire Union Pacific Railroad. The Oregon Short Line established its western headquarters in Pocatello and invested nearly eight million dollars in the community. Nearly one-fourth of Pocatello's population (1915) was employed by the Oregon Short Line. The total number of railroad employees at Pocatello was approximately 2,300, with a total payroll of about \$200,000 per month.

The significance of the railroad and Pocatello's location is clearly stated in the following paragraph from a 1920 newspaper.

But there is not the difference in any given manufactured product, or even things grown of nature that makes so wide a gulf between success and failure as lies in the matter of delivery. There's where Pocatello has the big edge. Sitting in the center of four growing sections, kingdoms to be, she has woven sure threads of commerce closely connecting them therewith because of the rapidity with which she can supply the needs of trade.⁵²

The population of Pocatello grew from 500 in 1892 to about 20,000 by 1945. In 1910 the population was 9,112, in 1912 it increased to 12,000 and in 1915 it grew to at least 16,000. In those years of rapid growth numerous substantial businessmen invested and added much to the wholesale and retail interests in the city. The Pocatello Warehouse Historic District experienced a great deal of growth in the

⁵⁰ Arrington, History of Idaho, pp. 333-34.

⁵¹ Ibid.

⁵² Pocatello Tribune, 1/10/20.

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second decade of the 20th century.⁵³ By 1915, Pocatello was considered "the educational, commercial, industrial and railroad center of Southeastern Idaho."⁵⁴ Many positive remarks were made concerning Pocatello's growth and the warehouse district was considered an integral part of that growth.

... in almost every block on both sides of the viaduct that spans the railroad yards, new buildings are beheld in various periods of construction.

The wholesale district is so situated that there is practically unlimited space for expansion. Located as it is, paralleling the railroad, its growth may continue South as far as necessary for years to come.

In the gratifying fact that Pocatello distributes in four directions--South and East with raw materials and crops--North and West with manufactured products-- may be discerned the secret of the present and ever increasing greatness of her wholesale district.⁵⁵

This growth continued through the 1920s. It was slowed, but did not stop, during the depression era as workers struggled⁵⁶ but continued to make a living, and the warehouse district continued to be an integral part of Pocatello's growth.

In 1938, a population of 16,471 lived in 3863 dwellings, which housed 4,164 families.⁵⁷ The New Deal era programs fostered growth in the area and the implementation of PWA projects in Idaho were significant. Between 1933-40, more than \$10 million were spent for the construction of 154 permanent public works projects that generated "more than 10,000,000 man-hours of employment on project sites and in private industries supplying construction needs."⁵⁸ E.P. Halpin, a carpenter who had a family of seven, was one of those workers. "He went to work for the public works programs and helped to build the bait plant on South Second,⁵⁹ ... and the National Guard Armory..."⁶⁰

The period of 1939-45 was an era that changed Pocatello from simply a "railroad town" to one of diversified industry. The addition of food processors, the Pocatello Naval Ordnance Plant, and opening up the nation's largest phosphate beds

⁵³ Judging from the dates of construction in the area, a rapid period of growth occurred during between 1915-1920. It appears that WWI (1914-1918) did not deter development in Pocatello, and perhaps helped it grow in response to the war and associated need for supplies.

⁵⁴ Pocatello Idaho. Pocatello Commercial Club, c.1915.

⁵⁵ Pocatello, Idaho's Potential Metropolis. Pocatello Commercial Club, December, 1915.

⁵⁶ "To the men working at the cheese factory or the railroad shops heat seemed more intense when combined with grime and noise. But at four o'clock the long awaited whistle sent them walking the sidewalks in their denim overalls and trainmen's caps swinging their long, black lunch pails." The History of Bannock County, Vol. 1. Logan, UT: Herff Jones, Inc., 1993, p.177.

⁵⁷ Howard, Minnie F. "Pocatello's History Dates From Construction of Old Union Pacific Hotel". Pocatello Tribune, 1/28/38.

⁵⁸ "PWA Assists Idaho Jobs". Tribune Journal, 2/4/40.

⁵⁹ The U.S. Agriculture building at 238 Dillon Street.

⁶⁰ History of Bannock County. Building at 1235 South Second Avenue.

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for the start of eastern Idaho's chemical industry all had a direct economic impact on Pocatello.⁶¹

POCATELLO WAREHOUSE HISTORIC DISTRICT:

Wholesale market centers became increasingly important by 1900. "Wholesalers from the larger cities establishing branch houses in order to be nearer the market and meet local competition more effectively. 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."⁶² Wholesaling became more complicated as inter-related systems were going across the country. With the complexity of the warehouse system came a simplicity in building design.

Warehouse Design:

Warehouse is a term for a building type introduced c.1885 that was thoroughly built and relatively expensive due to the structural components, yet simple and undecorated. These buildings were nonetheless designed. The parapets were often brick with open arches. "Strap-work" and "knot-work" were appropriate brick patterns for work buildings. The ornamentation used conventional patterns. Windows usually had slender bars and thin panels of light material. Initials were often incorporated in decorative panels. The brick pier was an "unbroken line from sidewalk to skyline" and served as pilasters to divide the wall into bays as well as stiffen the walls. There was typically much glass and many openings on the first floor. Low cost and obvious utility was the appearance of warehouse structures.⁶³

The design of these warehouses occurred during a period when the Modern movement was simplifying architecture as a whole. Discussions of the warehouse buildings by the authors of articles in the Architectural Record between 1904 and 1910 describe the trend toward a simpler architecture as appropriate in general. Specifically it was deemed important that the warehouse clearly articulate its function.

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. Built in response to the development of the great transcontinental railroads in America, they remind us of how cities developed and of the importance of shipping and railroads. "Agricultural, mineral, and manufactured wealth flowed freely out of the loading bays of the warehouses onto waiting freightcars and carried across the continent. The trade of the nation relied on railroads and upon efficient handling and storage in the great warehouses that adjoined the tracks."⁶⁴

The buildings were necessarily rectangular with large open areas to accommodate the functions that occurred within them, leaving modest exterior ornament as the primary distinguishing feature. Because they were simple and less ornate than other

⁶¹ Pocatello. Pocatello: Economic Development Committee, Pocatello Chamber of Commerce, 1955.

⁶² Moeckel, Bill Reid. The Development of the Wholesaler in the United States, 1860-1900. New York and London: Garland Publishing, Inc., 1986.

⁶³ Sturgis, Russell. "The Warehouse and the Factory in Architecture." The Architectural Record XV:1 (Jan., 1904), pp. 1-17.

⁶⁴ Miles, Trackside.

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commercial building of the period, the warehouse was "separated from any recognized historical styles."⁶⁵ Although the stylistic characteristics are less ornate than the commercial buildings of the historic period in the downtown area of Pocatello, the Classical, Prairie School, Period Revival, Art Deco, and PWA Moderne stylistic influences are evident in the Pocatello Warehouse Historic District.

An example of a well-designed building illustrating stylistic influences is seen in the work of Frank H. Paradise, Jr., a noteworthy Pocatello architect. One of the buildings in the warehouse district, 902 South First Avenue, is representative of his earlier work with its Period Revival characteristics. Paradise was responsible for numerous local buildings, including many already listed in the National Register as part of the Pocatello Historic District (the West Side commercial area and East Side Downtown Historic District⁶⁶) and the Idaho State University Union Building.

The warehouse building type is an important building form within the Pocatello Warehouse Historic District. These warehouses developed much as warehouses did across the country; they were utilitarian, vernacular buildings on the periphery of the commercial district. "The warehouse districts were often built during a brief period of time with similar materials and similar functions, expressing a homogeneity and unity of place absent in the central business district."⁶⁷ Nationwide, there was extensive use of brick in a variety of types and colors. There were many load-bearing masonry buildings of several floors with heavy timber posts and beams spanning large interior bays that were open with flexible floorspace. Ground floors were often elevated from the street approximately 2-1/2 feet to facilitate loading from railway cars or carts and trucks.⁶⁸ Pocatello's warehouses used these same basic principles and "strict building codes were enforced requiring all buildings in the downtown Pocatello to be built of incombustible material."⁶⁹

Construction Technology:

The area around the railroad tracks in the Pocatello Warehouse Historic District initially developed with the building of wooden structures. The earliest warehouse buildings in this area during the late 1890s and early 1900s as the town was just beginning to develop were probably built as a temporary measure to keep up with the demand of storing and transferring goods throughout the region. The technology of fireproof construction was available and implemented as time and money allowed.

Gradually these wooden structures were replaced with more substantial brick structures during several periods of construction activity. Between 1905 and 1914, only three of the extant buildings were constructed. Between 1915-20 the greatest building activity occurred in the district when twelve of the twenty-five contributing structures were built. Between 1921-25, two buildings were constructed. Building activity increased again in this area between 1930-1939 when

⁶⁵ Sturgis, Russell. "Factories and Warehouses". The Architectural Record XIX:5 (May, 1906), pp. 368-375.

⁶⁶ Attebery, Jennifer, and Kathleen Lacey. East Side Downtown Historic District National Register nomination, June 1994. On file at Idaho State Historic Preservation Office.

⁶⁷ Miles, Trackside.

⁶⁸ Ibid.

⁶⁹ The History of Bannock County, Vol. 1. Logan, UT: Herff Jones, Inc., 1993.

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nine of these contributing structures were built. The designers and builders of these structures utilized the technology available for the period.

Warehouse construction of the early 1900s consisted generally of two main forms. Mill construction, named because it was first applied to the textile mills of New England, consisted of heavy timber construction and floors with thick planks. These solid masses could not burn freely and allowed time for fighting the fire. This type of construction avoided concealed spaces between floors and in roofs. Vertical openings were brick-lined and doors were wood, covered with tin. Water piping ran throughout and gravity tanks for storing water to supply the sprinkler systems were often positioned on the flat roofs. Windows were made of heavy galvanized iron and double glazed with quarter-inch wire glass. Mill construction presented convenient surfaces for attachment of pulleys, shafting and machinery. Heavy timber construction was better than wrought iron, steel, or cast iron.⁷⁰

Reinforced concrete was another method of fireproofing buildings. 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 off of some of the surface mortar that could be easily repaired by plastering the damaged places with a rich cement mortar. Typically walls would be six inches thick with the floor slabs being four inches thick.⁷¹

Both methods were used during the early twentieth century. The physical appearance of the majority of the warehouses in the Pocatello Warehouse Historic District suggests their construction employed one of these methods. Some were noted as using the most-up-to-date fireproof construction methods and employed many of the methods that were being discussed during the early 1900s, methods described as important for preventing the loss of lives and goods.

The Salt Lake Hardware Company building at 702 South First Avenue was constructed with a reinforced concrete frame, floors, roof, and columns, brick curtain walls, and was considered fire proof except for the false-frame roof over the concrete slab. This building was probably constructed with a sprinkler system similar to the one the company utilized in their home-based warehouse in Salt Lake City where a water storage tank on the roof was kept to supply the sprinkler system.

The Zion's Wholesale Grocery at 902 South First Avenue has also been documented as being constructed of reinforced concrete faced with brick and steel sash window frames. The Transfer Warehouse and Furniture building at 816 South First provides physical evidence of being constructed of concrete as seen in the lines on the sides of the building that were formed by the pouring of concrete against 1' x 12' forms.

Building Uses:

Warehouse space for storing produce and groceries appears to be one of the primary uses for the buildings in the district. Idaho Wholesale Groceries at 745 South First Avenue is a good example of people moving west to provide needed food supplies. They operated their business at this address until 1936 when Western

⁷⁰ Westworth, Franklin H. "Factories and Their Fire Protection". Architectural Record XXVII:3 (March, 1910), pp. 218-226.

⁷¹ Elzner, A.O. "Evolution of the Modern Warehouse". Architectural Record XXI:5 (May 1907) pp. 379-384.

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States Grocery Co. and Safeway Stores Inc.⁷² used the space through at least 1942. The business at 640 South First Avenue also warehoused food products. A potato business occupied this building between 1927 and 1934. It was then used for the State School Lunch Program in 1942. Other produce companies did business at 701 South First Avenue, 856 South First Avenue, 1009 South Second Avenue, and 902 South First Avenue.

Other agriculture-related companies warehoused goods in this district. Advance-Rumely Thresher Co., Allis-Chalmers Manufacturing Company (agricultural implements), J.W. Hopkins General Merchandise and Agricultural Implements, and Rush Feed, Seed and Implements, operated for many years in this area.

While many buildings changed ownership frequently, others maintained long-time occupants. Continental Oil Co. has had its storage and maintenance warehouse at 815 and 849 South First Avenue since c.1920. These buildings serviced their four service stations in Pocatello.⁷³ Garrett Freight is another good example of a long-time business concern and was one of the largest in the district. This business utilized space in this area between c.1920 and the 1960s, occupying for a time the entire 800 block of South First Avenue.

The alcoholic beverage industry also used these buildings to store products. It is interesting to note the change in occupancy after the repeal of Prohibition (1933) when the appearance of local and national wine and liquor suppliers emerged. The State Liquor dispensing, Alf Hart Distillers, Inc., Glenmore Distillers Co., Brown Forman Distillers, California Growers Winery, Continental Distilling Sales, Frankfort Distilleries Inc., Roma Wine Co., Seagram Distillers Corp., Tulane Winery, Inc., World Importers Inc., Italian Swiss Colony Wines, and Old West Wines, Inc. were all doing business in the same buildings as Garrett Freightways in the 1930s and '40s.

Government-use buildings dominated the construction in the 1930s and 40s. The Bannock County Highway Shops at 1121 South Second Avenue began operations at this location c.1930. At 1207 South Second Avenue, a Pocatello City building was constructed c.1944. The building at 1235 South Second Avenue functioned as the State Army and now serves as the Idaho State University mechanics teaching facility. The U.S. Agriculture building at 238 Dillon was constructed in 1938 as a PWA project.

There seems to have been a good mix of local and out-of-area business occupying the Pocatello Warehouse District buildings. Most of the businesses are believed to have been locally owned and operated. The Idaho Wholesale Grocers,⁷⁴ Idaho Oil Company, Idaho Egg Producers Wholesale Assn., Idaho Packing Corp., Pocatello Coal Company, Pocatello Bonded Warehouse, Rush Transfer & Storage, Norman Plumbing Supply, Mutual Creamery, appear to be Idaho-based organizations. Out-of-state businesses include Advance-Rumely Thresher Co., a New York company that occupied the building at 602 South 1st Avenue. Business concerns from Salt Lake City saw Pocatello as a convenient branch location. Salt Lake Hardware and Zions Co-operative Mercantile Institution (ZCMI) constructed two of the most substantial buildings in the area.

⁷² M.B. Skaggs and four brothers from American Falls consolidated with a California group to form Safeway in the 1920s. Arrington, History of Idaho.

⁷³ Polk Directory, 1927.

⁷⁴ The only reference to Jobbers is one listing of the Idaho Wholesale Grocers. The 1921 Polk Directories listing shows that they are "Importers and Jobbers of Staple and Fancy Groceries".

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Salt Lake Hardware was founded by Benjamin F. Bauer in 1889. The company grew very quickly and expanded with warehouses and offices in Pocatello, Boise, and Grand Junction, Colorado, servicing Utah, Nevada, and parts of Idaho, Oregon, Montana, and Wyoming. ZCMI was started in October 1868 by Brigham Young, the pioneer founder of Utah, who proposed a cooperative plan to supply the needs of the pioneer communities at reasonable prices to protect the interests of Utah people. ZCMI's wholesale operations provided needed goods to communities throughout the region.

The Pocatello Warehouse District buildings continue to function as warehouse, maintenance, and storage facilities. As mentioned, many businesses have operated in the area since the historic period. Several newer businesses have also moved into the area, such as L & K Carpet, Teepee Toy and Novelty, and Nicholas Moving and Storage. Some companies have expanded and occupy both new and historic spaces, such as Norman Supply. A few of the buildings are now vacant. Activity has remained constant in the district and the area has maintained the qualities of a warehouse district and pedestrian, vehicular, and freight car traffic continue to make the area a viable business district.

Twenty-four of the twenty-seven buildings in the Pocatello Warehouse District contribute to the historic qualities of the area. This high degree of integrity (90%) is a strong indication of the significant nature of the warehouse industry to Pocatello and its identity as a railroad town. This district describes an important period in the history of Pocatello more completely than any other grouping of buildings in the city.

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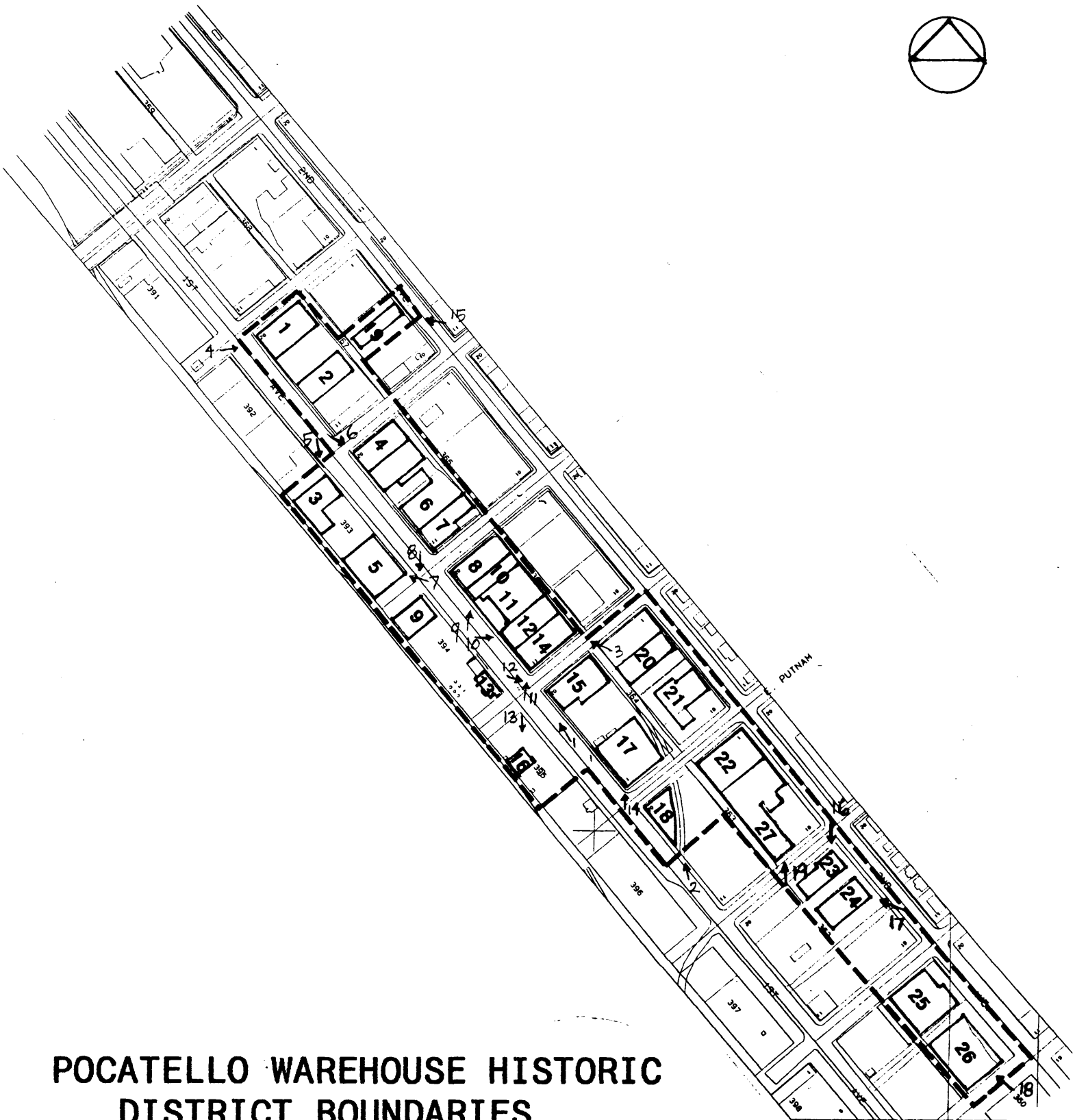
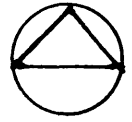
"Salt Lake Hardware, Fifty Years of Progress 1889-1939." Photo on cover shows wide-overhanging cornice.

Sanborn-Perris Map Co. Pocatello maps, 1892, 1900, 1907, 1915, 1921, and 1942. Microfilm on deposit at Idaho State University Archives, Eli M. Oboler Library, Pocatello, Idaho; and University of Utah, Marriott Library, Special Collections, Salt Lake City, Utah.

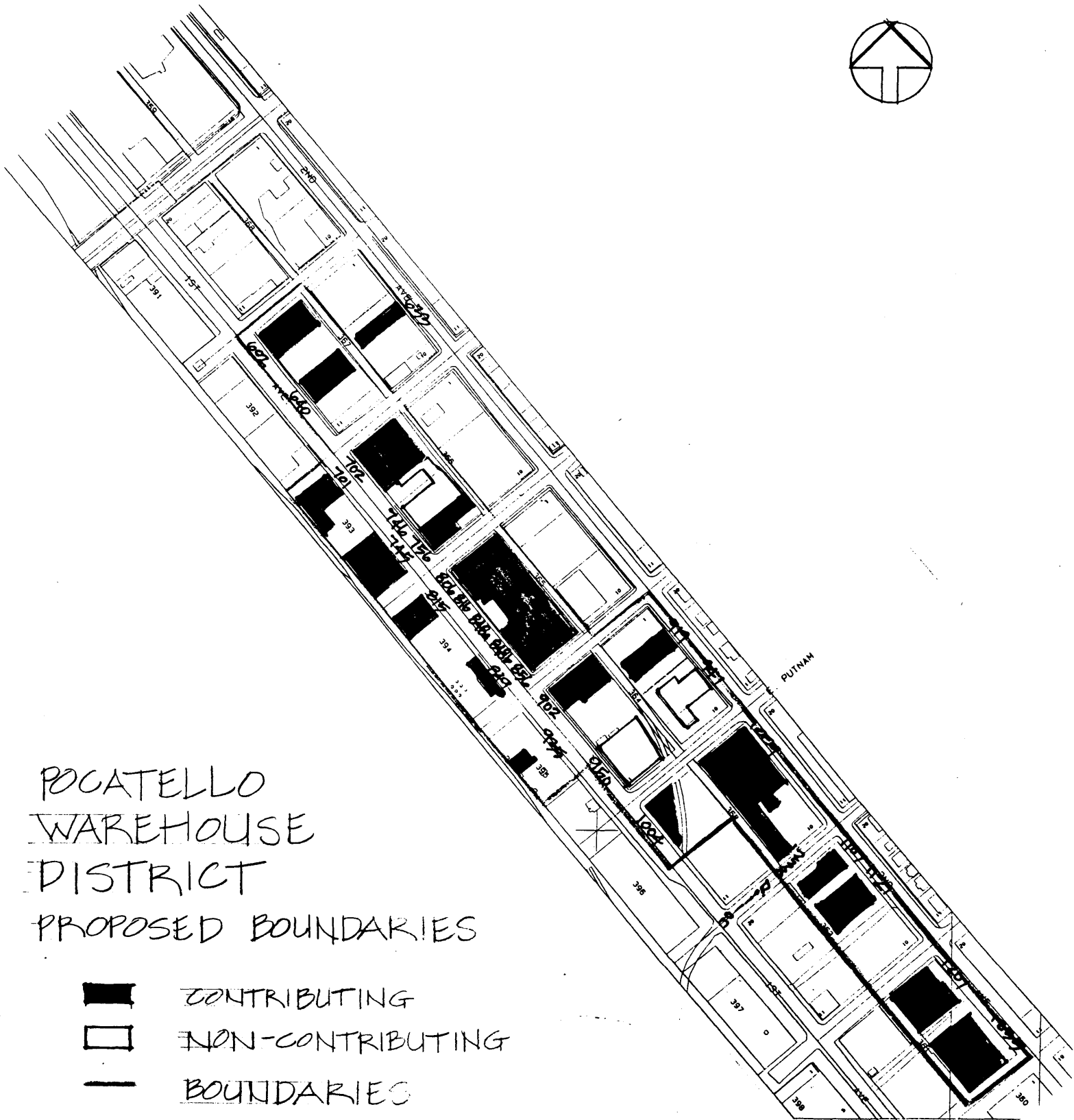
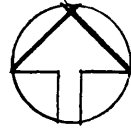
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

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**POCATELLO WAREHOUSE HISTORIC
DISTRICT BOUNDARIES**



POCATELLO
WAREHOUSE
DISTRICT
PROPOSED BOUNDARIES

-  CONTRIBUTING
-  NON-CONTRIBUTING
-  BOUNDARIES

JULY 1995

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Verbal Boundary Description

Beginning at a point in the middle of the intersection of Halliday Street and South First Avenue, proceed southeast for a distance of one block. Then proceed southwest 1/2 block to encompass all of Blocks 393 and 394 and the north 1/2 of Block 395. Then continue northeast to South First Avenue. From that point proceed southeast for 1/2 block and advance northeast to the midpoint of Block 363. Then continue southeast to Sutter Street. Proceed northeast from this point (midpoint of Block 363 and Sutter Street) to South Second Avenue. Then proceed northwest to Terry Street. Continue by going southwest to the midpoint of Block 365 on Terry St. Advance from this point northwest to Lot 6 of Block 367. Then proceed northeast to South Second Avenue. Move northwest to the northwest corner of Lot 5, Block 367 and then southwest to the southwest corner of Lot 5, Block 367. Continue northwest to Halliday Street. Proceed southwest to the point of beginning.

Boundary Justification

These boundaries for the Pocatello Warehouse Historic District encompass buildings from the period of significance (c.1905-1946) that have maintained their integrity and describe this period of growth and development in Pocatello. These boundaries depict the warehouse district with the wide streets, traces of railroad tracks in the alleys in the middle of the blocks, and give a sense of the area's historic association and feeling. The buildings within this district retain a high degree of integrity and describe this industrial area. The boundaries were chosen where visual breaks in architectural integrity or in major roads interrupted the historic integrity of the area.

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Pocatello Warehouse Historic District, Pocatello, Bannock County, ID

Common Label Information:

1. Pocatello Warehouse Historic District
2. Pocatello, Bannock County, Idaho
3. Photographer: Julie Osborne
4. Date: June 1995
5. Negative on file at Idaho SHPO.

Photo No. 1:

6. 902-602 South First Avenue
Southeast elevation of buildings in district on South First Ave. Camera facing northwest.

Photo No. 2:

6. 1004 South First Avenue and streetscapes on either side.
Southwest elevation of 1004 South First Avenue and buildings district on South First Ave and alley between South First and South Second. Camera facing northeast.

Photo No. 3:

6. 856-806 South First Avenue - Rear elevations
Southeast elevation of rear of buildings on South First Avenue taken from Terry Street. Camera facing northwest.

Photo No. 4:

6. 602 South First Avenue
Northwest elevation of building. Camera facing southeast.

Photo No. 5:

6. 701 South First Avenue
Northeast elevation of building. Camera facing southwest.

Photo No. 6:

6. 702 South First Avenue
Northwest elevation of building. Camera facing southeast.

Photo No. 7:

6. 746 South First Avenue
Northwest elevation of building. Camera facing southeast.

Photo No. 8:

6. 815 South First Avenue
Northeast elevation of building. Camera facing southwest.

Photo No. 9:

6. 816 South First Avenue
Northeast elevation of building. Camera facing southwest.

Photo No. 10:

6. 848b South First Avenue
Northwest elevation of building. Camera facing southeast.

Photo No. 11:

6. 856 South First Avenue
Southwest elevation of building. Camera facing northeast.

Photo No. 12:

6. 902 South First Avenue
Northwest elevation of building. Camera facing southeast.

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Photo No. 13:

6. 935 South First Avenue
Northeast elevation of building. Camera facing southwest.

Photo No. 14:

6. 950 South First Avenue
Northeast elevation of building. Camera facing southwest.

Photo No. 15:

6. 633 South Second Avenue
Southeast elevation of building. Camera facing northwest.

Photo No. 16:

6. 1107 South Second Avenue
Northeast elevation of building. Camera facing southwest.

Photo No. 17:

6. 1121 South Second Avenue
Southeast elevation of building. Camera facing northwest.

Photo No. 18:

6. 1235 South Second Avenue
Southeast elevation of building. Camera facing northwest.

Photo No. 19:

6. 238 Dillon Street
Southwest elevation of building. Camera facing northeast.