State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 *Resource Name or #: (Assigned by recorder) 2050 Van Ness Avenue/1675 Pacific Avenue

P1. Historic name of building (if any): Rauch and Lang electric automobile showroom/Grison's Chicken House
P2. Location: *a: County San Francisco ☐ Not for Publication ■ Unrestricted
*b. USGS 7.5' Quad _____ Date _____ T ___; R ___; ____¼ of ____¼ of Sec ____; _____B.M.
c. Address 2050 Van Ness Avenue/1675 Pacific Avenue City San Francisco Zip 94109
d. UTM: Zone _____; _____mE/ _____ mN *e. Assessor's parcel #: Block 595, lot 8

This building fills its 102'-8" by 100' lot at the southeast corner of Van Ness Avenue and Pacific Avenue. It was constructed to serve two related uses, an auto showroom and a public garage, each operated by a different proprietor, and toward this end the building was designed to look like two distinct structures: the western half, at 2050 Van Ness, with frontage on both Van Ness and Pacific, being devoted to the showroom; and the adjacent eastern half, at 1675 Pacific, being the garage. The building retains this dual appearance to this day. Both parts of the building are one-story in height, clad in stucco, and reinforced concrete in structure.

(See Continuation Sheet, page 2.)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

*P3b Resource Attributes: HP6 – one-story commercial building; HP8 – industrial building

*P4. Resources Present:
■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

P5b. Description of Photo: (View, date, accession #)
View looking northeast
June 2009

*P6. Date Constructed/Age and Source: ■ Historic ☐ Prehistoric ☐ Both
1913; published building notice

*P7. Owner and Address:

*P8. Recorded by: (Name, affiliation, and address)
William Kostura
P. O. Box 60211
Palo Alto, CA 94306

*P9. Date Recorded: June 2010

*P10. Survey Type: (Describe) intensive

P11. Report Citation*: (Cite survey report.) William Kostura. *Van Ness Auto Row Support Structures.* San Francisco Department of City Planning, 2009.

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ■ Continuation Sheet ■ Building, Structure and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List)

Description (continued):

In composition, the western portion, 2050 Van Ness (originally the auto showroom, now a restaurant), is divided into seven bays along Van Ness and two on Pacific. A plain parapet tops the building; on the Van Ness side, it rises to become a stepped parapet over the center bay. Just below this parapet, a prominent cornice supported by block modillions wraps around the two facades.

The Van Ness façade is roughly symmetrical, with rectangular window or entrance openings in each of the seven bays. Of these seven bays, the middle five are topped by arched transoms that are separated from the openings below by original transom bars. These arched transoms were originally filled with industrial steel sash, but are now filled in, and the fill is coated with stucco. The rectangular openings below contain, from left to right, as follows:

In the four bays at left: windows with metal sash, flanked by shutter-like trim.
In the third bay from right: A wooden pedestrian door with full-length glazing, flanked by shutter-like trim.
In the second bay from right: a former window that has been filled in and coated in stucco, though leaving the original transom bar in place.
In the bay at far right: a former vehicle entrance that has been filled in and coated with stucco.

A comparison of the above with a historic photo (1940s or 1950s) reveals that the openings then were somewhat different from how they are at present. Earlier, the pedestrian entrance was in the center bay, instead of in the third bay from right as it is now. Earlier, a window occupied what is now the entrance. Earlier, a secondary pedestrian entrance was in the second bay from right (it is now filled in).

On the Pacific Avenue side, one opening is devoted to a window with metal sash, and flanked with shutter-like trim; the other contains a pedestrian entrance but is otherwise filled in, and coated with stucco.

The eastern portion of this building, 1675 Pacific – originally devoted to a public garage, and now occupied by an auto repair shop – is largely unchanged on the exterior. In its near-symmetrical, three-bay composition it closely resembles other public garage buildings of its era. The roofline is gabled, with end piers that rise slightly above the base of the gable. A course of dentils runs just beneath the slightly projecting gable cornice. Below the gable area the façade is divided into three bays, each containing an arched opening. The vehicle entrance is in the center bay and is topped by an arched transom divided by mullions. At right is a window divided by a broad, paneled transom bar and mullions both above and beneath the bar. The window at left is very similar, differing only in that a pedestrian entrance has been inserted below the transom bar. Transom bars, mullions, and window sash are wooden and appear to be original. By contrast, the roll-up metal garage door and the solid wooden pedestrian door are, as usual in such buildings, replacements.

Top photo: Pacific Avenue side of the building, showing 2050 Van Ness at right and 1675 Pacific at left
Bottom photo: 1675 Pacific Avenue

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) 2050 Van Ness Avenue/1675 Pacific Avenue

B1. Historic Name: Rauch and Lang electric automobile showroom/Grison's Chicken House

B2. Common Name: _____

B3. Original Use: auto showroom and garage B4. Present Use: restaurant, auto repair shop

*B5. Architectural Style: Classical Revival

*B6. Construction History: (Construction date, alterations, and date of alterations)
Built in 1913. Windows filled in and pedestrian entrance moved at unknown dates.

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:
none

B9a. Architect: Herman Barth b. Builder: unknown

*B10. Significance: Theme automobile industry Area San Francisco
Period of Significance n/a Property Type auto showroom Applicable Criteria n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

History – Owner and architect

This building was built during the last four months of 1913 as an investment for the owner, a physician named Dr. Martin Krotoszyner, to designs by Herman Barth. Krotosyzner had purchased this land as three separate parcels, in 1907, 1911, and 1913; and he constructed the building once the larger lot was assembled. His family owned the property at least through 1938.

Barth was an important San Francisco architect who trained under Charles Kenitzer and T. J. Welsh, worked in partnership with Kenitzer during 1893-1899, and then worked solo from 1900 to his death in an auto accident in 1923. His practice was diversified, and his works included numerous downtown commercial buildings, two large hospitals (both now demolished), and many residences. Very fine examples of the latter include the Georgian-style Brandenstein residence at 1735 Franklin (1904); 2898 Vallejo (1905); and Dr. Krotoszyner's Renaissance style house and medical office at 995-999 Sutter (1911). In the study area of this report Barth also designed automobile showrooms at 1400 Van Ness and 714 Van Ness (both 1913; extant). The former of these is one of the finest auto showrooms in the study area.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:
Crocker-Langley and Polk's city directory, and PT&T reverse directory listings for occupants of this building, 1914-1964
1918 Sanborn insurance map (auto sales at 2060 VN, auto repair at 1675 Pacific)
1929 Sanborn insurance map (restaurant at 2050 VN, auto repair at 1675 Pacific)
Wikipedia listings for all auto brands sold here.
References continued on page 12.

B13. Remarks:

*B14. Evaluator: William Kostura
Date of Evaluation: June 2010

(This space reserved for official comments.)

(Sketch map with north arrow required)

History -- Occupants

As mentioned above in the description, this building has always been divided into two parts. Both parts of the building were devoted to auto-related uses through 1928. After that year, 2050 Van Ness became a restaurant, which it has remained ever since; while 1675 Pacific continued in auto-related use through 1939. The occupants were:

Automobile showrooms at 2050 Van Ness Avenue

1914-1917: sales of Rauch and Lang, Baker Electric, and Owen Magnetic autos

During these four years electric autos were sold at 2050 Van Ness by three successive dealerships. Over the same period other companies ran public garages for electric autos at 1675 Pacific (see page 7, below). Thus, the entire building was devoted to electric automobiles during 1914-1917.

The electric autos sold at 2050 Van Ness were Rauch and Lang (during 1914-1917), Baker Electric (in 1916), and Owen Magnetic (in 1916-1917). The oldest, and at first the most prominent of these was Baker Electric (officially, the Baker Motor Vehicle Co.), of Cleveland, Ohio. That auto-making firm had been founded in 1899, and one of their early cars was Thomas Edison's first automobile. Edison went on to design the nickel-iron battery that powered some Baker Electric autos. This brand was the leader among all electric auto makers in this country until 1913, when it was passed by Detroit Electric.

In about 1915 Baker Electric merged with Rauch and Lang, another Cleveland manufacturer of electric autos that had been founded in 1905. For a year or two the firm continued to make electric autos under both names, but after 1917 the Rauch and Lang brand name prevailed, and the Baker Electric name was used only for the firm's electric trucks. Rauch and Lang continued in business until 1928.

The third "electric" brand sold here during these years was Owen Magnetic, a luxury auto made during 1915-1922. It was an extremely unusual gasoline-powered six-cylinder auto that used an electrical magnetic transmission instead of a physical shaft and flywheel connection between the engine and wheels. Because of this transmission, the auto is sometimes classified with electric autos. Made at first in New York City, Owen Magnetic was subsequently manufactured under contract by Rauch and Lang and Baker Electric in Cleveland during 1916-1919. In its last years the car was made in Pennsylvania.

These cars were sold at 2050 Van Ness by three successive, short-lived dealerships. The first was W. C. Logan, who sold Rauch and Lang here during 1913-1915. In December of 1915 he left to form a new firm, Logan and Cadwalader, which sold Velie autos at 1301-1305 Van Ness.

Logan was succeeded in this building by Vance, Clarrage, and Co., which sold all three electric brands – Rauch and Lang, Baker Electric, and Owen Magnetic – here in 1916.

The Magnetic Motor Car Company took over from Vance, Clarrage and Co., and continued to sell Rauch and Lang and Owen Magnetic autos here during 1917. Magnetic Motor occupied both parts of this building, at 2050 Van Ness and 1675 Pacific. This firm also sold gas-powered Auburn cars here.

(Continued next page.)

History – Occupants (continued)

Nov. 1915-April 1917: sales of Cole autos by the Cole Pacific Motor Company

The Cole Pacific Motor Company formed near the end of 1915 in order to acquire the northern California, Nevada, and Hawaii distributorship for the Cole brand of automobile. This company was the second in San Francisco to sell the Cole brand of automobile. Its first showroom was at 2050 Van Ness, and the company remained here for eighteen months. An article on its founding ("Cochran New Head of Cole Agency," SF *Chronicle*, Nov. 7, 1915) indicates that Cole Pacific and the electric auto dealers named above shared the showroom in this building. In April 1917 Cole Pacific moved to a larger showroom space at 1415 Van Ness (extant), near the center of Auto Row. Unfortunately for this firm, after only one year there, it lost the agency for the Cole brand to another distributor.

The Cole Motor Company was founded by Joseph J. Cole and made assembled automobiles in Indianapolis during 1909-1925. It made an early reputation by winning auto races in 1909 and 1910, and in 1912 it began to build limousines for the luxury market. It was one of the early auto makers to install V-8 engines in its cars. Its models were typically high-priced.

2050 Van Ness is one of five surviving buildings in San Francisco where Cole autos were briefly sold – in every case, for three years or less.

1918-1921: sales of Hupmobile by the Greer-Robbins Co.

From 1918 to May 1921 the Greer-Robbins Company sold Hupmobile autos from the showroom at 2050 Van Ness. This was the sixth of seven Hupmobile showrooms that have existed in San Francisco, and the earlier of Greer-Robbins' two Hupmobile showrooms.

The Hupmobile was manufactured in Detroit during 1909-1940 by the Hupp Motor Car Company. Its founder, Robert C. Hupp, had worked for Oldsmobile and Ford before making his own cars. He soon left due to a disagreement with his financial backers, who continued the brand. In its early years, Hupmobile was a highly popular, low and mid-priced four-cylinder car. In 1924 the Detroit company greatly expanded its production to meet demand; and in 1925 the manufacturer began to shift its focus to larger and costlier eight-cylinder cars. Sales peaked in 1928 but declined thereafter. Wikipedia states that Hupmobile offered too many models despite limited production capacity, with the result that the unit cost per car was high. Their cars were extremely handsome in the 1930s. Hupmobile should be considered an important brand in U. S. automotive history.

In San Francisco, Hupmobile was sold from 1909 through at least 1937 by a succession of four distributors. Greer-Robbins was the third of these, and sold this brand for fourteen years (much longer than any of the city's other Hupmobile dealers). It occupied 2050 Van Ness from 1918 to 1921, then moved to a much larger showroom closer to the center of Auto Row, where it remained to 1932.

Of the seven S.F. showrooms that Hupmobile was sold in, five have been demolished or heavily altered. The other survivor besides 2050 Van Ness is 1400 Van Ness, where Hupmobile was sold for only five months in 1914. *(Continued next page.)*

History – Occupants (continued)

1924-1925: sales of Lexington motor cars

Two firms briefly sold the Lexington auto at 2050 Van Ness: the Ansted Lexington Company (in 1924), and the Pacific Lexington Company (in 1925). The former appears to have been a factory branch. This auto brand was founded in Lexington, Kentucky in 1909 but was thereafter manufactured in Connorsville, Indiana, until 1927, when the company ceased existence. Lexington autos were assembled mainly from parts made by other manufacturers. It was best known for its powerful Ansted motor, developed by the brand's new owner, E. W. Ansted, in about 1915. This brand had a peak production of 6,128 cars for the national market in 1920. By almost any standard this was a minor brand.

1926-1928: sales of Gardner motor cars by the F. B. Mansfield Company

Another obscure brand, the Gardner automobile was sold here by the F. B. Mansfield Company. Gardner autos were manufactured in St. Louis during 1920-1931 and enjoyed profitability for several years. The founder, Russell E. Gardner, had previously made buggies and wagons, then car bodies for Chevrolet, and later still had assembled entire cars for Chevrolet. After World War I he and his sons founded their own auto-making company. The Gardner was an assembled auto, using Lycoming engines and other purchased parts. They went from modest production in the early 1920s to making 40,000 autos in 1925. After that year they made six and eight-cylinder cars. They failed in 1931 because they could no longer compete with the major brands, which controlled the parts supplies they depended on.

Public garages and auto repair at 1675 Pacific Avenue

1914-1917: Public garages for electric autos

During the same years that electric autos were sold at 2050 Van Ness, 1675 Pacific was occupied by a public garage. In 1914 the business was known as the Modern Electric Garage, and in 1915-1917 it was known as the Exclusive Electric Garage. The garage had a different manager each year. No other information is available about these businesses. From their names, however, it can be deduced that they offered a specialized service, recharging of batteries for electrically-powered vehicles, that other public garages did not. It is quite possible, of course, that this garage accepted, and performed servicing for, gas powered automobiles as well as electric ones.

No other public garages for electric autos are known to have existed in San Francisco. Whether other garages, of which there were a vast number during the 1910s and 1920s, had battery recharging capability is unknown. Electric vehicles were sold in San Francisco before 1675 Pacific opened in early 1914, so some means of recharging their batteries must have existed then.

Occupants of 1675 Pacific during the years 1918-1922 remain unknown. The next known occupant was:

(Continued next page.)

History – Occupants (continued)

1923-1939: Otto W. Hahn, auto repair

Otto W. Hahn occupied 1675 Pacific as an auto repair shop during these seventeen years. During 1927-1929, at least, a related business, Universal Jack and Hoist, of which Otto Hahn was the vice-president, also occupied this space.

Later occupants

The Glenn-Rowe Vending company, which supplied cigarette vending machines, occupied 1675 Pacific from 1940 through at least 1953. Currently this portion of the building is occupied by an auto repair shop.

Restaurants at 2050 Van Ness

During the years 1929-1938 four former auto showrooms at the north end of "Auto Row" were converted into restaurants. These three included the subject building, 2050 Van Ness (in 1929); 2100 Van Ness (in 1936); 1906 Van Ness (by 1938); and 1946-1960 Van Ness (1938).

At 2050 Van Ness, the first restaurant was one belonging to Alice M. Winton; it opened in 1929 and moved to the Oceanside neighborhood soon afterward. During 1930-1937 the restaurant here was known as The Fawn. A profile of this restaurant in Ruth Thompson's *Eating Around San Francisco* (1937, pp. 234-237) suggests that the manager, D. La Fern had financed the previous restaurant here, and then took it over when it failed. For this restaurant, La Fern furnished the dining room and balcony with low-backed, leather booths and hired an almost entirely African-American staff. Seating capacity was 300. The menu choices are given in Thompson's book in some detail; southern food was emphasized, but there were also Russian, French, Italian, and Chinese dishes. A specially designed charcoal steak broiler could broil 90 steaks at once.

The next restaurant in this building was Grison's Chicken House, which ran from 1938 into the 1970s. Its owners were Robert Grison and Charles Morosin, who, two years earlier, had opened Grison's Steak and Chop House across the street at 2100 Van Ness. That restaurant had originally offered chicken dishes as well as steaks. His second restaurant at this intersection, Grison's Chicken House, allowed the owner to specialize at each of the two restaurants.

Grison's Chicken House was profiled in at least three books on San Francisco restaurants and night life, including Katherine Kerry's *Look What's Cooking* (1950), *Herb Caen's Guide to San Francisco* (Doubleday, 1957), and Doris Muscatine's *A Cook's Tour of San Francisco* (Charles Scribner's Sons, 1963). Besides a variety of chicken dishes, this restaurant served roast beef, prime rib of beef, short ribs, trout, soups, salads, baked and whipped potatoes, and cocktails. Herb Caen rated the quality as "consistently high," and Muscatine rated the expense as "moderate," in contrast to Grison's "expensive" steak house across Pacific Street.

(Continued next page.)

History – Occupants (continued)

The principle owner, Robert Grison (1903-1998), was variously said to have been born in Switzerland and Italy; he apprenticed at restaurants in France, Belgium, and Spain. He moved to the United States at age 20 and worked at fine restaurants in New York City, Daytona Beach, Los Angeles, New Orleans, and Chicago before settling in San Francisco in 1930. Here he managed the Bal Tabarin night club in North Beach for four years, briefly owned the well-known roadhouse Uncle Tom's Cabin in San Bruno, and then opened Grison's Steak and Chop House in 1936. In addition, he was the first president of the Golden Gate Restaurant Association, from 1938-1946, according to that organization's website.

The earliest available photograph of this building dates from about the 1950s, when Grison's Chicken House occupied 2050 Van Ness. At that time the building's transom windows still had their original steel window sash, and the main entrance was in the center bay facing Van Ness, instead of in the adjacent bay to the right, where it is today.

Summary

2050 Van Ness held auto showrooms for fifteen years, from the beginning of 1914 through 1928. Electric autos were sold here during the first four of these years. 1675 Pacific held a public garage for electric autos for four years, during 1914-1917. 1675 Pacific subsequently held an auto repair shop for seventeen years, during 1923-1939. The total auto-related use of this building was for 26 years (1914-1939). Restaurants occupied 2050 Van Ness for 35 years, from 1929-1964. (These figures count only through 1964, the end year of the period being studied for this report.)

History – Context – Electric automobiles

According to the online Encyclopedia Britannica, the first electric automobile was built in France in 1881 as a result of recent improvements to storage batteries. The first electric auto in the United States was built in Iowa in 1890. In 1899, an electric auto, in France, was the first automobile to attain a speed of 60 miles per hour. Electric autos were initially (until about 1912) hampered by a lack of battery-charging infrastructure. Nevertheless, according to Britannica, electrics accounted for 38% of all autos in the United States in 1900, compared to 40% for steam cars and 22% for gas autos. Electric autos were attractive because they were silent, started easily, and required little maintenance. By comparison, steam autos were "thirsty" and complex, while gas-powered autos were noisy, produced strong vibrations, and tended to break down easily. Electric autos were most popular in the United States during 1912-1920.

Despite the above account, electric autos commanded only a fringe market in San Francisco, where they were sold during 1903-1904 and 1910-1918. Of the several dozen or more auto showrooms that existed at any given time in the city during the 1910s, only a few offered electric autos, and only one of these (2050 Van Ness) sold these cars for as long as four years. Electric cars were small and underpowered compared to gasoline autos, which completely dominated the field and which filled the largest and best-placed showrooms. In their range, electric autos were probably limited to San Francisco. They were

(Continued next page.)

History – Context – Electric automobiles (continued)

purchased mainly by women, although some businessmen also used them for trips within the city. (See "Popularity of Electric Grows," in SF *Chronicle*, February 9, 1913, p. 48.) As mentioned above, three electric brands were the most important in San Francisco: Detroit Electric, Baker Electric, and Rauch and Lang. Columbus Electric (in 1910) and Ohio Electric (in 1914) were also sold briefly here.

Besides 2050 Van Ness, two other extant buildings in the study area served as showrooms for electric autos. One is 550-590 Van Ness, where Baker Electric autos were sold during 1911-1913. The other is 1525 Van Ness, where Detroit Electric was sold only in 1914. Each of these buildings has fair to good integrity. Electric autos were also sold in four other San Francisco buildings that no longer stand.

Integrity

Other than the installation of new vehicle entrance and pedestrian doors, which have been typical for auto-related buildings in the study area, the exterior of 1675 Pacific is largely unchanged since the date of its construction. This portion of the building retains integrity of location, design, materials, workmanship, setting, feeling, and association.

2050 Van Ness has been more heavily altered, in ways that are not entirely clear. The permit history has not been examined, and a search of all available building permits might help to determine the integrity of 2050 Van Ness to a finer degree than is being performed here. However, much can be said by comparing the building as it is today with its earliest available photograph, dating from the 1950s. On the Van Ness Avenue façade, the original industrial steel sash has been removed from the arched transom windows; and these windows have all been filled in, and coated with stucco. The principle entrance has been moved from the center bay to the next bay to the right. The last two bays to the right, including the former vehicle entrance, have been filled in and coated with stucco. The three bays at left on Van Ness and the two bays on Pacific more or less resemble their early appearance, though details such as the window sash may have been changed. In sum, the portion of the building at 2050 Van Ness retains integrity of location and setting; while integrity of design, materials, workmanship, feeling, and association have been slightly or moderately diminished.

Evaluation

This is one of more than 100 buildings along the Van Ness Avenue corridor that have a history as automobile support structures, and that are being evaluated for possible historic significance according to the criteria of the California Register of Historical Resources. With a few exceptions, these buildings were auto showrooms, public garages, auto repair shops, auto parts and supplies stores, and auto painting shops. The time period that is being studied is from the initial years of the automobile industry in San Francisco through 1964. Among the factors that have been considered when evaluating a building are its date of construction, its longevity of auto-related use, the importance of its occupants in local auto industry history, integrity, and architectural quality. These factors, and how they apply to evaluations of buildings, are discussed in a cover report, *Van Ness Auto Row Support Structures, 1908-1964*.

(Continued next page.)

Evaluation (continued)

Criterion 1

Built in 1913, this is an early example of an automobile showroom, public garage, and auto repair shop. With 26 years of auto-related uses in its history, it has good longevity in these uses. The two most interesting aspects of this building's history are its use during 1914-1917 as a showroom and garage devoted to electric automobiles, and its use during 1918-1921 as a showroom for Hupmobile, an important brand. This was also a showroom for another important brand, Cole, for one and one-half years (1915-1917) and for two obscure brands, Lexington and Gardner (1924-1928).

A few factors detract from this building's significance. One is that the periods of time the building was devoted to electric autos and to sales of Hupmobile were brief (four and three years, respectively). Another is that this building was located at the extreme north end of the city's Auto Row, far from the center of auto sales activity. This probably explains why minor brands occupied the showroom most years, and dealers of major brands remained here only briefly, before moving their showrooms several blocks to the south. Another detracting factor is that electric automobiles, apparently, never sold well in San Francisco; important as such autos may have been on the national scene in the early decades of the auto industry, they were not important here. Finally, the integrity of the 2050 Van Ness portion of this building is only fair. Some of the windows have been filled in, as has the vehicle entrance (although the outline of the vehicle entrance is discernable). For these reasons, the building does not appear to be eligible for the California Register of Historical Resources under Criterion 1, for its auto-related use.

Regarding this building's restaurant history, no historic context has ever been written about the restaurant history of San Francisco. It may be that such a context would reveal that very few important early restaurant buildings survive with better integrity than this building has. If that is the case, then this building might be eligible for the California Register under Criterion 1 for its history as a restaurant, because the restaurants that were here were fairly important. Lacking such a historic context, it seems best to find (if only tentatively) that this building is not eligible for its restaurant history. The Fawn was here for less than a decade; and while Grison's Chicken House was very popular for many years, it was less well-known than Grison's Steak and Chop House across the street. The fair integrity of the building should probably be considered as the deciding factor in this evaluation.

Criterion 2

None of the proprietors of auto showrooms in this building were very important in their field. W. C. Logan and Greer-Robbins come closest, but each was here only briefly. Robert Grison is better represented by his restaurant nearby at 2100 Van Ness. Accordingly, this building does not appear to be eligible for the California Register under Criterion 2.

Criterion 3

Architecturally, this building is all but lacking in style details, save for its cornice, which is unexceptional. Thus this building does not appear to be eligible for the California Register under Criterion 3.

References (continued from page 4)

Published building notices:
Building and Industrial News, September 3, 1913, pp. 12-13
Pacific Coast Architect, August 1913, p. 234, col. 2.
Architect and Engineer, August 1913, p. 112.

Chain of title:
Sales Books, Western Addition, block 50 (for sales of lots to Krotosyzner, 1907-1913), and Sales Ledgers for block 595, lot 48, 1920-1938; both at the Recorder-Assessor's Office, City Hall.

Newspaper articles about auto brands sold here:
"Cochran Now Head of Cole Agency," SF *Chronicle*, November 7, 1915, p. 45.
"Great Interest in New 'Eight' Car," SF *Chronicle*, November 14, 1915, p. 54 (re: Cole).
Display ad for Cole, SF *Chronicle* February 11, 1917, p. 16A.
"Greer-Robbins' Moving Brings Big Business," SF *Chronicle*, May 8, 1921, p. 28 (re: their moving their Hupmobile showroom to 1560 Van Ness).

Obituaries for Robert Grison:
J. L. Pimsleur, "Bob Grison, Legendary S.F. Restaurateur," *SF Chronicle*, November 23, 1998.
Malcom Glover, "San Francisco Restaurateur, Bob Grison," *SF Examiner*, November 24, 1984.

2050 Van Ness during the 1950s. Assessor's negatives, San Francisco History Center, Main Library