
IOWA HISTORIC PROPERTY STUDY: MANTHEI FORD GARAGE (INVENTORY NO. 33-00530) MAYNARD, IOWA

Fayette County

SHPO R&C Number: 060433059



Prepared for:



IOWA DEPARTMENT OF
TRANSPORTATION
800 LINCOLN WAY
AMES, IOWA 50010

Prepared by:



THE LOUIS BERGER GROUP, INC.
950 50TH STREET
MARION, IOWA 52302

December 2006

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(INVENTORY No. 33-00530)
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**IOWA DEPARTMENT OF TRANSPORTATION
800 Lincoln Way
Ames, Iowa 50010**

**Prepared by:
Camilla Deiber
Architectural Historian**

**THE LOUIS BERGER GROUP, INC.
950 50th Street
Marion, Iowa**

December 2006

ACKNOWLEDGMENTS

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I. INTRODUCTION

The Manthei Ford Garage is located at 350 Main Street W in the center of downtown Maynard, Iowa (Figure 1). In January 2006, the Iowa Department of Transportation (IA DOT) contracted the Iowa Highway Archaeology Program to conduct a Phase I investigation of a stone culvert on Iowa Highway 150 and the adjacent Maynard Auto Service garage in conjunction with the proposed replacement of the culvert. Marlin R. Ingalls, who conducted the study, concluded that the garage was eligible for listing in the National Register of Historic Places under Criterion A as an “important example of an early Fayette County and Iowa State Highway Commission era of automobile transportation.”

The IA DOT contracted The Louis Berger Group, Inc. to complete this Iowa Historic Property Study to mitigate any potential damage to the Manthei Ford Garage that may occur during construction. At the time of the Phase I investigation, water from the creek had already damaged a piling on the building.

Berger Architectural Historian Camilla Deiber conducted the historical research on the Manthei Ford garage and on the development of transportation-related facilities in Fayette County. Historical research was conducted at the Library of the State Historical Society of Iowa in Iowa City and the Fayette County Historical Society. Research on automobile-related businesses in Maynard was limited as very few city directories for the town were available. The local Maynard newspaper was published from 1889 to 1930. After 1930, the paper was absorbed into the *Fayette County Leader*, which covered only the social news in Maynard. No advertisements for Maynard businesses, which were a primary source of information, were included in the newspaper. The research, site inspection, and photography were carried out in September and October 2006. Black and white photographs were taken of the building. Notes were taken on alterations and additions to the buildings.

Architectural Historian Camilla Deiber prepared the photographic documentation. Diane Stölen prepared sketch floor plans and site plans of the complex and completed graphics and other illustrations for the report. The report was compiled and written by Camilla Deiber.

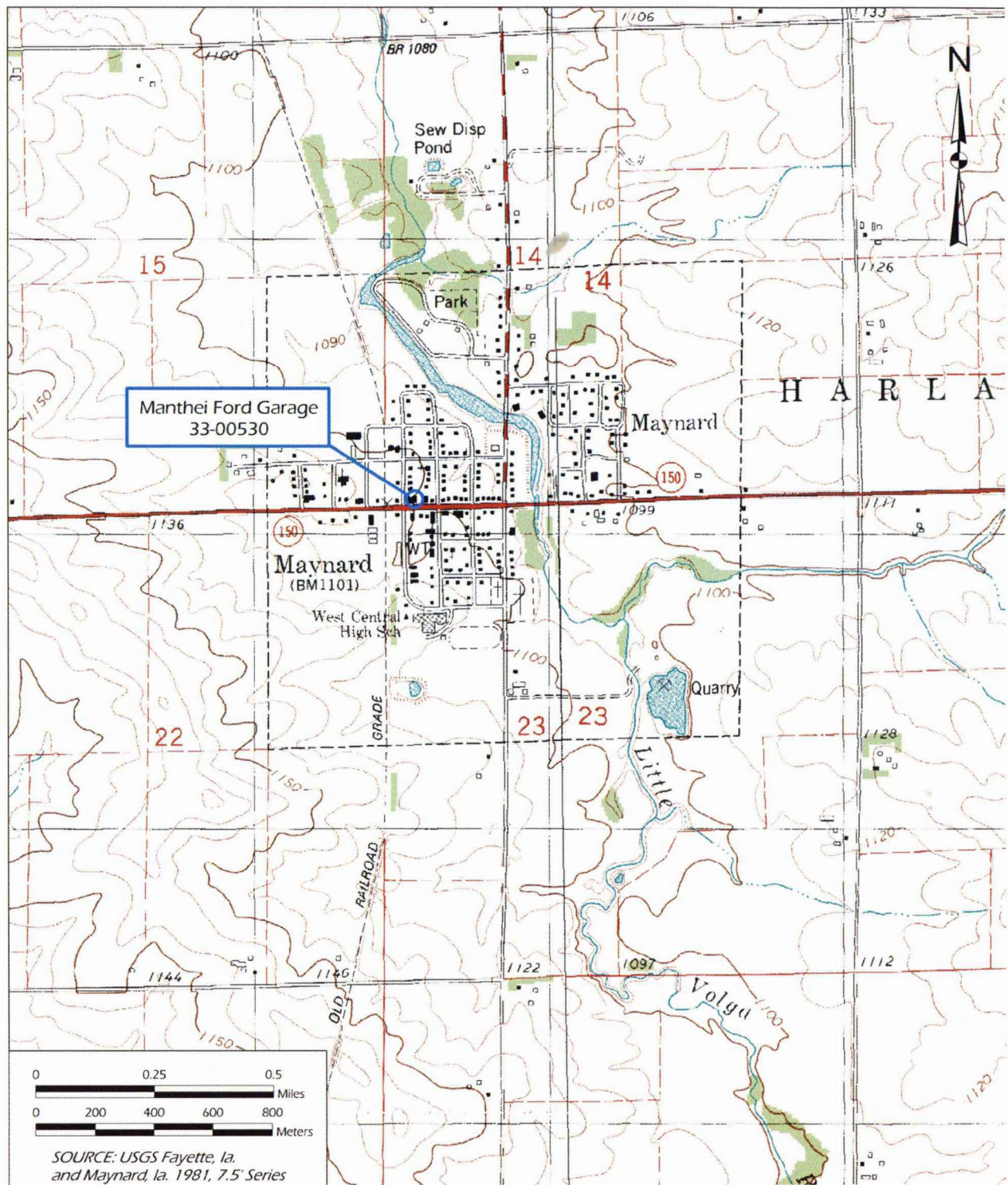


Figure 1: Location of Manthei Ford Garage

II. THE GARAGE TODAY

A. GENERAL APPEARANCE AND ARRANGEMENT

The Manthei Ford Garage is located on the north side of Main Street (Iowa Highway 150) in Maynard, Iowa (Figure 1 and 2). The garage is situated on the western end of the three-block downtown area of Maynard. The town itself is arranged on either side of Main Street with residential areas situated to the north and south. The Little Volga River runs in a southerly direction through the east side of the town.

The garage is on the western half of a 125' wide by 130' deep lot. A small drainage that runs through the east half of the lot has exposed the southeast piling of the garage. Several mature deciduous trees are along the banks of this drainage. An asphalt/gravel drive runs along the western edge of the building.

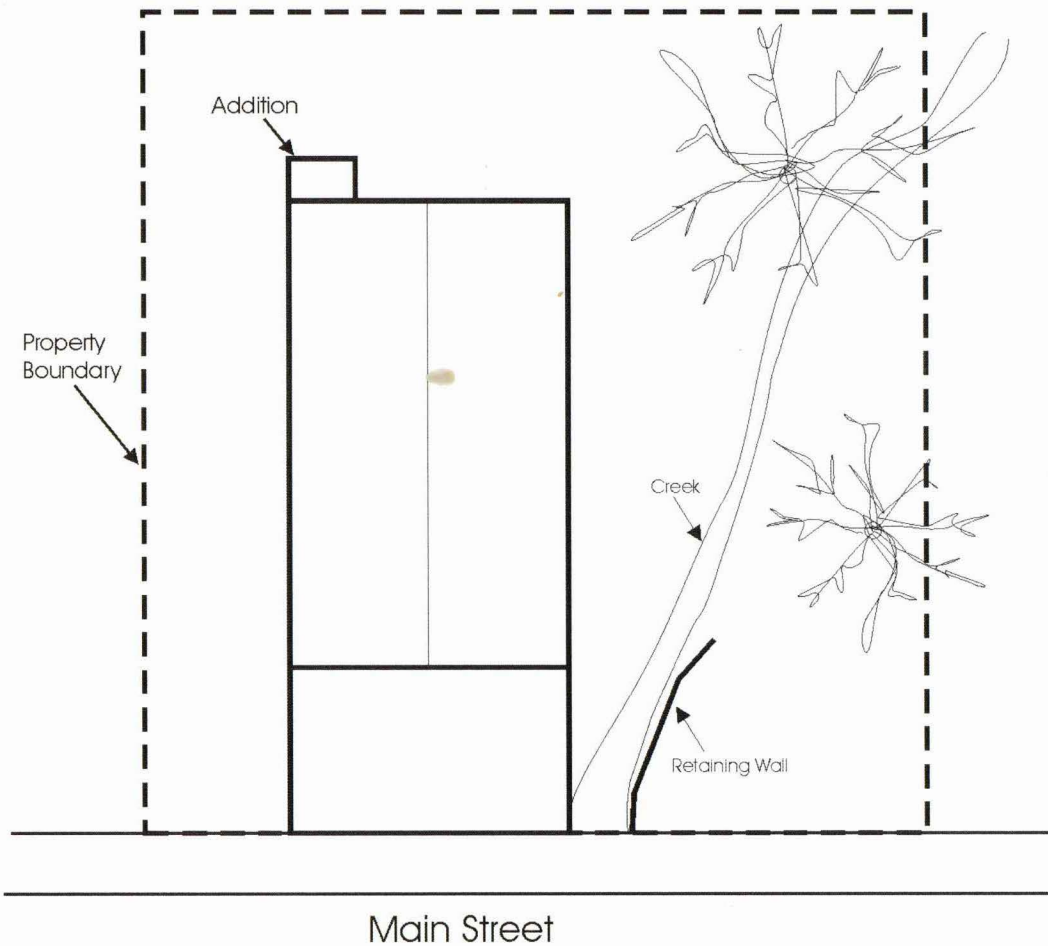


Figure 2: Site Plan of the Manthei Ford Garage

B. PHYSICAL CHARACTERISTICS

1. Exterior

The Manthei Ford Garage is composed of two distinct sections: a two-story brick/tile block storefront and a one-story, tile block garage section with a gabled roof. Both sections are set on a concrete slab foundation.

The wired brick main (south) façade features two display window bays alternating with a garage entrance and a conventional-size door (Plate 1). The upper story of the main façade has three, centrally placed 1/1 vinyl windows flanked by single 1/1 vinyl windows. The top three courses of the parapet roof are plain brick capped by clay tiles. The garage entrance has a modern overhead door that replaced original wood frame doors sometime after February 2006. All of the windows have wire brick sills and concrete lintels. The doors have concrete lintels as well.

The east and west façades of the two-story section each feature a tile block wall and stepped parapet roof. The west façade has a 1/1 wood sash window at the first level with a concrete lintel and wood sill and two 1/1 vinyl windows on the second level with concrete lintels and brick sills (Plate 2). The east façade has three windows at the first level. One of the window openings is trimmed with brick and is set lower than the other windows, perhaps indicating it was an alteration. The southernmost window has a brick sill. The remaining window has a wood sill. The second level has three 1/1 vinyl windows, all with concrete lintels and brick sills (Plate 3).

The east, west, and north facades of the one-story garage section each have tile block walls. The west façade has an entrance bay and five fenestrated bays with single and paired 1/1 wood sash windows. Two of the single window openings are trimmed with brick. All of the other windows have concrete lintels and wood sills.

The east façade has six fenestrated bays with single and paired wood windows. Three of single windows feature original 8/12 wood sash--two of these are trimmed with brick. The remaining single window and paired windows are 1/1 wood sash. A small fixed wood window is located in the southernmost bay.

The north façade of the garage section features a central overhead door opening, an adjacent conventional door opening, paired wood sash windows, and a late twentieth-century shed roof addition clad with vinyl siding (Plate 4).

2. Interior

The first floor of the garage has three principle spaces: a commercial space, a showroom, and a maintenance garage. An aisle runs between the showroom and commercial space to the maintenance garage behind (Figure 3).

The commercial space is 10' wide by 31' deep and is accessed by a doorway off the center aisle and by a door off the staircase (Plate 5). The space has painted concrete block walls, a carpeted floor, a 9' wide wood display window, and a closet set under the stairs. A partition with an 8' wide opening creates a small room at the rear of the space. It is further separated from the main room by a late twentieth century counter. The room also has similar period cabinets and simple plank shelves. A brick chimney is situated in the center of the west wall.

The showroom, which is now used as an office/display room for antiques, measures 11' wide by 19' deep. A 3' wide doorway provides access from the main aisle (Plate 6). The room has concrete block walls, linoleum floor, and a plasterboard ceiling. A large 7' wide opening on the rear wall of the space provides access to the maintenance garage. The space is lit by a 9' wide wood display window on the main façade and a 1/1 wood sash window on the west façade.

The maintenance garage occupies the remainder of the first floor (Plate 7). This large open space is accessed by the aisle on the main façade, a large overhead door on the rear (north) façade and a conventional door on the west façade. A late-twentieth-century counter and built in cabinets, situated next to the conventional doorway, serve as the main office for the garage. The east and west walls each have six fenestrated bays that are separated by concrete block piers. These piers support beams that run the width of the building and are comprised of sandwiched 2x6's. Two of the beams are supported with two modern wood posts each (Plate 8). The ceiling between these wood posts extends up to the roofline.

The second floor, which is accessed by a stairway on the east side of the commercial space, has a large open kitchen/dining room, a living room, three bedrooms, and a bathroom (Figure 4). The bathroom measures 6'10" by 5'7" and is located at the top of the stairs. The kitchen/dining room area, which is along the north side of the second floor, was remodeled recently with new cabinetry, ceramic tile floors, and a drop ceiling (Plate 9). A small 9'x10' bedroom is located off the west wall of the dining room. The living room, adjacent to the kitchen/dining room, has plaster and wood paneled walls, a particle board ceiling, and a carpeted floor (Plate 10). A small closet is located in the northeast corner of the living room. The remaining two bedrooms are situated to the east and west of the living room.



Plate 1: Manthei Ford Garage, View Northwest



Plate 2: Manthei Ford Garage, View Southeast



Plate 3: Two-story Section of Manthei Ford Garage, View West



Plate 4: Manthei Ford Garage, View South



Plate 5: Commercial Space, View North



Plate 6: Showroom, View South



Plate 7: Garage Interior, View North

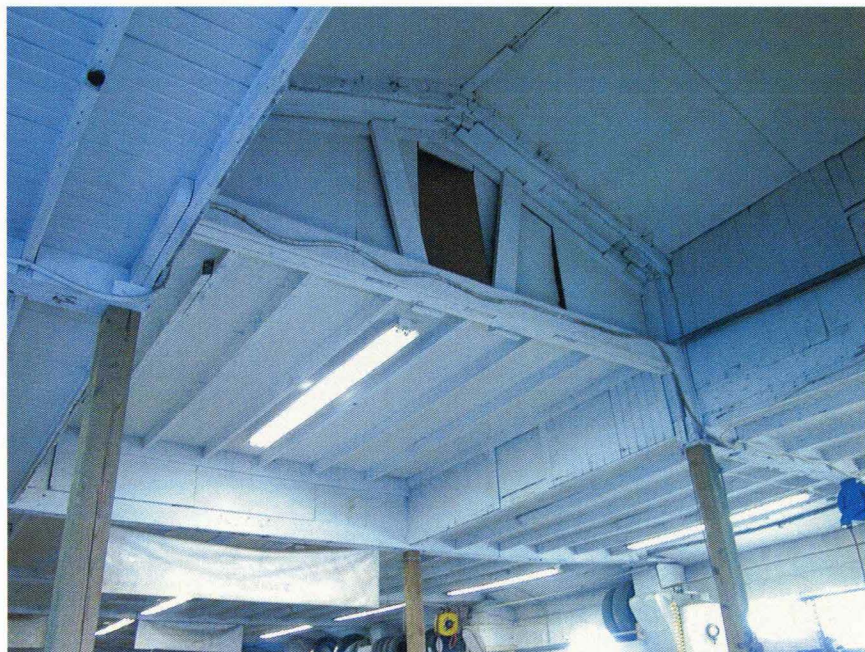


Plate 8: Ceiling in Garage, View Southwest

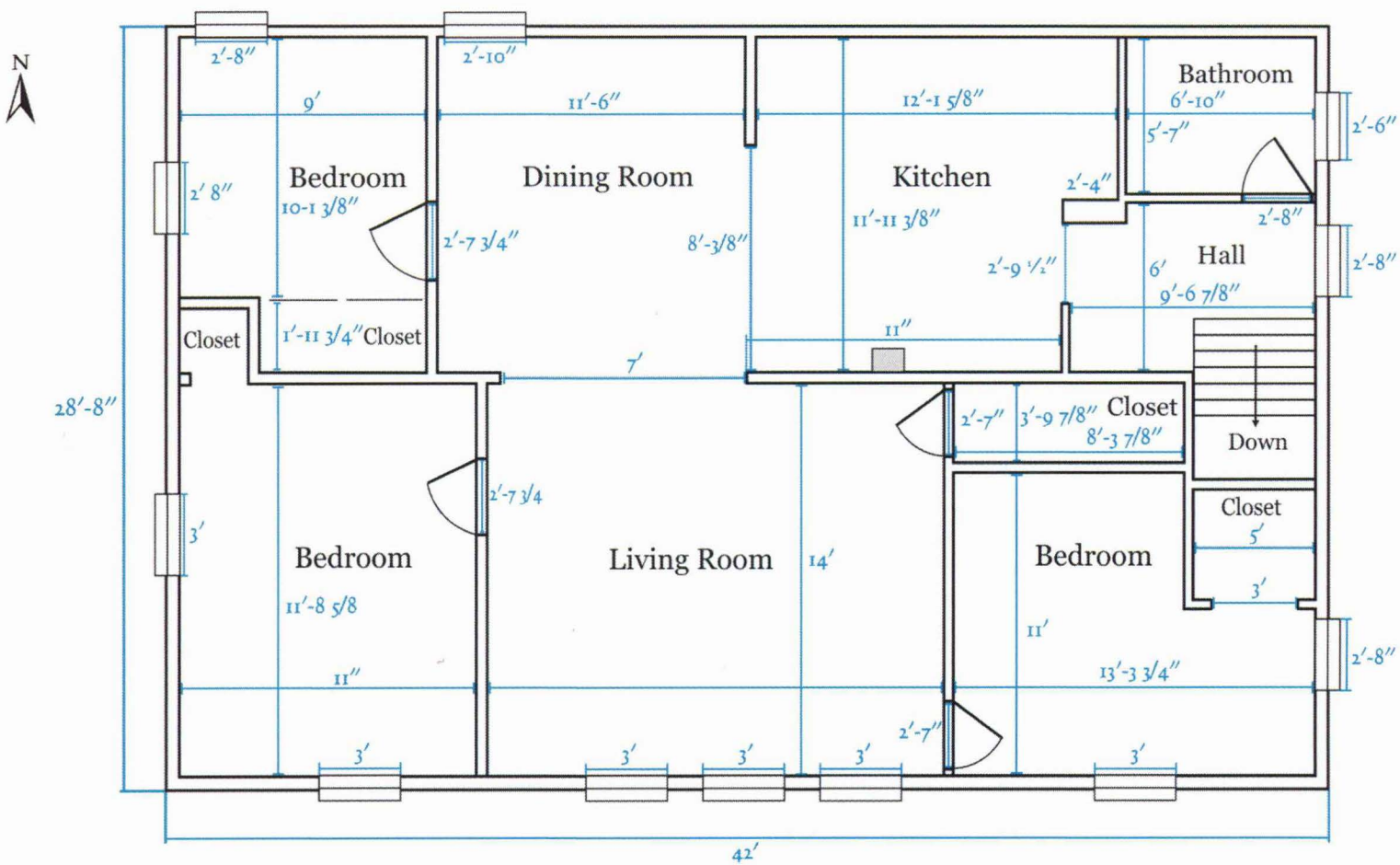


Figure 4: Second Floor Plan of Manthei Ford Garage, not to scale



Plate 9: Kitchen/Dining Room, View West



Plate 10: Living Room, View Southeast

III. HISTORICAL BACKGROUND

A. HISTORY OF THE MANTHEI FORD GARAGE

The site of the Manthei Ford Garage was first occupied by a livery barn and buggy shed. In 1881, Allen S. Payne established a livery on Main Street. Several years later, Payne sold one of the lots to the west of his livery to Walter L. Powers, who established a separate buggy barn shown in the 1912 photo of Main Street below (Plate 11). In 1890, after both businesses changed ownership, Theodore and August Dravis purchased both the buggy barn and livery stable. From 1892 to the early 1920s, the property had been owned and operated as a livery stable by numerous people including John Proctor, Burnett and Jay Dewey, M.A. Lobau, J.J. Klinkkammer, Richard Smith, and J.W. Potts (Fayette County Recorder's Office 2006).

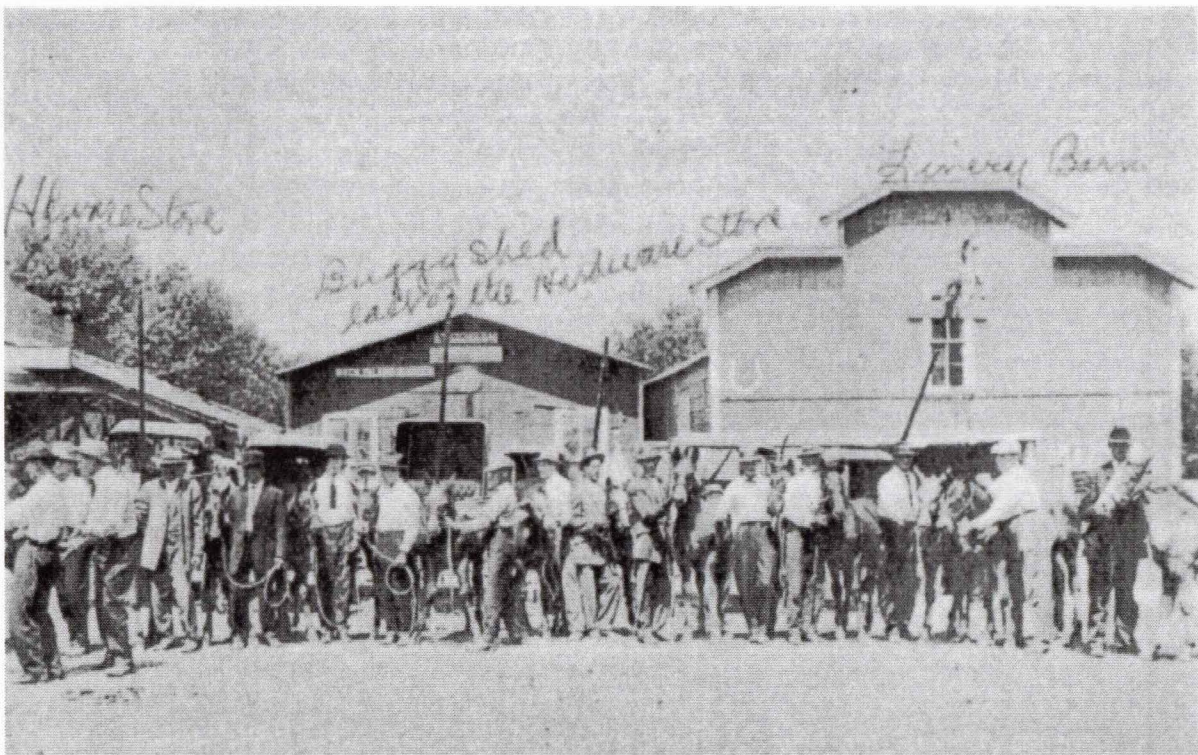


Plate 11: Buggy Shed and Livery Barn, 1912

(Oelwein Daily Register 1973)

The first automobile garage in Maynard was owned and operated by Simon H. Harrison from 1913 to 1918. Harrison purchased the garage building on Main Street from Emery Frost for \$350 (*Oelwein Daily Register* 1973). The one-story false-front garage had a garage door, two large storefront windows, and gasoline filling station out front (Plate 12) (*Oelwein Daily Register* 1973). Along with providing automobile repairs and accessories, Harrison was a Reo dealer. Though he owned and operated the shop, Harrison wasn't an auto mechanic by trade: he was listed as a "barn and house" painter in the 1910 census (Ancestry.com 2006). Mrs. Simon (Johanna) Harrison was the first woman in Fayette County to drive an automobile. Harrison quit the automobile business in 1918, but continued to own the building until 1926 when he traded it for a new Ford ton truck from Cliff O. Hall, who opened a garage on Main Street in July 1918 (*Oelwein Daily Register* 1973).

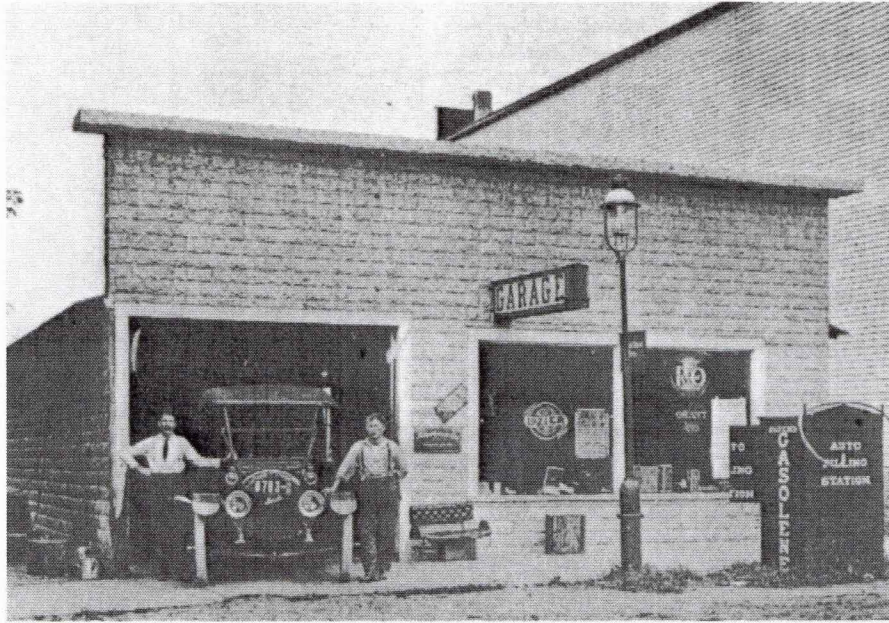


Plate 12: First Garage in Maynard

(Oelwein Daily Register 1973)

Around February 1921, Fritz J. Manthei opened a Ford garage on Main Street in the old Dravis livery barns. At that time, the property was owned by E. Gilmer. Manthei employed two of his brothers at the garage, Frank G. and William. Fritz Manthei was born in 1889 in Minnesota. In 1910, he was working as a farm laborer for his father, Fred; and mother, Johanna on their farm in Stearns County, Minnesota (Ancestry.com 2006). By 1920, he was married to Arvilla; had a daughter, Clara; and was living in Randalia in Fayette County. By that time, Manthei was working as an automobile repairman in a garage (Ancestry.com 2006).

The first advertisement for the Manthei garage appeared in the February 24, 1921 issue of the *Maynard News* (Plate 13). Though it was named the "Ford Garage", the advertisement noted that the shop repaired all types of automobiles.

Manthei continued to advertise in the *Maynard News* every week, touting "Auto and Gas Engine Reboring and Oxy-Acetylene Welding" (*Maynard News* 1921a:4). In March, Manthei installed a free air station and a gasoline filling station at the garage (*Maynard News* 1921b:5).

Though Manthei did not yet own the property, the May 26, 1921 issue of the *Maynard News* reported that Manthei planned to erect a new brick garage "as soon as they can get the material on the ground" (*Maynard News* 1921d:6). The new building was to be 40'x 110' with a steam heating plant. To that end, on August 4, 1921, Fritz and his brothers, Frank and William, formed a partnership and purchased the property from E. Gilmer (Fayette

FORD GARAGE
Auto and Gas Engine
Reboring
Oxy-Acetylene Welding
All Auto Repairing
A Specialty
Auto Accessories for all cars
and White Mule Tire Patch-
es, Oils and Greases
FRITZ J. MANTHEI.
Phone No. 35.

Plate 13: First Mathei Ford Garage Advertisement (Maynard News 1921a)

County Recorder's Office 2006). The new brick garage was, presumably, constructed soon thereafter.

In September 1922, the Manthei Brothers ran an advertisement for their repair work and vulcanizing shop with the sub line, "Remember the place, New Brick Garage, Manthei Brothers" (*Maynard News* 1922c:4). This was the first time that the Manthei Brothers touted their new brick garage in their weekly advertisement.

For the most part, Manthei and their competitors did not advertise any particular brands of merchandise. Manthei's ads focused on their ability to make auto repairs and conduct yearly maintenance. However, in March, 1922, the Manthei Brothers garage was appointed as an authorized Ford dealer and service center by the Warneke Brothers dealership in Oelwein. A "sample" automobile was on display for inspection and orders were taken for new vehicles (*Maynard News* 1922b:4).

Though Manthei spent large amounts of capital on a new building, the business did not succeed. On February 15, 1923 the property, business, and all of the equipment was given over to an assignee, R. B. Jamison, for the benefit of their creditors (Fayette County Recorder's Office 2006). The assignee's deed listed the contents of the garage (Exhibit A) and the list of creditors (Exhibit B):

Just six days later on February 21, Aaron G. Schlegel, Sr. purchased the property and its contents from the assignee. Schlegel had operated a garage business in Hawkeye from 1916 to 1923. By the end of May, Schlegel was open for business in Maynard as an authorized Ford service station

Exhibit A

1 ten Battery rectifier
 1 burning in stand
 1 three and ½ air compressor
 1 10x21 inch air tank
 1 No. 14 reboring outfit
 1 acetyline welding outfit
 1 american combination register
 1 tool cabinet (rim repair)
 1 spark plug case
 1 Dayton gas pump
 1 500 gal gas tank
 2 Pyrene fire extinguishers
 3 quarts of Leckwood
 1 vulcanizing out-fit and tools
 1 auto ambulance
 1 new way jack
 1 weel liner
 1 small emery grinder
 1 vice
 1 battery volt meter
 1 forge
 1 Black & Becker Drill
 1 buffing stand

Exhibit B

C. F. Blash	4,000.00
Fred C. Warnke	346.38
J. M. Fritz	513.40
The Heeb Company	353.17
The Fisk Rubber Co.	180.65
Turner Supply Co.	29.05
Exide Battery Sta.	36.56
F.W. Holly & Sons Co.	18.41
Chas B. Turk Calender Co.	14.00
Churchil Drug Co.	4.80
Detroit White Lead Works	3.75
Goodyear Rubber Co.	83.69
Repass Auto Co.	95.00
Ced Rap Pump Co.	45.86
Kelly Springfield Co.	280.67
Sharptrine Parts Service Co.	7.75
H. Warnke	49.85
Maynard Recharging Co.	40.00
F.H. Lawrence	43.75
F. Taller	40.00
Ward Masters	127.00

and as an agency for the Four and Six models of Nash Cars (Plate 14) (*Maynard News* 1923c:4). By July 12, 1923, Schlegel had been authorized to sell "Genuine Chevrolet Parts" (*Maynard News* 1923e:8).

As with Fritz Manthei, Schlegel was in direct competition with Cliff O. Hall, who opened a garage on Main Street in 1918. When Schlegel purchased a new wrecking car with a Manley Crane in November 1923 (Plate 15), Hall was not far behind purchasing a new Red Devil wrecker in May 1924 (*Maynard News* 1923g:8; 1924b:8). In late November 1923, Schlegel advertised the purchase of the latest automobile repairing equipment such as a Manley 22 ton press, electric valve grinder, and a set of reamers for Ford bushings (Plate 16)(*Maynard News* 1923i:8).

Schlegel and Hall continued to compete for customers until mid-1925, when Schlegel began to have automobiles on display. Schlegel began this practice with the display of the Nash Special Six Coach, "A real closed car with full Balloon Tires and four wheel brakes at \$1,325.00" (*Maynard News* 1925a:4). In September 1925, Schlegel, as "agency" for Chevrolet cars, started to display the new 1926 models at the garage (Plate 17)(*Maynard News* 1925e:4).

Competition for automobile customers increased on December 5, 1925, when Earl Foss, a Maynard agricultural implement dealer, opened a "modernly equipped service station" at the corner of 1st and Main Streets in Maynard (Plates 18) (*Maynard News* 1925f:4). The service station offered products of the Tri Star Oil Company and Red Hat gasoline (Plate 19). Red Hat was introduced in the 1920s as a nationally trademarked brand by the National Petroleum Marketers Association for use by retailers (Jakle and Sculle 1994:39).

Unlike the new Foss "service station" Schlegel and his closest competitor, Hall did not exclusively sell nationally branded merchandise. Though Schlegel consistently advertised the United States tire and Exide battery brands, he did not appear to offer them exclusively. Indeed, Schlegel offered many different brands of products, including used tires (Plate 20).

Around May 6, 1926, a fire broke out at the Schlegel garage. The loss was "small" and within a couple of weeks the garage was open for business (*Maynard News* 1926g:4; 1926h:4). As Schlegel was repairing his fire damage garage, C.O. Hall was constructing a new brick garage that was completed by June 1926 (*Maynard News* 1926i:8). By December 1927, Hall was advertising the new Pontiac Six automobiles, showing models and taking orders for new cars (*Maynard News* 1927g:4).

Beginning in 1927, Schlegel began to coordinate and advertise events with other Chevrolet owners in the county. On May 3, Schlegel invited all Maynard area Chevrolet owners to a grand opening and carnival dance at the Wardel Chevrolet Garage in Oelwein (*Maynard News* 1927d:4). On August 21, 1927, the Chevrolet dealers in Fayette County held a picnic for all Chevrolet owners in the county at Fairground Park in West Union (Plate 21)(*Maynard News* 1927f:4). From February to December 1928, 293 Chevrolets were sold in Fayette County--more than any other model, including Ford, 162 of which were sold during that same period (Motor Trades Bulletin 1928b).

Now Open For Business

After three months of preparation, getting a stock of goods and equipment, we are now ready to do almost anything in our line of work.

We have a complete stock of Mason and Blackhawk tires and tubes, Gargoyle, Mobiloil and Polarine Lubricating Oils in all grades. We have Red Crown Gasoline at all times.

We have a contract with the Ford Motor Company as an

AUTHORIZED FORD SERVICE STATION

and will have a complete line of GENUINE Ford Parts at all times.

We have only Experienced Mechanics. We have practically all New Equipment and considerable more of the Latest Time and Labor Saving Devices than you would expect to find in a garage of our size.

"Last but not least" we have the agency for the

Nash Line of Cars

both Fours and Sixes. We have sold this line for four years at Hawkeye so it is not a new line to us. We think that after you look this line over you will agree with us that "Nash leads the world in motor car value" in their price class. We are always glad to have you look these cars over whether you intend buying a car or not at present.

We welcome an opportunity to serve you. If we please you tell others. If not do not hesitate to tell us.

A. G. SCHLEGEL
Maynard, Iowa.

Plate 14: Advertisement, Schlegel Garage
(Maynard News 1923c)

SERVICE.

Automobile repairing has now reached the stage where the best equipped shop gets the business.

If this were not the case we would have been foolish to invest \$130 in the latest Manley 22 ton Press, or \$113 in our new Manley Wrecker.

Likewise a \$45 investment in our electric valve grinder or \$55 in a set of reamers for Ford bushings.

We could name a number of other tools which cost us hundreds of dollars which make for better and quicker service.

Our steel bins for Ford parts cost over \$300, but we can keep our stock more complete and do not have to waste our time hunting for parts.

If you have had us do any repair work you have had a chance to find out about our equipment. If not you have no doubt lost money because of inefficient methods used on your car.

Come in and let us show you our equipment. We both lose if you do not take advantage of our time and money saving tools.

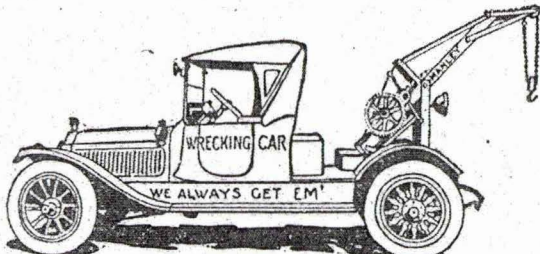
Our seven years experience in this work is also of considerable value.

Come in and get acquainted with our methods and you will not wonder why we have been successful.

A. G. SCHLEGEL

Plate 16: Service (Maynard News 1923i)

Our Service Truck is Always at Your Disposal Day or Night.



It is equipped with the latest and most efficient wrecking appliances on the market, The Manley Crane

When you have trouble on the road, call us by 'phone, and we will bring you back in a hurry.

We can also save you money, because we are able to handle your wreck in a fraction of time required by inefficient methods.

NO WRECK IS TOO BAD FOR US TO HANDLE AND WE ALWAYS GET 'EM.

A. G. SCHLEGEL
Phone No. 35 Maynard, Iowa.

Plate 15: Advertisement, Schlegel Garage
(Maynard News 1923g)

CHEVROLET

We have taken the agency for

CHEVROLET

Cars. The new

1926 MODELS

Are Now On Display

You will be surprised at the great value for such a low price especially in the Coach and Sedan.

A. G. SCHLEGEL,
GARAGE.

Plate 17: Advertisement (Maynard News 1925e)

Important Announcement. Saturday, December 5th, is the Big Day

We take pleasure in announcing that on this date

Mr. EARL FOSS

Will Open His Brand New

SERVICE STATION

At Maynard, Iowa.

This event is of vital interest to the good people of Maynard and surrounding territory not only because it bring to them the convenience of a modernly equipped Service Station but it also places at their disposal a line of motor merchandise of decidedly superior merit. The products of

THE TRI STAR OIL COMPANY

will be dispensed exclusively by this station. The Company is joining in a nation-wide movement for the distribution of a new brand of gasoline known as

RED HAT GASOLINE

a guaranteed product of uniformly superior quality and wide distribution. A trial of this high grade gasoline will make you a steady and satisfied motor. To every person who makes a purchase at this New Service Station on Saturday December 5th, will be given as a token of our appreciation

One Quart of "TRISCO" Motor Oil

This oil is guaranteed to be 100 percent Pure Pennsylvania, "The Oil That Nature Made Different". REMEMBER, this quart of oil is given ABSOLUTELY FREE. Give Mr. Foss the opportunity next Saturday of introducing to you-

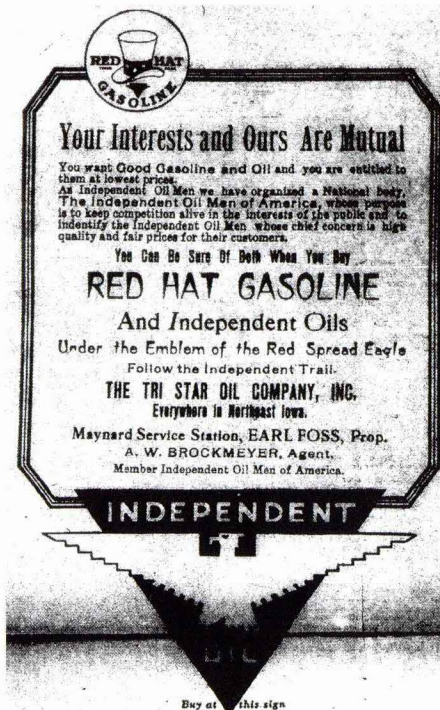
"SERVICE THAT SATISFIES"

Sincerely,

THE TRI STAR OIL COMPANY Inc.

Plate 18: Important Announcement

(Maynard News 1925f)



RED HAT GASOLINE

Your Interests and Ours Are Mutual

You want Good Gasoline and Oil and you are entitled to them at lowest price. As Independent Oil Men we have organized a National body, The Independent Oil Men of America, whose purpose is to keep competition alive in the interests of the public and to indemnify the Independent Oil Men whose chief concern is high quality and fair prices for their customers.

You Can Be Sure Of Both When You Buy

RED HAT GASOLINE

And Independent Oils

Under the Emblem of the Red Spread Eagle

Follow the Independent Trail.

THE TRI STAR OIL COMPANY, INC.

Everywhere in Northeast Iowa.

Maynard Service Station, EARL FOSS, Prop.

A. W. BROCKMEYER, Agent.

Member Independent Oil Men of America.

INDEPENDENT

Buy at this sign

Plate 19: Red Hat Gasoline

(Maynard News 1926g)



TIRES

Why send to mail order houses for tires when we will sell them as cheap or possibly cheaper.

We have a complete stock of sizes in a good substantial tire at the following exceedingly low prices:

30x8 Nonskid Cord	\$6.50
30x3 1/2 Regular Size Cord	7.25
30x3 1/2 Over Size Cord	8.00
32x4 Standard Size Cord	12.50
28x4 40 Balloon Cord	8.50

Other sizes are priced in proportion.

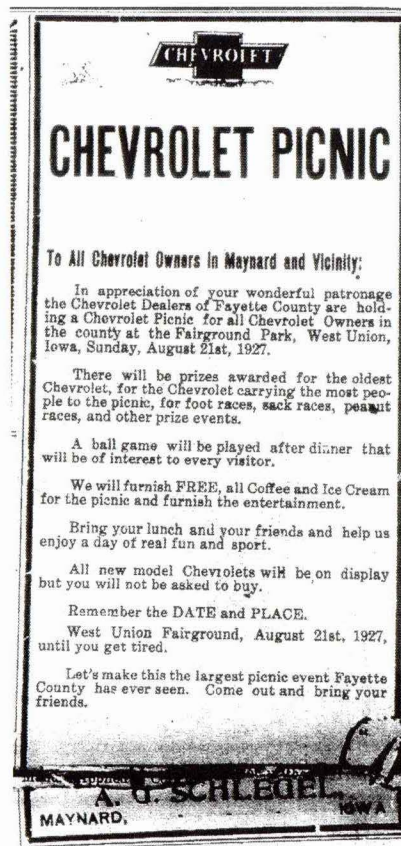
The Price of Inner Tubes is also in line with the above.

These are sold subject to the same warranty as all standard make tires.

A. G. SCHUBERT
GARAGE

Plate 20: Tires

(Maynard News 1927a)



CHEVROLET

CHEVROLET PICNIC

To All Chevrolet Owners in Maynard and Vicinity:

In appreciation of your wonderful patronage the Chevrolet Dealers of Fayette County are holding a Chevrolet Picnic for all Chevrolet Owners in the county at the Fairground Park, West Union, Iowa, Sunday, August 21st, 1927.

There will be prizes awarded for the oldest Chevrolet, for the Chevrolet carrying the most people to the picnic, for foot races, sack races, peanut races, and other prize events.

A ball game will be played after dinner that will be of interest to every visitor.

We will furnish FREE, all Coffee and Ice Cream for the picnic and furnish the entertainment.

Bring your lunch and your friends and help us enjoy a day of real fun and sport.

All new model Chevrolets will be on display but you will not be asked to buy.

Remember the DATE and PLACE.

West Union Fairground, August 21st, 1927, until you get tired.

Let's make this the largest picnic event Fayette County has ever seen. Come out and bring your friends.

A. G. SCHUBERT
MAYNARD, IOWA

Plate 21: Chevrolet Picnic

(Maynard News 1927f)

In April 1928, Schlegel began to sell used cars at his garage and expand his line of new cars to include Graham-Paige six cylinder automobiles (Plate 22) (*Maynard News* 1928b:4; 1928c:4). Just a year later, Schlegel continued to expand his business by buying Cliff O. Hall's garage (*Maynard News* 1929b:7). Schlegel continued to operate the two businesses separately. At the Hall garage, he added vulcanizing equipment and continued to offer the Pontiac line of cars. In September 1929, Schlegel held a closing out sale of all C.O. Hall stock (*Maynard News* 1929f:4).

In 1928, Henry Reisner constructed a new brick garage on Main Street on a bare lot west of the Haas Feed Store (Plate 23) (*Oelwein Daily Register* 1973). Just four years earlier, Reisner had moved to Maynard from Hawkeye and had been employed as a mechanic by Aaron Schlegel Sr. at his garage (Ancestry.com 2006).

Schlegel continued to operate the Ford garage until April 1939, when he sold it to Edwin and Bertina Olson. In September 1940, Olsen sold the property to J.R. Jensen, who went into partnership with Ray Wood. By February 1947, both Jensen and Wood had sold their share of the business to Ray Wolfe (Fayette County Recorder's Office 2006).

By 1973, Mr. Wolfe had also become a used car dealer (*Oelwein Daily Register* 1973). Ray Wolfe owned the property until December 2000 when it was sold to its present owner, Donald Westendorf (Fayette County Assessor's Office 2006). Mr. Westendorf operates an auto repair shop, Maynard Auto Service, in the main part of the building. His wife, Sylvia, operates a floral/gift shop in the east side of the building.

for Economical Transportation

This Car has been carefully checked as shown by marks below

- ✓ Motor
- ✓ Radiator
- ✓ Rear Axle
- ✓ Transmission
- ✓ Starting
- ✓ Lighting
- ✓ Ignition
- ✓ Battery
- ✓ Tires
- ✓ Upholstery
- ✓ Top
- ✓ Fenders
- ✓ Finish

OK

CHEVROLET

USED CARS

with an OK that counts

Because we are delivering more new Chevrolets than at any other time in our history, we are offering a number of exceptional values in reconditioned used cars.

Our used cars carry an official O. K. tag which is reproduced on this page. Attached to a used car by a Chevrolet dealer it signifies that every vital part of the car has been inspected, properly reconditioned and where worn, replaced by a new part. This plan enables anyone to select a used car with absolute confidence as to its satisfactory operation, and that the price is absolutely fair and right.

Reasons why you should buy your used car from a Chevrolet dealer

- 1 — Chevrolet dealers have been selected by the Chevrolet Motor Company as the best of their kind for dependability.
- 2 — Chevrolet dealers offer used cars on a like-suggested and endorsed by the Chevrolet Motor Company.
- 3 — Chevrolet dealers have the necessary tools and equipment to properly recondition used cars.
- 4 — Chevrolet dealers guide the good will of used car buyers the same as their new buyers from new car sales.

A few of our exceptional Used Car values
"with an OK that counts"

Ford Truck

1923 Ford Truck Chassis. 8 speed transmission, motor overhauled, good tires, starter, generator, and battery in good shape, license paid, \$160.00.

Chevrolet Coach

1927 Chevrolet Coach, new in October. Bumper, spare tire, run 5800 miles, looks like new. Guaranteed first class condition in every way. Only \$190 down. Balance in easy payments.

A. G. Schleggel

Garage Maynard, Iowa

Dependability, Satisfaction and Honest Value

Plate 22: Used Cars

(Maynard News 1928b)



Plate 23: Reisner Garage, 250 Main Street

IV. CONSTRUCTION HISTORY

A. MANTHEI FORD GARAGE

The Manthei Ford Garage has had some alterations since its construction in 1921. The most significant changes have occurred on the main (south) façade. The 1931 Iowa Insurance Service Bureau Map of Maynard shows that the garage originally had a one-story open canopy over the storefront on the east side of the façade (Plate 24). The canopy was approximately 10-11' deep. This was likely used as a shelter for customers buying gasoline. The canopy was removed sometime during Ray Wolfe's tenure as owner. Other alterations on the main façade include replacement of the original wood garage doors with an overhead door, installation of vinyl sash in the upper story windows, reconfiguration of the storefront window on the east side of the façade, and removal of material along the cornice.

The rear (north) façade of the two story section has been clad with aluminum siding. A small modern casement window has also been installed in the past five years.

On the east façade, three windows trimmed with brick and one small fixed pane window were added sometime after 1931, when the Iowa Insurance Service Bureau Map depicted only four windows on the garage section and two windows on the two-story section of the building (Plate 24). Two windows trimmed with brick were added to the east façade as well.

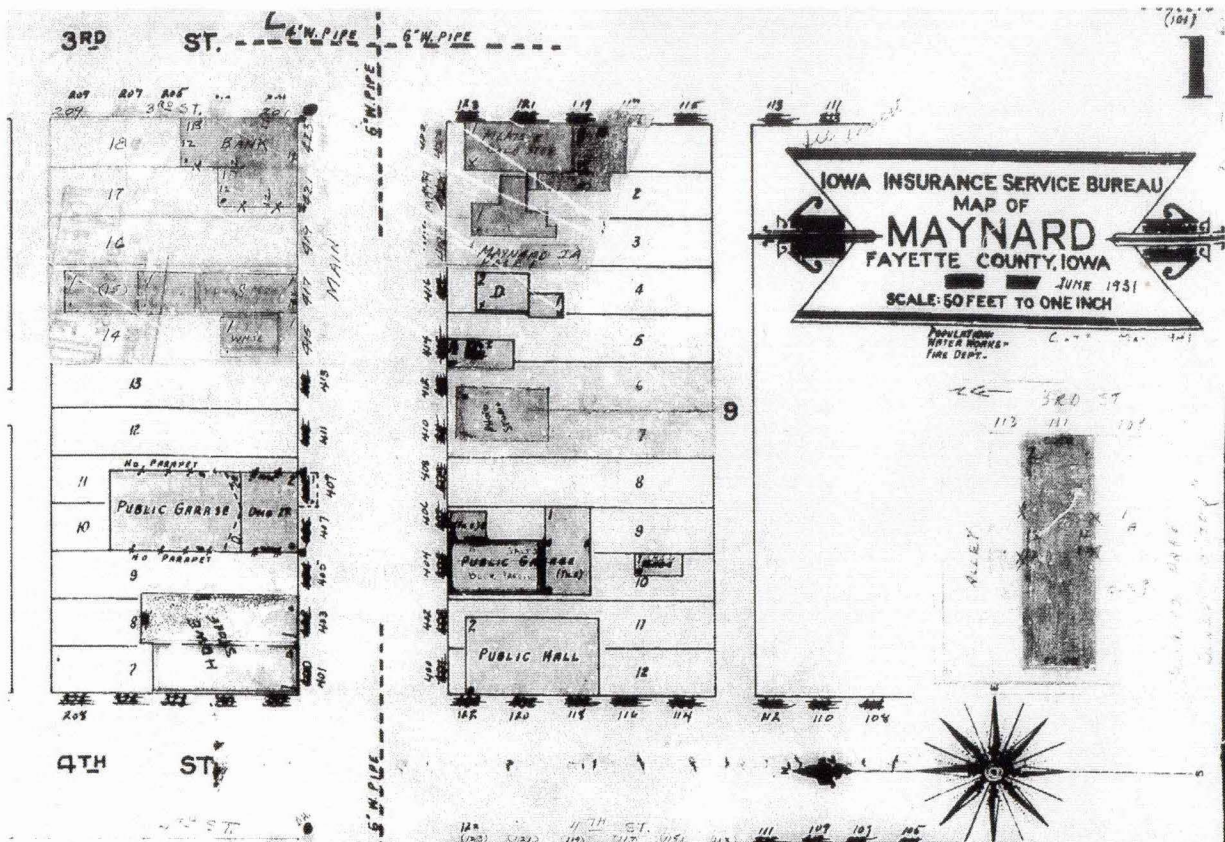


Plate 24: Map of Maynard, Iowa 1931

(Iowa Insurance Service Bureau)

The rear (north) façade has also had some modifications. The garage door opening has been heightened several feet and a shed roof addition was constructed on the west side of the façade within the past five years.

The interior has also had modifications. The ceiling height has been increased in the back of the garage. A counter and cabinets have been installed to create a small office area in the southwest corner of the garage. Cabinets and a counter were also constructed sometime in the 1970s in the floral shop. Within the past year, the kitchen and dining room were remodeled with new cabinets, flooring, drop ceiling, and fluorescent lighting.

B. AUTOMOBILE GARAGES IN IOWA

1. Early era

By 1915, there were 147,078 vehicles registered in Iowa: the largest number per capita in the United States (Thompson 1989:141). Early automobiles needed frequent repair and maintenance and regularly consumed large amounts of lubricating oil (Jakle and Sculle 1994:39). Garages sprang up in large numbers to accommodate the increasing number of automobiles that needed these services. In smaller towns, garages often also served as filling stations, either with a pump at the curb or large tanks. At that time, products such as oil and gasoline were often unbranded and marketed and sold from large storage drums (Jakle and Sculle 1994:39).

Early garages took advantage of existing buildings such as old livery stables and larger commercial buildings and thus were situated in the main commercial area of town. Trade journals such as *The Horseless Age* had a “display expert” to aid automobile businesses with redesign of traditional storefronts to accommodate automobile-related businesses (Plate 25). Other early automobile-related businesses in smaller Iowa towns included garage storage facilities, sometimes called “automobile livery,” and oil company stations composed of several large oil-storage tanks situated along railroad tracks.



Plate 25: “Improving the Showroom Front”



The Display Service Department of The Horseless Age suggests these improvements in the front of the place of business of the Wayne Garage, Honesdale, Pa. At the left is a window with a gray background, this window will be used for the display of accessories. At the right is a large plate glass window to be used for the display of cars. Above the windows and doors are prism glass transoms. There are no signs on the window glass and the firm sign is placed high enough to prevent its covering or shading any part of the prism glass transoms.

(*Horseless Age* 1918:37)

2. Expansion Period

In 1920, Henry Ford established an assembly plant on the corner of 18th and Grand in Des Moines. By 1925, the number of automobiles registered in Iowa skyrocketed to 659,202 with 51 different makes being sold in Iowa (Table 1) (Thompson 1989:141). Auto-related businesses such as filling stations, storage garages, and dealers began to proliferate, providing increased competition for the independent garage that had, until now, provided smaller Iowa towns with gas, auto repair, and sales services.

TABLE 1:
MAKE OF AUTOMOBILES LICENSED IN IOWA FROM JANUARY TO JUNE 1925

MAKE OF AUTOMOBILE	NUMBER	MAKE OF AUTOMOBILE	NUMBER
Auburn	4	Marmon	20
Buick	1,609	Maxwell	740
Cadillac	97	Moon	72
Chandler	60	Nash	463
Chevrolet	4,745	Oakland	167
Chrysler	160	Oldsmobile	213
Cleveland	84	Overland	1,688
Cole	1	Packard	122
Davis	2	Paige	28
Dodge	2,364	Peerless	13
Dort	1	Pierce	1
Durant	50	Reo	150
Essex	1,030	Rickenbacker	94
Flint	38	Rollin	9
Ford	21,360	Star	569
Franklin	17	Stearns	6
Gardner	20	Studebaker	759
Gray	62	Stutz	4
Haynes	2	Velie	214
Hudson	743	Wills-St. Clair	3
Hupmobile	263	Willys-Knight	379
Jewett	396	Yellow	14
Jordan	9	Miscellaneous	66
Kissel	8		
Lincoln	56		

(*Motor Trades Bulletin* 1925:14)

By 1922, there were 39,538 dealers in the United States. Nearly 2/3rd of these dealers were located in small towns (*Motor Trades Bulletin* 1923a:19). In 1923, there were 2,000 dealers in Iowa. Over 97% of the new cars registered in Iowa that year (92,692) were manufactured by only 11 corporations. The remaining 3% were manufactured by 39 different corporations (*Motor Trades Bulletin* 1924a: 8). Many early auto dealers did not survive more than a few years as early automobiles

were expensive, making the local market very limited. Frequently, dealers would also purchase used vehicles for a higher price than they could sell them to get a new car sale. This practice became a tremendous problem for dealers across the country. A study of dealers in Ohio and along the Atlantic coast found that only 30% operated at a profit, 30% broke even, and the remaining 40% lost money (*Motor Trades Bulletin* 1926a:8).

Consequently, throughout this period auto dealers began to locate in existing independent garages or operate a repair facility as part of the dealership (Jakle and Sculle 1994:203-204). Automobile repair was a much more profitable business that could offset losses in the sales department.

In the early 1920s, new buildings were being built to accommodate larger and faster automobiles that did not fit well into existing commercial structures (Jakle and Sculle 1994:39). For the most part, these new businesses still remained clustered in the downtown area, generally located on the cross streets or at either end of the commercial main street. (Sanborn Fire Insurance Company 1923, 1939). However in towns such as Denison, where the main transportation route (Lincoln Highway) did not run through downtown, filling stations began to be built along the highway rather than in the downtown area.

Garage architecture in small Iowa towns tended to be utilitarian in nature. Those garages that featured an auto sales room had larger display windows on the main façade, like the Dougan Garage in Iowa Falls (Plate 26). This type was built as a dealership with a service department--garage doors often located on a secondary facade along an alley or sidestreet. The Millsap Motor Company, a Hupmobile dealer in Cedar Rapids, had their service department in the basement (Plate 27). Other garages that emphasized auto repair services had garage door openings on the main façade with display windows on either side. One and two-story examples of this type were built across Iowa. One story examples are often rectangular brick or tile structures with shaped or stepped parapet walls on the main façade and gabled or round arch roofs (Plate 28). Two-story examples are also rectangular in shape with either one or two story garages situated behind a two story commercial front (Plates 29-30). Often the second story was used as residences or offices/parts storage for the garage. The F.H. Clark Ford Garage in Sioux City was built into a hill so that automobiles could be driven into the second story for assembly and general automobile repair (Plate 31). More unusual examples from the period include the corner canopy garage (Plate 32).

In the early-1920s, the “service station” began to emerge and compete with existing local garages by providing the basics in automobile service—gasoline, oil changes, and car washes. Service stations most often followed standard designs of large oil companies such as Standard and Phillips or those featured in national industry trade magazines such as *National Petroleum News*, founded in 1909. The most popular standard design in Iowa was the cottage style (Plate 33). Bays were often added to the cottage style station to provide more service (Plate 34).

Service stations had a sleeker look than garages with nationally trademarked brands designed to appeal to customers. In contrast, independent garages often displayed a cacophony of advertising for numerous auto-related products. Painted advertisements often appeared on the side elevations of larger garages.

As service and filling stations became more numerous, most garages focused on automobile repair and sales and eventually abandoned the curbside pumps. Almost all of the towns surveyed had at least one auto garage with a sales department. Larger towns also had separate auto dealerships. In the case of Creston, there were four auto dealers, five garages, and one combined garage/dealer (Sanborn Fire Insurance Company 1923).

In the late 1930s, automobile manufacturers began urging dealers across the country to modernize. In 1936, Oldsmobile presented boxy, flat roofed designs for “super service stations” in the publication, *Modern Buildings for Modern Automobile Dealers* (Liebs 1995:86). This new design featured large service bays radiating out from a small, central showroom forming a U or L shape. While these designs influenced the scores of new box-type gas stations being constructed, dealers did not follow suit as new car sales in the years after the Depression were lagging. Conversely, demand for used cars and service garages increased. Many service garages in Iowa turned from new to used car sales. This climate continued through World War II when automobile production stopped altogether (Liebs 1995:87).

3. Post-War Period

After the war, demand for new automobiles was on the rise. Automakers renewed their campaign for new and modernized dealerships through their own published studies like General Motor’s, *Planning Automobile Dealer Properties*; Ford’s *Plans for New and Modernized Sales and Service Buildings*; and Studebaker’s *Post-War Housing and Facilities for Studebaker Dealers* (Liebs 1995:88). These guides not only had ideas for modern buildings, but advice on best location for these modern facilities. Automakers strongly urged dealers to abandon the old automobile rows in the downtown area to larger lots on the outskirts of town that could accommodate the modern one-story dealership/service buildings they were advocating. The guides went on to suggest the best site for these new dealerships—the far side of a stop-lighted intersection on the homeward-bound side of a major commuter highway. The logic for this site was that drivers were more likely to pull into a dealership on impulse when they were on their way home. Drivers would also have time to survey the dealership while stopped at the intersection. The service wing of these new dealerships was the largest part of the building, suggesting to the consumer that service was a high priority (Liebs 1995:89).

Throughout the 1950s and 1960s, dealers took the advice of automakers and left the old automobile row for the outskirts of town. Consequently, many independent garages struggled to compete with not only these new modern dealerships but also with the increasing number of service stations that offered auto services.

The emergence in the 1970s of the do-it-yourself discount stores selling auto parts to motorists and increase of franchised specialty shops such as Midas Muffler further dampened the need for the simple services that gas stations and garages provided. Service stations eventually transformed into convenience stores leaving automobile service to the specialty shops, dealers and independent garages (Liebs 1995:112-113).

VI. SIGNIFICANCE

The Manthei Ford Garage contributes to our understanding of the development of automobile garages in small town Iowa in the early 1920s, when local roads and regional routes were being expanded and improved. The Manthei garage started out as many others did, in an existing building, a livery stable, in the downtown area. As the number of automobiles increased, a new building was built. Like the Manthei garage, many of these second generation buildings were often still located downtown, where the bulk of commercial activity remained. Clusters of these auto-related businesses, dubbed as automobile rows, began to be seen in larger Iowa towns.

The Manthei Brothers did not succeed in their garage business, perhaps due to a large outlay of capital for the building's construction or to their failure to effectively compete with established garages such as the Cliff O. Hall garage. Where the Manthei Brothers failed, Aaron G. Schlegel succeeded, running the business from 1923 to 1939. Schlegel's success was due, in part, to his investment in improvements and effective marketing of them to customers. Schlegel often advertised the installation of new equipment and offered customers demonstrations. Schlegel's closest competitor, C.O. Hall, often had to make similar upgrades to stay competitive. Schlegel similarly led the way in automobile sales being the only garage in town to have a showroom, large enough for only one car. His success in the sales department was no doubt due to his participation in a network of Chevrolet dealers in Fayette County. Though selling the most popular make in the county, Chevrolet, was also most certainly a factor in the businesses' success.

The two-story tile block Manthei garage is a typical design for garages built in the small town Iowa in the early twentieth century. These garages were initially one-stop shops providing service, emphasized by its central garage door; gasoline, sheltered by a 10' canopy; and sales, in a small showroom. The demolition of the garage's canopy is indicative of the changing role of garages in the mid-twentieth century as filling and service stations proliferated.

VII. REFERENCE SOURCES

Research efforts for the present study focused on the history of the Manthei Ford Garage and other auto-related businesses in Maynard. The bulk of the historical information on the Manthei Garage came from advertisements in the local newspaper, the *Maynard News*. Unfortunately, the paper was merged with the *Oelwein Daily Register* in 1930, so little is known about the history of the garage after that time.

Several automobile trade journals including the *Motor Trades Bulletin*, *Horseless Age*, and *Motor Age* were reviewed to gather information about the history of the automobile service industry and automobile garage architecture. The *Motor Trades Bulletin*, published by the Iowa Automobile Merchants Association, contained particularly useful information on garage architecture and the automobile industry in Iowa from 1923 to 1929, the only issues available at the Parks Library at Iowa State University. In order to understand the history of garages in Iowa's small towns, Sanborn maps and city directories for seven Iowa towns including Algona (5,737), Creston (7,574), Denison (7,341), Guthrie Center (1,663), Keosauqua (1,069), and Ute (377) were reviewed. These towns were chosen based on their location in the state, proximity to a major transportation route, and population. Ute is the smallest town with a population in 2000 of 377; Creston the largest with a population of 7,574.

Ancestry.com

- 2006 U.S. Federal Census Records for Simon Harrison, Fritz Manthei, A.C. Schlegel, and Henry Reisner. Website accessed at <http://search.ancestry.com/> in August and September.

Fayette County Assessor's Office

- 2006 Fayette County Assessor's Parcel Search. Website accessed at <http://beacon.schneidercorp.com/Application.aspx?AppID=79&LayerID=705&PageTypeID=2&PageID=518> on September 6.

Fayette County Recorder's Office

- Var. Transfer Books, Indexes to Town Lots, and Deed Records. On file at the Fayette County Recorder's Office, West Union, Iowa.

Horseless Age

- 1918 Improving the Showroom Front. January 18:37. Horseless Age Co., New York, New York.

Jakle, John A. and Keith A. Sculle (Jakle and Sculle)

- 1994 *The Gas Station in America*. Johns Hopkins University Press, Baltimore, Maryland.

Kossuth County Assessor's Office

- 2006 Kossuth County Assessor's Parcel Search. Website accessed at <http://beacon.schneidercorp.com/Application.aspx?AppID=79&LayerID=705&PageTypeID=2&PageID=518> on September 6.

Liebs, Chester H.

1995 *Main Street to Miracle Mile: American Roadside Architecture*. Johns Hopkins University Press, Baltimore, Maryland.

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1921a Advertisement, Ford Garage. March 10:4.

1921b Maynard. March 24:5.

1921c Advertisement, C.O. Hall. May 12:8.

1921d Maynard. May 26:6, c. 1.

1921e Advertisements: C.O. Hall and Manthei Ford Garage. May 26:8.

1922a Advertisement: Manthei Ford Garage. January 5:4.

1922b Advertisement: Manthei Brothers. March 2:4.

1922c Advertisement: Manthei Brothers. September 7:4.

1923a Advertisement: Manthei Brothers. February 1:4.

1923b Advertisement: White Star Gasoline. February 1:4.

1923c Advertisement: A.G. Schlegel. May 31:4.

1923d Advertisement: A.G. Schlegel. June 28:8.

1923e Advertisement: A.G. Schlegel. July 12:8.

1923f Advertisement: A.G. Schlegel. October 14:8.

1923g Advertisement: A.G. Schlegel. November 8:8.

1923h Advertisement: A.G. Schlegel. November 15:8.

1923i Service: A.G. Schlegel. November 22:8.

1924a Exide Batteries Advertisement. May 1:8.

1924b Our New Red Devil Wrecker. May 8:8.

1925a Advertisement: A.G. Schlegel. May 7:4.

1925b Advertisement: C.O. Hall. July 16:8.

1925c Advertisement: A.G. Schlegel. July 23:4.

- 1925d Advertisement: A.G. Schlegel. September 3:4.
- 1925e Advertisement: A.G. Schlegel. September 17:4.
- 1925f Important Announcement. December 3:4.
- 1925g Facts on Radios. December 10:4.
- 1926a The Improved Chevrolet. January 14:4.
- 1926b The New Improved Chevrolet Has Arrived. February 18:4.
- 1926c Chevrolet Quality at Low Cost. April 1:4.
- 1926d United States Tires. April 8:4.
- 1926e Correction. April 15:4.
- 1926f The Oil Starved Car. April 29:4.
- 1926g Appreciation. May 6:4.
- 1926h A Word To Our Customers. May 27:4.
- 1926i Building & Remodeling. June 3:8.
- 1926j The Nash Six. November 11:4.
- 1927a Tires. March 10:4.
- 1927b Nash Light Six. April 21:4.
- 1927c Grand Opening. April 28:4.
- 1927d Buy at This Sign. April 28:4.
- 1927e Gillette Tires. May 12:4.
- 1927f Chevrolet Picnic. August 18:4.
- 1927g We Will Soon Have A Carload of the Bigger and Better Chevrolet. December 4:4.
- 1928a Effortless Driving. April 5:4.
- 1928b Chevrolet Used Cars. April 12:4.
- 1928c Graham-Paige. April 19:4.
- 1928d Tires. June 28:4.

1928e Announcing The Outstanding Chevrolet of Chevrolet History. November 29:4.

1928f Chevrolet Six. December 6:4.

1928g Place your order Now. December 6:4.

1929a Now On Display The New Pontiac BIG SIX. March 21:8.

1929b To The Public. April 4:7.

1929c Roosevelt Eight. May 23:5.

1929d Shell Gasoline. June 27:5.

1929e Another Record! July 11:4.

1929f Closing Out Sale. September 26:4.

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1923a Smaller Town Good Car Market. August, p. 10. Iowa Automotive Merchants Association, Des Moines.

1923b Fowler Buick Company, Eldora. September, p. 11. Iowa Automotive Merchants Association, Des Moines.

1924a Facts--Not Theory. May, p. 8. Iowa Automotive Merchants Association, Des Moines.

1924b Franklin H. Clark Opens New Sioux City Block. August, p. 11. Iowa Automotive Merchants Association, Des Moines.

1924c Millsap Proves Faith in Future. August, p. 14. Iowa Automotive Merchants Association, Des Moines.

1925 New Car Sales in Iowa. August, p. 14. Iowa Automotive Merchants Association, Des Moines.

1926 Only 30 Per Cent of Dealers Are Making Money. August, p. 8. Iowa Automotive Merchants Association, Des Moines.

1926 News From Iowa Dealers. August, p. 13. Iowa Automotive Merchants Association, Des Moines.

1927 State News. August, p. 9. Iowa Automotive Merchants Association, Des Moines.

1928a Dealers' Doings. March, p. 8. Iowa Automotive Merchants Association, Des Moines.

1928b Iowa Automotive Merchants Association New Passenger Car Registration Report. February-December, p. 12-15.

Oelwein Daily Register

1946 Maynard. October 2:Section 2,4.

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Sanborn Fire Insurance Company

Var. Maps of Algona, Creston, Denison, Guthrie Center, Keosauqua, Keokuk, and Ute.
Sanborn Fire Insurance Company, Chicago, Illinois.

Thompson, William H.

1989 *Transportation in Iowa: A Historical Summary*. Iowa Department of Transportation:
Ames, Iowa.

APPENDIX A:
Iowa Site Inventory Form

Site Inventory Form

State Historical Society of Iowa

(December 1, 1999)

State Inventory No. **33-00530**

☐ New ☒ Supplemental

☐ Part of a district with known boundaries (enter inventory no.) _____

Relationship: ☐ Contributing ☐ Noncontributing

☐ Contributes to a potential district with yet unknown boundaries

National Register Status:(any that apply) ☐ Listed ☐ De-listed ☐ NHL ☐ DOE

9-Digit SHPO Review & Compliance Number **060433059**

☐ Non-Extant (enter year) _____

1. Name of Property

historic name Manthei Ford Garage

other names/site number Maynard Auto Service Building

2. Location

street & number 350 Main Street W

city or town Maynard

☐ vicinity, county Fayette

Legal Description: (If Rural) Township Name

Township No.

Range No.

Section

Quarter of Quarter

Harlan

29

9

14

(If Urban) Subdivision Original town plat

Block(s) 13

Lot(s) 9

3. State/Federal Agency Certification [Skip this Section]

4. National Park Service Certification [Skip this Section]

5. Classification

Category of Property (Check only one box)

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

Number of Resources within Property

If Non-Eligible Property

Enter number of:

— buildings
— sites
— structures
— objects
— Total

If Eligible Property, enter number of:

Contributing

Noncontributing

1 buildings
— sites
— structures
— objects
1 Total

Name of related project report or multiple property study (Enter "N/A" if the property is not part of a multiple property examination).

Title

Iowa Historic Property Study: Manthei Garage

Historical Architectural Data Base Number

33-017

6. Function or Use

Historic Functions (Enter categories from instructions)

14D09 Automotive Service

02E01 Auto Showroom

Current Functions (Enter categories from instructions)

14D09 Automotive Service

7. Description

Architectural Classification (Enter categories from instructions)

07B Commercial Style

09F05 COMMERCIAL/Brick Front

Materials (Enter categories from instructions)

foundation 10A Concrete Block

walls 16 Clay Tile

roof 08B ASPHALT/Rolled

other 05F METAL/Steel

Narrative Description (☒ SEE CONTINUATION SHEETS, WHICH MUST BE COMPLETED)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" representing your opinion of eligibility after applying relevant National Register criteria)

- ☒ Yes ☐ No ☐ More Research Recommended
☐ Yes ☒ No ☐ More Research Recommended
☐ Yes ☒ No ☐ More Research Recommended
☐ Yes ☒ No ☐ More Research Recommended

- A Property is associated with significant events.
B Property is associated with the lives of significant persons.
C Property has distinctive architectural characteristics.
D Property yields significant information in archaeology or history.

County Fayette
City Maynard

Address 350 Main Street W

Site Number 33-00530
District Number

Criteria Considerations

- ☐ 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)

Commerce

Significant Dates

Construction date

1921

☐ check if circa or estimated date

Other dates

Significant Person

(Complete if National Register Criterion B is marked above)

Architect/Builder

Architect

Builder

Narrative Statement of Significance (☒ SEE CONTINUATION SHEETS, WHICH MUST BE COMPLETED)

9. Major Bibliographical References

Bibliography ☒ See continuation sheet for citations of the books, articles, and other sources used in preparing this form

10. Geographic Data

UTM References (OPTIONAL)

Zone	Easting	Northing	Zone	Easting	Northing
1			2		
3			4		

☐ See continuation sheet for additional UTM references or comments

11. Form Prepared By

name/title Camilla Deiber, Architectural Historian

organization Louis Berger Group, Inc.

date 12/5/2006

street & number 950 50th Street

telephone (319) 373-3043

city or town Marion

state IA

zip code 52302

ADDITIONAL DOCUMENTATION (Submit the following items with the completed form)

FOR ALL PROPERTIES

- Map:** showing the property's location in a town/city or township.
- Site plan:** showing position of buildings and structures on the site in relation to public road(s).
- Photographs:** representative black and white photos. If the photos are taken as part of a survey for which the Society is to be curator of the negatives or color slides, a photo/catalog sheet needs to be included with the negatives/slides and the following needs to be provided below on this particular inventory site:

Roll/slide sheet #		Frame/slot #		Date Taken	
Roll/slide sheet #		Frame/slot #		Date Taken	
Roll/slide sheet #		Frame/slot #		Date Taken	

- ☐ See continuation sheet or attached *photo & slide catalog sheet* for list of photo roll or slide entries.
- ☐ Photos/illustrations without negatives are also in this site inventory file.

FOR CERTAIN KINDS OF PROPERTIES, INCLUDE THE FOLLOWING AS WELL

- Farmstead & District:** (List of structures and buildings, known or estimated year built, and contributing or non-contributing status)
- Barn:**
 - A sketch of the frame/truss configuration in the form of drawing a typical middle bent of the barn.
 - A photograph of the loft showing the frame configuration along one side.
 - A sketch floor plan of the interior space arrangements along with the barn's exterior dimensions in feet.

State Historic Preservation Office (SHPO) Use Only Below This Line

Concur with above survey opinion on National Register eligibility: ☐ Yes ☐ No ☐ More Research Recommended

☐ This is a locally designated property or part of a locally designated district.

Comments:

Evaluated by (name/title): _____ Date: _____

Iowa Site Inventory Form Continuation Sheet

Related District Number

Page 1

Manthei Ford Garage

Fayette

Name of Property

County

350 Main Street W

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Item 7. Narrative Description

The Manthei Ford Garage is composed of two distinct sections: a two-story brick/tile block storefront and a one-story, tile block garage section with a gabled roof. Both sections are set on a concrete slab foundation.

The wired brick main (south) façade features two display window bays alternating with a garage entrance and a conventional-size door (Plate 1). The upper story of the main façade has three, centrally placed 1/1 vinyl windows flanked by single 1/1 vinyl windows. The top three courses of the parapet roof are plain brick capped by clay tiles. The garage entrance has a modern overhead door that replaced original wood frame doors sometime after February 2006. All of the windows have wire brick sills and concrete lintels. The doors have concrete lintels as well.

The east and west façades of the two-story section each feature a tile block wall and stepped parapet roof. The west façade has a 1/1 wood sash window at the first level with a concrete lintel and wood sill and two 1/1 vinyl windows on the second level with concrete lintels and brick sills (Plate 2). The east façade has three windows at the first level. One of the window openings at is trimmed with brick and is set lower than the other windows, perhaps indicating it was an alteration. The southernmost window has a brick sill. The remaining window has a wood sill. The second level has three 1/1 vinyl windows, all with concrete lintels and brick sills (Plate 3).

The east, west, and north facades of the one-story garage section each have tile block walls. The west façade has an entrance bay and five fenestrated bays with single and paired 1/1 wood sash windows. Two of the single window openings are trimmed with brick. All of the other windows have concrete lintels and wood sills.

The east façade has six fenestrated bays with single and paired wood windows. Three of single windows feature original 8/12 wood sash--two of these are trimmed with brick. The remaining single window and paired windows are 1/1 wood sash. A small fixed wood window is located in the southernmost bay.

The north façade of the garage section features a central overhead door opening, an adjacent conventional door opening, paired wood sash windows, and a late twentieth-century shed roof addition clad with vinyl siding (Plate 4).

The first floor of the garage has three principle spaces: a commercial space, a showroom, and a maintenance garage. An aisle runs between the showroom and commercial space to the maintenance garage behind (Figure 3).

The commercial space is 10' wide by 31' deep and is accessed by a doorway off the center aisle and by a door off the staircase (Plate 5). The space has painted concrete block walls, a carpeted floor, a 9' wide wood display window, and a closet set under the stairs. A partition with an 8' wide opening creates a small room at the rear of the space. It is further separated from the main room by a late twentieth century counter. The room also has similar period cabinets and simple plank shelves. A brick chimney is situated in the center of the west wall.

The showroom, which is now used as an office/display room for antiques, measures 11' wide by 19' deep. A 3' wide doorway provides access from the main aisle (Plate 6). The room has concrete block walls, linoleum floor, and a plasterboard ceiling. A large 7' wide opening on the rear wall of the space provides access to the maintenance garage. The space is lit by a 9' wide wood display window on the main façade and a 1/1 wood sash window on the west façade.

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Related District Number

Page 2

Manthei Ford Garage

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The maintenance garage occupies the remainder of the first floor (Plate 7). This large open space is accessed by the aisle on the main façade, a large overhead door on the rear (north) façade and a conventional door on the west façade. A late-twentieth-century counter and built in cabinets, situated next to the conventional doorway, serve as the main office for the garage. The east and west walls each have six fenestrated bays that are separated by concrete block piers. These piers support beams that run the width of the building and are comprised of sandwiched 2x6's. Two of the beams are supported with two modern wood posts each (Plate 8). The ceiling between these wood posts extends up to the roofline.

The second floor, which is accessed by a stairway on the east side of the commercial space, has a large open kitchen/dining room, a living room, three bedrooms, and a bathroom (Figure 4). The bathroom measures 6'10" by 5'7" and is located at the top of the stairs. The kitchen/dining room area, which is along the north side of the second floor, was remodeled recently with new cabinetry, ceramic tile floors, and a drop ceiling (Plate 9). A small 9'x10' bedroom is located off the west wall of the dining room. The living room, adjacent to the kitchen/dining room, has plaster and wood paneled walls, a particle board ceiling, and a carpeted floor (Plate 10). A small closet is located in the northeast corner of the living room. The remaining two bedrooms are situated to the east and west of the living room.

Item 8, Statement of Significance

The Manthei Ford Garage contributes to our understanding of the development of automobile garages in small town Iowa in the early 1920s, when local roads and regional routes were being expanded and improved. The Manthei garage started out as many others did, in an existing building, a livery stable, in the downtown area. As the number of automobiles increased, a new building was built. Like the Manthei garage, many of these second generation buildings were often still located downtown, where the bulk of commercial activity remained. Clusters of these auto-related businesses, dubbed as automobile rows, began to be seen in larger Iowa towns.

The two-story tile block Manthei garage is a typical design for garages built in the small town Iowa in the early twentieth century. These garages were initially one-stop shops providing service, emphasized by its central garage door; gasoline, sheltered by a 10' canopy; and sales, in a small showroom. The demolition of the garage's canopy is indicative of the changing role of garages in the mid-twentieth century as filling and service stations proliferated.

The site of the Manthei Ford Garage was first occupied by a livery barn and buggy shed. In 1881, Allen S. Payne established a livery on Main Street. Several years later, Payne sold one of the lots to the west of his livery to Walter L. Powers, who established a separate buggy barn shown in the 1912 photo of Main Street below (Plate 11). In 1890, after both businesses changed ownership, Theodore and August Dravis purchased both the buggy barn and livery stable. From 1892 to the early 1920s, the property had been owned and operated as a livery stable by numerous people including John Proctor, Burnett and Jay Dewey, M.A. Lobau, J.J. Klinkkammer, Richard Smith, and J.W. Potts (Fayette County Recorder's Office 2006).

The first automobile garage in Maynard was owned and operated by Simon H. Harrison from 1913 to 1918. Harrison purchased the garage building on Main Street from Emery Frost for \$350 (*Oelwein Daily Register* 1973). The one-story false-front garage had a garage door, two large storefront windows, and gasoline filling station out front (Plate 12) (*Oelwein Daily Register* 1973). Along with providing automobile repairs and accessories, Harrison was a Reo dealer. Though he owned and operated the shop, Harrison wasn't an auto

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mechanic by trade: he was listed as a “barn and house” painter in the 1910 census (Ancestry.com 2006). Mrs. Simon (Johanna) Harrison was the first woman in Fayette County to drive an automobile. Harrison quit the automobile business in 1918, but continued to own the building until 1926 when he traded it for a new Ford ton truck from Cliff O. Hall, who opened a garage on Main Street in July 1918 (*Oelwein Daily Register* 1973).

Around February 1921, Fritz J. Manthei opened a Ford garage on Main Street in the old Dravis livery barns. At that time, the property was owned by E. Gilmer. Manthei employed two of his brothers at the garage, Frank G. and William. Fritz Manthei was born in 1889 in Minnesota. In 1910, he was working as a farm laborer for his father, Fred; and mother, Johanna on their farm in Stearns County, Minnesota (Ancestry.com 2006). By 1920, he was married to Arvilla; had a daughter, Clara; and was living in Randalia in Fayette County. By that time, Manthei was working as an automobile repairman in a garage (Ancestry.com 2006).

The first advertisement for the Manthei garage appeared in the February 24, 1921 issue of the *Maynard News* (Plate 13). Though it was named the “Ford Garage”, the advertisement noted that the shop repaired all types of automobiles.

Manthei continued to advertise in the *Maynard News* every week, touting “Auto and Gas Engine Reboring and Oxy-Acetylene Welding” (*Maynard News* 1921a:4). In March, Manthei installed a free air station and a gasoline filling station at the garage (*Maynard News* 1921b:5).

Though Manthei did not yet own the property, the May 26, 1921 issue of the *Maynard News* reported that Manthei planned to erect a new brick garage “as soon as they can get the material on the ground” (*Maynard News* 1921d:6). The new building was to be 40’x 110’ with a steam heating plant. To that end, on August 4, 1921, Fritz and his brothers, Frank and William, formed a partnership and purchased the property from E. Gilmer (Fayette County Recorder’s Office 2006). The new brick garage was, presumably, constructed soon thereafter.

In September 1922, the Manthei Brothers ran an advertisement for their repair work and vulcanizing shop with the sub line, “Remember the place, New Brick Garage, Manthei Brothers” (*Maynard News* 1922c:4). This was the first time that the Manthei Brothers touted their new brick garage in their weekly advertisement.

For the most part, Manthei and their competitors did not advertise any particular brands of merchandise. Manthei’s ads focused on their ability to make auto repairs and conduct yearly maintenance. However, in March, 1922, the Manthei Brothers garage was appointed as an authorized Ford dealer and service center by the Warneke Brothers dealership in Oelwein. A “sample” automobile was on display for inspection and orders were taken for new vehicles (*Maynard News* 1922b:4).

Though Manthei spent large amounts of capital on a new building, the business did not succeed. On February 15, 1923 the property, business, and all of the equipment was given over to an assignee, R. B. Jamison, for the benefit of their creditors (Fayette County Recorder’s Office 2006). The assignee’s deed listed the contents of the garage (Exhibit A) and the list of creditors (Exhibit B):

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Exhibit A

1 ten Battery rectifier
1 burning in stand
1 three and ½ air compressor
1 10x21 inch air tank
1 No. 14 reboring outfit
1 acetyline welding outfit
1 american combination register
1 tool cabinet (rim repair)
1 spark plug case
1 Dayton gas pump
1 500 gal gas tank
2 Pyrene fire extinguishers
3 quarts of Leckwood
1 vulcanizing out-fit and tools
1 auto ambulance
1 new way jack
1 weel liner
1 small emery grinder
1 vice
1 battery volt meter
1 forge
1 Black & Becker Drill
1 buffing stand

Exhibit B

C. F. Blash	4,000.00
Fred C. Warnke	346.38
J. M. Fritz	513.40
The Heeb Company	353.17
The Fisk Rubber Co.	180.65
Turner Supply Co.	29.05
Exide Battery Sta.	36.56
F.W. Holly & Sons Co.	18.41
Chas B. Turk Calender Co.	14.00
Churchil Drug Co.	4.80
Detroit White Lead Works	3.75
Goodyear Rubber Co.	83.69
Repass Auto Co.	95.00
Ced Rap Pump Co.	45.86
Kelly Springfield Co.	280.67
Sharptrine Parts Service Co.	7.75
H. Warnke	49.85
Maynard Recharging Co.	40.00
F.H. Lawrence	43.75
F. Taller	40.00
Ward Masters	127.00

Just six days later on February 21, Aaron G. Schlegel, Sr. purchased the property and its contents from the assignee. Schlegel had operated a garage business in Hawkeye from 1916 to 1923. By the end of May, Schlegel was open for business in Maynard as an authorized Ford service station and as an agency for the Four and Six models of Nash Cars (Plate 14) (*Maynard News* 1923c:4). By July 12, 1923, Schlegel had been authorized to sell "Genuine Chevrolet Parts" (*Maynard News* 1923e:8).

As with Fritz Manthei, Schlegel was in direct competition with Cliff O. Hall, who opened a garage on Main Street in 1918. When Schlegel purchased a new wrecking car with a Manley Crane in November 1923 (Plate 15), Hall was not far behind purchasing a new Red Devil wrecker in May 1924 (*Maynard News* 1923g:8; 1924b:8). In late November 1923, Schlegel advertised the purchase of the latest automobile repairing equipment such as a Manley 22 ton press, electric valve grinder, and a set of reamers for Ford bushings (Plate 16)(*Maynard News* 1923i:8).

Schlegel and Hall continued to compete for customers until mid-1925, when Schlegel began to have automobiles on display. Schlegel began this practice with the display of the Nash Special Six Coach, "A real closed car with full Balloon Tires and four wheel brakes at \$1,325.00" (*Maynard News* 1925a:4). In September 1925, Schlegel, as "agency" for Chevrolet cars, started to display the new 1926 models at the garage (Plate 17)(*Maynard News* 1925e:4).

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Competition for automobile customers increased on December 5, 1925, when Earl Foss, a Maynard agricultural implement dealer, opened a "modernly equipped service station" at the corner of 1st and Main Streets in Maynard (Plates 18) (*Maynard News* 1925f:4). The service station offered products of the Tri Star Oil Company and Red Hat gasoline (Plate 19). Red Hat was introduced in the 1920s as a nationally trademarked brand by the National Petroleum Marketers Association for use by retailers (Jakle and Sculle 1994:39).

Unlike the new Foss "service station" Schlegel and his closest competitor, Hall did not exclusively sell nationally branded merchandise. Though Schlegel consistently advertised the United States tire and Exide battery brands, he did not appear to offer them exclusively. Indeed, Schlegel offered many different brands of products, including used tires (Plate 20).

Around May 6, 1926, a fire broke out at the Schlegel garage. The loss was "small" and within a couple of weeks the garage was open for business (*Maynard News* 1926g:4; 1926h:4). As Schlegel was repairing his fire damage garage, C.O. Hall was constructing a new brick garage that was completed by June 1926 (*Maynard News* 1926i:8). By December 1927, Hall was advertising the new Pontiac Six automobiles, showing models and taking orders for new cars (*Maynard News* 1927g:4).

Beginning in 1927, Schlegel began to coordinate and advertise events with other Chevrolet owners in the county. On May 3, Schlegel invited all Maynard area Chevrolet owners to a grand opening and carnival dance at the Wardel Chevrolet Garage in Oelwein (*Maynard News* 1927d:4). On August 21, 1927, the Chevrolet dealers in Fayette County held a picnic for all Chevrolet owners in the county at Fairground Park in West Union (Plate 21)(*Maynard News* 1927f:4). From February to December 1928, 293 Chevrolets were sold in Fayette County--more than any other model, including Ford, 162 of which were sold during that same period (Motor Trades Bulletin 1928b).

In April 1928, Schlegel began to sell used cars at his garage and expand his line of new cars to include Graham-Paige six cylinder automobiles (Plate 22) (*Maynard News* 1928b:4; 1928c:4). Just a year later, Schlegel continued to expand his business by buying Cliff O. Hall's garage (*Maynard News* 1929b:7). Schlegel continued to operate the two businesses separately. At the Hall garage, he added vulcanizing equipment and continued to offer the Pontiac line of cars. In September 1929, Schlegel held a closing out sale of all C.O. Hall stock (*Maynard News* 1929f:4).

In 1928, Henry Reisner constructed a new brick garage on Main Street on a bare lot west of the Haas Feed Store (Plate 23) (*Oelwein Daily Register* 1973). Just four years earlier, Reisner had moved to Maynard from Hawkeye and had been employed as a mechanic by Aaron Schlegel Sr. at his garage (Ancestry.com 2006).

Schlegel continued to operate the Ford garage until April 1939, when he sold it to Edwin and Bertina Olson. In September 1940, Olsen sold the property to J.R. Jensen, who went into partnership with Ray Wood. By February 1947, both Jensen and Wood had sold their share of the business to Ray Wolfe (Fayette County Recorder's Office 2006).

By 1973, Mr. Wolfe had also become a used car dealer (*Oelwein Daily Register* 1973). Ray Wolfe owned the property until December 2000 when it was sold to its present owner, Donald Westendorf (Fayette County Assessor's Office 2006). Mr. Westendorf operates an auto repair shop, Maynard Auto Service, in the main part of the building. His wife, Sylvia, operates a floral/gift shop in the east side of the building.

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Page 3

Manthei Ford Garage

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Item 9, Bibliographical References

Ancestry.com

2006 U.S. Federal Census Records for Simon Harrison, Fritz Manthei, A.C. Schlegel, and Henry Reisner.
Website accessed at <http://search.ancestry.com/> in August and September.

Fayette County Assessor's Office

2006 Fayette County Assessor's Parcel Search. Website accessed at
<http://beacon.schneidercorp.com/Application.aspx?AppID=79&LayerID=705&PageTypeID=2&PageID=518> on September 6.

Fayette County Recorder's Office

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1918 Improving the Showroom Front. January 18:37. Horseless Age Co., New York, New York.

Jakle, John A. and Keith A. Sculle (Jakle and Sculle)

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2006 Kossuth County Assessor's Parcel Search. Website accessed at
<http://beacon.schneidercorp.com/Application.aspx?AppID=79&LayerID=705&PageTypeID=2&PageID=518> on September 6.

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Maynard News

1921a Advertisement, Ford Garage. March 10:4.

1921b Maynard. March 24:5.

1921c Advertisement, C.O. Hall. May 12:8.

1921d Maynard. May 26:6, c. 1.

1921e Advertisements: C.O. Hall and Manthei Ford Garage. May 26:8.

1922a Advertisement: Manthei Ford Garage. January 5:4.

1922b Advertisement: Manthei Brothers. March 2:4.

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Manthei Ford Garage	Fayette
Name of Property	County
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- 1922c Advertisement: Manthei Brothers. September 7:4.
- 1923a Advertisement: Manthei Brothers. February 1:4.
- 1923b Advertisement: White Star Gasoline. February 1:4.
- 1923c Advertisement: A.G. Schlegel. May 31:4.
- 1923d Advertisement: A.G. Schlegel. June 28:8.
- 1923e Advertisement: A.G. Schlegel. July 12:8.
- 1923f Advertisement: A.G. Schlegel. October 14:8.
- 1923g Advertisement: A.G. Schlegel. November 8:8.
- 1923h Advertisement: A.G. Schlegel. November 15:8.
- 1923i Service: A.G. Schlegel. November 22:8.
- 1924a Exide Batteries Advertisement. May 1:8.
- 1924b Our New Red Devil Wrecker. May 8:8.
- 1925a Advertisement: A.G. Schlegel. May 7:4.
- 1925b Advertisement: C.O. Hall. July 16:8.
- 1925c Advertisement: A.G. Schlegel. July 23:4.
- 1925d Advertisement: A.G. Schlegel. September 3:4.
- 1925e Advertisement: A.G. Schlegel. September 17:4.
- 1925f Important Announcement. December 3:4.
- 1925g Facts on Radios. December 10:4.
- 1926a The Improved Chevrolet. January 14:4.
- 1926b The New Improved Chevrolet Has Arrived. February 18:4.
- 1926c Chevrolet Quality at Low Cost. April 1:4.
- 1926d United States Tires. April 8:4.

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Manthei Ford Garage	Fayette
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- 1926e Correction. April 15:4.
- 1926f The Oil Starved Car. April 29:4.
- 1926g Appreciation. May 6:4.
- 1926h A Word To Our Customers. May 27:4.
- 1926i Building & Remodeling. June 3:8.
- 1926j The Nash Six. November 11:4.
- 1927a Tires. March 10:4.
- 1927b Nash Light Six. April 21:4.
- 1927c Grand Opening. April 28:4.
- 1927d Buy at This Sign. April 28:4.
- 1927e Gillette Tires. May 12:4.
- 1927f Chevrolet Picnic. August 18:4.
- 1927g We Will Soon Have A Carload of the Bigger and Better Chevrolet. December 4:4.
- 1928a Effortless Driving. April 5:4.
- 1928b Chevrolet Used Cars. April 12:4.
- 1928c Graham-Paige. April 19:4.
- 1928d Tires. June 28:4.
- 1928e Announcing The Outstanding Chevrolet of Chevrolet History. November 29:4.
- 1928f Chevrolet Six. December 6:4.
- 1928g Place your order Now. December 6:4.
- 1929a Now On Display The New Pontiac BIG SIX. March 21:8.
- 1929b To The Public. April 4:7.
- 1929c Roosevelt Eight. May 23:5.

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1929d Shell Gasoline. June 27:5.

1929e Another Record! July 11:4.

1929f Closing Out Sale. September 26:4.

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1923a Smaller Town Good Car Market. August, p. 10. Iowa Automotive Merchants Association, Des Moines.

1923b Fowler Buick Company, Eldora. September, p. 11. Iowa Automotive Merchants Association, Des Moines.

1924a Facts--Not Theory. May, p. 8. Iowa Automotive Merchants Association, Des Moines.

1924b Franklin H. Clark Opens New Sioux City Block. August, p. 11. Iowa Automotive Merchants Association, Des Moines.

1924c Millsap Proves Faith in Future. August, p. 14. Iowa Automotive Merchants Association, Des Moines.

1925 New Car Sales in Iowa. August, p. 14. Iowa Automotive Merchants Association, Des Moines.

1926 Only 30 Per Cent of Dealers Are Making Money. August, p. 8. Iowa Automotive Merchants Association, Des Moines.

1926 News From Iowa Dealers. August, p. 13. Iowa Automotive Merchants Association, Des Moines.

1927 State News. August, p. 9. Iowa Automotive Merchants Association, Des Moines.

1928a Dealers' Doings. March, p. 8. Iowa Automotive Merchants Association, Des Moines.

1928b Iowa Automotive Merchants Association New Passenger Car Registration Report. February-December, p. 12-15.

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1946 Maynard. October 2:Section 2,4.

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Sanborn Fire Insurance Company

Var. Maps of Algona, Creston, Denison, Guthrie Center, Keosauqua, Keokuk, and Ute. Sanborn Fire Insurance Company, Chicago, Illinois.

Thompson, William H.

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APPENDIX B:
Black and White Photographs

APPENDIX C:
Photographic Catalog Sheets

State Historical Society of Iowa

Community Programs Bureau

600 East Locust

Des Moines, IA 50319

(January 15, 1997)

PHOTO & SLIDE CATALOG SHEET

BLACK & WHITE PHOTO ROLL NO: 12653

COLOR SLIDE SHEET NO:

Date Entered Into SHPO System:

Photographer	Film Type	Negative Size
Camilla R. Deiber	TMAX 400	35mm

FRAME NUMBER	DATE TAKEN	SITE NAME AND LOCATIONAL INFORMATION	BUILDING TYPE, AGE AND OTHER NOTABLE FEATURES	FACING WHERE	SITE NUMBER
1	10/30/06	Manthei Garage, 350 Main Street W, Maynard, IA	Auto Garage/Showroom, 1921	NW	33-00530
2	"	"	"	N	"
3	"	"	"	NE	"
4	"	"	"	W	"
5	"	"	"	S	"
6	"	"	"	SE	"
7	"	"	"	W	"
8	"	"	Showroom	S	"
9	"	"	"		"
10	"	"	"		"
11	"	"	Central Aisle	N	"
12	"	"	"		"
13	"	"	"		"
14	"	"	"		"
15	"	"	"		"
16	"	"	Garage	NE	"
17	"	"	"		"
18	"	"	"		"
19	"	"	Garage	SW	"
20	"	"	"		"
21	"	"	Ceiling, Garage	SSW	"
22	"	"	Kitchen/Dining, 2nd Floor	W	"
23	"	"	"		"
24	"	"	"		"
25	"	"	Living Room, 2nd Floor	SE	"
26	"	"	"		"

Photographer: Camilla R. Deiber
Film Type: TMAX 400

Negative Size: 35mm

B/W Photo Roll #: 12653
Color Slide Sheet #:

FRAME NUMBER	DATE TAKEN	SITE NAME AND LOCATIONAL INFORMATION	BUILDING TYPE, AGE AND OTHER NOTABLE FEATURES	FACING WHERE	SITE NUMBER
27	"	"	"		"
28	"	"	"		"
29	"	"	Commercial Space, 1st Floor	NW	"
30	"	"	"	N	"
31	"	"	Creek and Garage underpinning	SW	"
32	"	"	"	W	"
33	"	"	Brick trimmed window on east facade	W	"
34	"	Brick Garage, Main Street, Maynard	Other Brick garage on Main Street	N	"
35	"	"	"		"
36	"	"	"		"

State Historical Society of Iowa

Community Programs Bureau

600 East Locust

Des Moines, IA 50319

(January 15, 1997)

PHOTO & CD-R CATALOG SHEET

BLACK & WHITE PHOTO ROLL NO:

CD-R NO: 68

Date Entered Into SHPO System:

Photographer	Image Type	Image Size
Camilla R. Deiber	Uncompressed TIFF	1920x2560

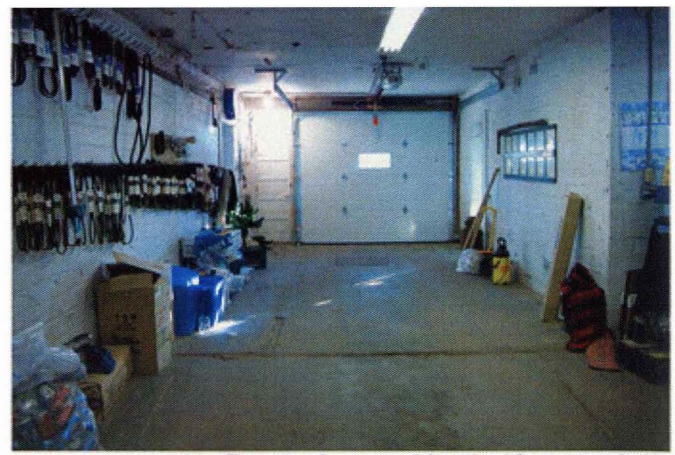
FRAME NUMBER	DATE TAKEN	SITE NAME AND LOCATIONAL INFORMATION	BUILDING TYPE, AGE AND OTHER NOTABLE FEATURES	FACING WHERE	SITE NUMBER
1	12/1/06	Manthei Ford Garage, Main Street, Maynard, IA	Auto Garage/Showroom, 1921	N	33-00530
2	"	"	"	NW	"
3	"	"	"	W	"
4	"	"	"	W	"
5	"	"	"	S	"
6	"	"	"	SE	"
7	"	"	"	NE	"
8	"	"	Creek and Underpinning	SW	"
9	"	"	Brick Lined Window	W	"
10	"	"	Central Aisle	S	"
11	"	"	Showroom	S	"
12	"	"	Garage	N	"
13	"	"	Garage	SW	"
14	"	"	Ceiling	SW	"
15	"	"	Commercial Space	N	"
16	"	"	Living Room	SE	"
17	"	"	Kitchen/Dining	W	"

APPENDIX D:
Black and White Photographic Negatives and Contact Sheets

APPENDIX E:
Index Sheet of Digital Photographs



IA FayetteCounty MantheiGarage1.tif



IA FayetteCounty MantheiGarage10.tif



IA FayetteCounty_MantheiGarage13.tif



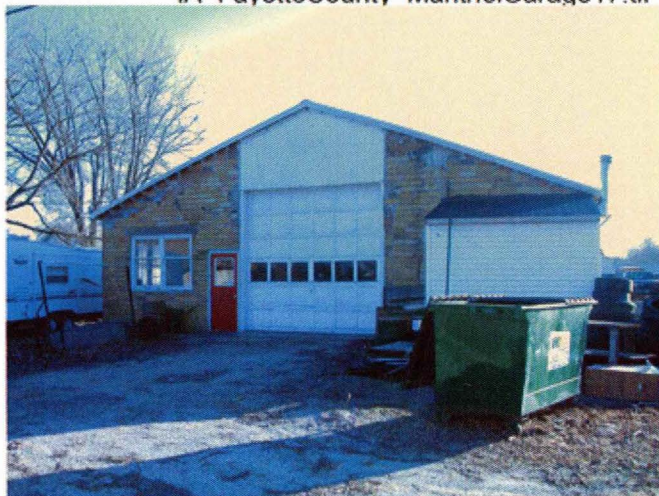
IA FayetteCounty MantheiGarage14.tif



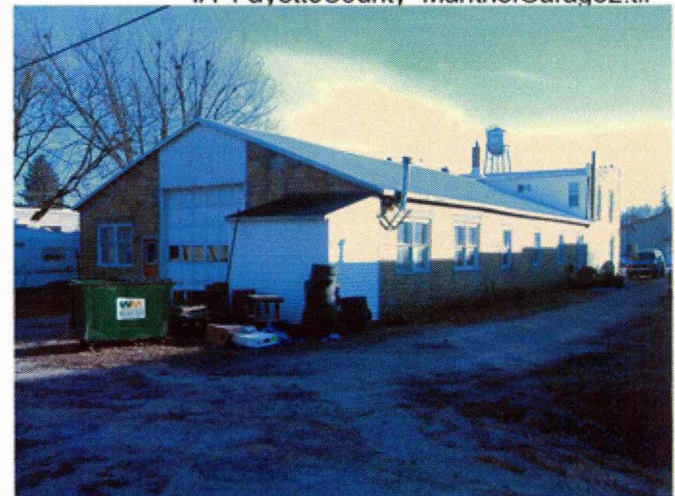
IA FayetteCounty MantheiGarage17.tif



IA FayetteCounty MantheiGarage2.tif



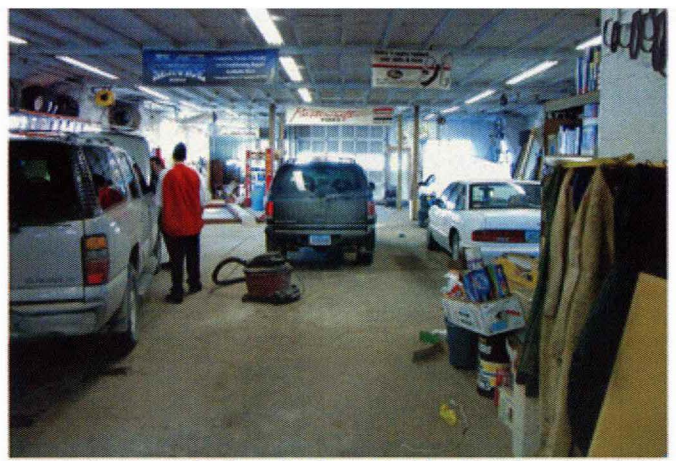
IA FayetteCounty MantheiGarage5.tif



IA FayetteCounty MantheiGarage6.tif



IA FayetteCounty_MantheiGarage11.tif



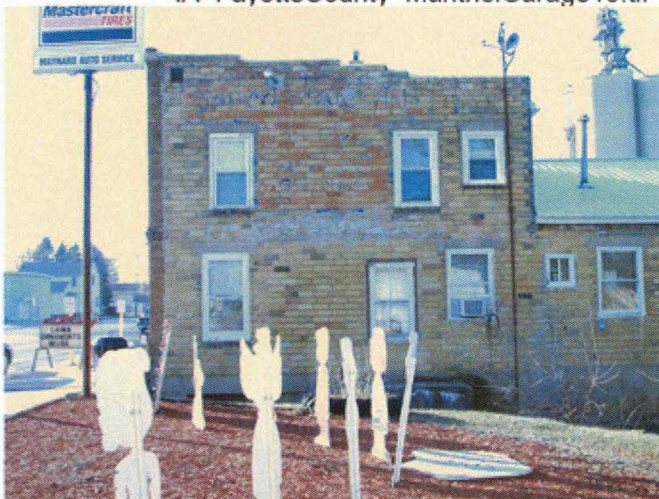
IA FayetteCounty MantheiGarage12.tif



IA FayetteCounty MantheiGarage15.tif



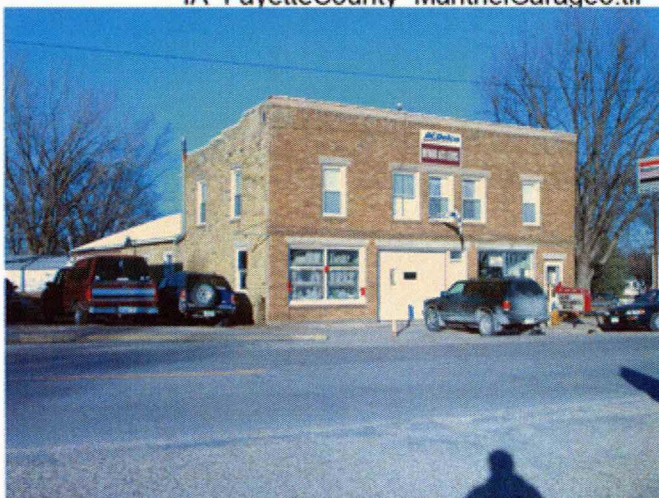
IA FayetteCounty MantheiGarage16.tif



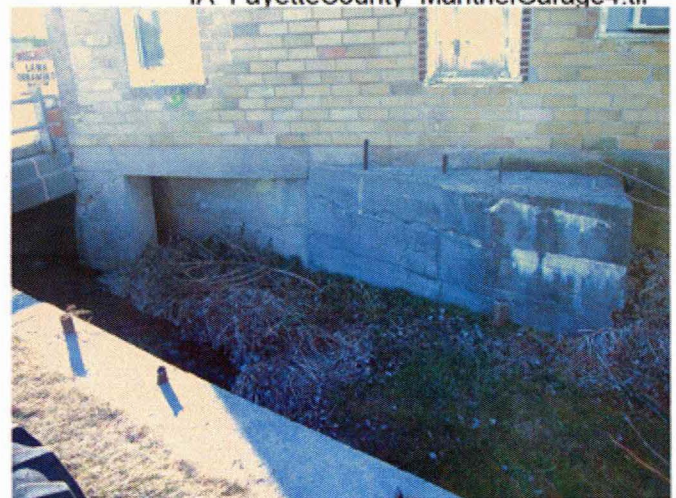
IA FayetteCounty MantheiGarage3.tif



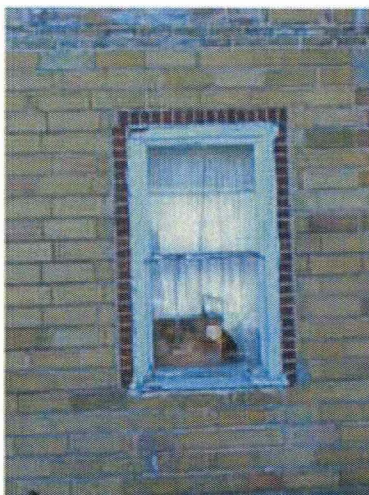
IA FayetteCounty MantheiGarage4.tif



IA FayetteCounty MantheiGarage7.tif



IA FayetteCounty MantheiGarage8.tif



IA_FayetteCounty_MantheiGarage9.tif

APPENDIX F:
Iowa Historical Architectural Database (HADB)

Historical Architectural Data Base

Data Entry Form for Studies and Reports

Doc. No.: 33-017

Source of Study: ☐ Certified Local Government Project ☒ Section 106 Review & Compliance Project
☐ Historical Resource Development Program Project ☐ Other

Project Reference #: 060433059

Authors/Editor/Compiler/Originator:

Camilla Deiber

Author Role: ☒ Consultant ☐ Private Researcher/Writer ☐ Teacher ☐ Student
☐ Project employee/volunteer ☐ Site Administrator ☐ Other: _____

Title of Work:

Iowa Historic Property Study: Manthei Ford Garage

Year Issued: 2006

Type of Work Performed:

(check one only)

Survey:

- ☐ Windshield survey minimum level documentation
- ☐ Reconnaissance survey to make recommendations for intensive survey(s).
- ☐ Intensive survey
- ☐ Mixed intensive and reconnaissance survey

Plan:

- ☐ Planning for Preservation/Survey
- ☐ Community Preservation Plan

Property Study:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Iowa Historic Property Documentation Study | <input type="checkbox"/> Historic Structure Report |
| <input type="checkbox"/> Historic American Building Survey (HABS) | <input type="checkbox"/> Feasibility/Re-use Study |
| <input type="checkbox"/> Historic American Engineering Record (HAER) | <input type="checkbox"/> Architectural/Engineering Plans and Specs. |
| <input type="checkbox"/> Management or Master Plan | |

National Register:

- ☐ Multiple Property Documentation Form

Other (e.g., private research, school project, video): _____

Kind of Work Produced:*(fill in one section only: Report or Monograph or Chapter, etc.)**Report:* Published/produced by: The Louis Berger Group, Inc.Place issued: Marion, IowaClient: Iowa Department of Transportation*If applicable, include:*

Series Title: _____

Volume #: _____ Report #: _____

Monograph: Publisher Name: _____

Place: _____

Chapter: In: _____ First pg. #: _____ Last pg. #: _____*Journal:* Name: _____ Vol. _____ No. _____ Pages: _____ to _____*Thesis:* Degree (check one): ☐ Ph.D. ☐ LL.D. ☐ M.A. ☐ M.S. ☐ B.A. ☐ B.S.

Name of College/University: _____

Paper: Meeting: _____

Place: _____

Other: _____**Geographic Scope of Study:**☒ City/town ☐ Township(s) ☐ County ☐ Region of Iowa ☐ Statewide ☐ Other: _____State: IA _____County: Fayette _____Town: Maynard _____

Township: _____

Range: _____

Time Focus: (check any decades that receive particular attention)☐ before 1830 ☐ 1830s ☐ 1840s ☐ 1850s ☐ 1860s ☐ 1870s ☐ 1880s ☐ 1890s☐ 1900s ☐ 1910s ☒ 1920s ☒ 1930s ☒ 1940s ☐ 1950s ☐ 1960s ☐ 1970s ☐ 1980/later**Keyword:** (Index of any subjects, topics, or people given prominent attention in the report)garages _____auto dealers _____Maynard _____

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