

Determination of Eligibility for

Moline Plow Company: Mandt Wagon Company Branch

433 and 501 E. South Street

City of Stoughton

Dane County, WI

Township 5N, Range 11E, Section 8

Date of Construction: 1905-1910

Prepared for the Stoughton Redevelopment Authority

November 15, 2016

Submitted by

Gail R. Klein, M.S.

Historic Preservation Consultant

607 East Street

Stoughton, WI 53589

Classification:

Ownership	Type of Property:		# of Contributing	# of Non-Contributing
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	-->	2	4
<input checked="" type="checkbox"/> public	site	-->	0	0
If public, specify:	structure	-->	0	0
City of	object	-->	0	0
Stoughton	district	Total:	2	4

Function/Use:

Historic Function(s): INDUSTRY / Manufacturing facility = factory
 Current Function(s): VACANT / Not in use

Architectural Style(s): Astylistic utilitarian

Criteria:

<input checked="" type="checkbox"/> A (history)	Areas of Significance:	<u>Industry</u>
<input type="checkbox"/> B (important persons)	Period of Significance:	<u>1905-1921</u>
<input type="checkbox"/> C (architecture/eng.)	Significant Dates:	<u>1905, 1906, 1910</u>
<input type="checkbox"/> D (archaeology)	Significant Person:	<u>N/A</u>
	Cultural Affiliation:	<u>N/A</u>
	Architect/Builder:	<u>Unknown</u>

Criteria Considerations:

- | | |
|---|---|
| <input type="checkbox"/> A (owned by religious institution) | <input type="checkbox"/> E (reconstruction) |
| <input type="checkbox"/> B (moved) | <input type="checkbox"/> F (commemorative) |
| <input type="checkbox"/> C (birthplace/grave) | <input type="checkbox"/> G (<50 years old) |
| <input type="checkbox"/> D (cemetery) | |

Property Info:

Acreege of Property: Approximately 9.28 acres

Narrative Description:

The Moline Plow Company: Mandt Wagon Company Branch site (hereafter referred to as Moline Plow Company) consists of six buildings spread across a 9.28 acre site located about four blocks southwest of downtown Stoughton. The site is currently divided into multiple tax parcels, both publically and privately owned. The Moline Plow Company's two contributing resources include the main factory building (built in stages between 1905 and 1910) and a foundry (built c.1905). The four noncontributing resources include two recently constructed pole barns, a recently-constructed storage shed, and a nineteenth-century tobacco warehouse that was later assumed by the company and has subsequently lost its historic integrity.

Main factory building (501 E. South Street)

The primary factory building at the Moline Plow Company site was constructed in stages between 1905 and 1910. It is an astylistic industrial loft building that is comprised of six distinct masses including a large, 3-story woodworking shop at the northwestern corner of the building; a small, 1-story wood drying addition just east of this; the partial remains of a 1-story independent power plant east of the drying room; a large, 3-story building mass housing the machine shop, stock room, and paint shop (located south of the woodworking wing); a large blacksmith shop projecting from the east end of the machine shop; and a large 2-story storage warehouse that spans the southern elevation of the blacksmith shop. All building masses are of red brick construction and contain a variety of window and door openings, the majority of which have been infilled with concrete block or covered by plywood and metal panels.

The front façade of the factory faces north and is asymmetrical in plan. The façade (and the building as a whole) is anchored by the two 3-story building masses (woodworking and machine shops) that cover approximately half of the total building footprint. The westernmost end of the front (north) elevation contains four bays at each floor; each bay contains a wide window opening and is separated from the next bay by shallow brick pilasters. A wide, segmentally-arched doorway is located at the first floor. East of this, four more bays each contain three separate window openings at each floor; again, each bay is separated from the next by shallow brick pilasters. East of this, the façade of the 1-story drying room contains a wide, rectangular doorway that has been infilled with concrete block. East of the drying room, the façade of the remaining power plant wing contains two, large round-arched windows and a rectangular garage bay containing a modern, metal garage door (concrete block infill above the garage door suggests that this was historically a round-arched window or door opening). A concrete slab foundation projects from the east elevation of the power plant; the eastern end of this is enclosed by a raised concrete foundation wall.

The blacksmith shop portion of the building projects from the east side of the machine shop. The blacksmithing wing embodies a production shed design with a 2-story, gable-roofed center bay and 1-story, shed-roofed bays projecting from each side. The primary, and most visible, façade of the blacksmith shop faces east and is symmetrical in plan. The central, 2-story portion of the building contains a rectangular garage door opening at its base and four segmentally-arched window openings at its second story. A portion of the wall above the garage door has been replaced with concrete block, suggesting that the original door opening was segmentally-arched prior to the installation of the existing overhead garage door. Both shed-roofed side wings contain two bays, each

of which contain three tall, segmentally-arched window openings. Bays are slightly recessed with brick pilasters between each and corbelling above.

The interior of the factory building was not available for viewing at the time of the October 2016 site visit due to safety concerns relating to the building's structural stability. However, a brief view from an open doorway in the south elevation shows original (but deteriorated) wood flooring and heavy timber structural supports. The building appears to retain a relatively open floor plan.

Foundry (433 E. South Street)

The foundry building is located at the southern end of the property at the northern bank of the Yahara River. The original portion of this building was constructed c.1905 and is a rectangular building mass of brick construction with a gabled roof capped by a central monitor running the length of the building. A large, irregularly-shaped warehouse addition (c.1945) is located off of the foundry's west elevation; the warehouse addition has concrete block walls and a flat roof. The northern elevation is clad in metal siding and features a number of modern window and door openings. A long, L-shaped storage shed (c.1980) projects from the west elevation of the warehouse. The storage shed is metal-clad and has an open north face. An irregularly-shaped building mass is located in the ell created by the northern wall of the 1905 foundry building and the eastern wall of the c.1945 warehouse addition. This mass is clad in corrugated metal and is original to the complex but has been altered via the application of corrugated metal siding and infill construction. The building's southern elevation is clearly visible from the southern bank of the Yahara River (in Mandt Park) and contains several large, multi-pane windows in the concrete block warehouse addition and two pedestrian-scale doorways and a number of modern casement windows in the original foundry building mass. The southern elevation of the original foundry, including the walls of the roof monitor, have been clad in modern metal siding. The building's original brick exterior is visible only on its eastern elevation.

The interior of the building is largely intact with a large open space inside the c.1945 warehouse addition and a series of large, interconnected rooms inside the 1905 building. The spaces retain their original wall materials, although most (if not all) of the original window openings inside the 1905 building have been infilled with concrete block. The industrial nature of the property remains clear.

Noncontributing resources

The Moline Plow Company site contains four noncontributing resources. Three of these (at 433 E. South St.) are of recent construction and, as such, are unassociated with the historic wagon-making industry. The site's two modern pole barns were constructed c.1980 (eastern pole barn) and c.1997 (western pole barn). Both are rectangular in plan with metal walls and metal-clad gable roofs. The storage shed, located south of the eastern pole barn, was constructed c.1980 and is rectangular in plan with metal walls and a metal-clad gable roof; the shed has an open west elevation exposing a standardized lumber support system.

The site's fourth noncontributing resource (425 E. South St.) was constructed c.1885 as a tobacco warehouse and was later acquired by the Moline Plow Company as a storage and wood drying space. Located west of the factory building, at a 45 degree angle to South Street, the building is rectangular in plan with a stone foundation,

composition board and vinyl siding, and an asphalt-shingled front-gable roof. The front elevation faces northeast and is asymmetrical in plan. A modern wooden deck provides access to a raised doorway with a 6-over-6 window on one side; an asphalt-shingled shed roof projects from the wall above the front door. The second story of the façade contains two 1-over-1 windows with canvas awnings. A shed-roofed garage projects from the building's south elevation and contains a single overhead garage door in its front elevation. The interior of the building has been converted to residential use. Because the building retains an extremely low degree of historic integrity, it is considered a noncontributing resource.

Narrative Statement of Significance:

As a complex, the Moline Plow Company: Mandt Wagon Company Branch is not considered eligible for National Register listing under any criteria due to a low degree of integrity resulting from the loss of most of the plant's original buildings and structures and the diminished integrity of two of the three remaining historic resources. However, the company's 1905-1910 factory building at 501 E. South St. retains sufficient integrity to be considered individually eligible for National Register listing under *Criterion A: History* for its association with the industrial history of the City of Stoughton in the early twentieth century. Individually, this building retains a moderate degree of integrity and represents one of Stoughton's key industries and major employers in the first decades of the twentieth century. The building's period of significance is 1905, the initial year of construction, to 1921, the last year the property functioned in its original capacity as an element of the Moline Plow Company's operations.

Under *Criterion B: Significant Person*, the property is only indirectly associated with Targe Mandt, Stoughton's leading industrialist in the latter half of the nineteenth century. Although the wagon-works on this site was established by Mandt in 1896, all extant buildings on the site were constructed after Mandt's death in 1902. Consequently, the property is not considered eligible for listing under *Criterion B*. Under *Criterion C: Architecture*, the property does not retain a sufficient degree of integrity to be considered eligible as a property type (industrial complex) and is not representative of any distinguishable architectural style.

Historic Context

Wagon Manufacturing in Wisconsin

Beginning around the middle of the nineteenth century, the manufacture of carriages and wagons in Wisconsin played a key role in the state's early industrial development. In addition to flour milling, wagon manufacturing was one of Wisconsin's first small-scale industries to develop within the state's growing agricultural regions. The success of the industry was ensured by the state's ample supply of hardwood as well as the growth of agricultural development in the Midwest. Typical wagon factories grew to include a staff of wheelwrights, carpenters, painters, blacksmiths, and leatherworkers. The years immediately following the Civil War marked a boom in the industry as increased development of agricultural land in the upper Midwest resulted in an increased demand for wagons, carts, and coaches. By 1870, 485 wagon works companies were in operation throughout Wisconsin, employing over two thousand men and producing \$2,596,534 worth of goods. Only the flour milling and lumber industries produced a greater value of products. Nationwide, Wisconsin was one of the top eight states for wagon production. Kenosha and Racine Counties were the most productive areas in the state, producing 33% of the

state's total wagon manufacturing output. In the south-central part of the state, Dane County was a substantial producer with 21 shops totaling over \$50,000 annual production value by 1870.¹

By 1880, as a result of the financial depression that began in 1873, the boom period of wagon manufacture had ended. Many smaller wagon works operations closed or were consolidated into larger firms during the later 1870s and 1880s. During this time, and through the last years of the nineteenth century, plants expanded to include machine shops, assembly plants, pattern shops, parts storage areas, paint shops, and any number of other departments located in complexes of mostly brick buildings. Most wagon factory buildings were between one and three stories tall with direct access to rail lines for incoming materials shipments and outgoing product shipment. When wagon distributors began to market products, companies also began offering showrooms with distribution warehouses. By 1920, Stoughton's wagon works factories had grown to become some of the state's more sizable wagon works operations, although these were dwarfed by the Bain Wagon Works in Kenosha.

The demise of the wagon and carriage industry began in the early 1900s with the introduction of the automobile. Initially, many wagon works companies attempted to develop separate automobile departments within their factories, while continuing to specialize in wagons and carriages. However, by the 1910s, as the automobile (as well as the gasoline tractor) began to gain nationwide acceptance, the demand for carriages and farm wagons decreased rapidly with many plants closing their doors in the years following World War I.²

Targe Mandt and the Stoughton Wagon Company

Targe G. Mandt immigrated to the United States from Norway in 1848 as a small child. After traveling from New York to Milwaukee, the Mandt family arrived in the Town of Pleasant Springs, about six miles northeast of the newly platted village of Stoughton. Targe Mandt learned carpentry and metal work from his father and applied these skills to building his first wagon, utilizing the family forge and workshop. As a teenager during the Civil War, Mandt gained employment at a Missouri wagon factory. His skill and knowledge of the trade (and doubtless the wartime shortage of able men), soon led him to be promoted to shop foreman. After the war, Mandt returned to Stoughton with the goal of establishing his own wagon factory there.³

To this end, he purchased a plot of land along the Yahara River between Water Street and Fourth Street (located west of the subject site) and relocated an old warehouse to the site to house the wagon works. The Mandt Wagon Company produced its first wagons in 1865. By the 1870s, the quality and affordability of the Mandt wagon had given the company an excellent reputation throughout the Midwest with trade extending into Iowa, Minnesota, and the Dakotas. By 1883, the company employed 225 men and produced \$350,000 worth of wagons annually. However, in January of 1883, a fire spread through the factory which, at that time, consisted of a complex of primarily wood-frame buildings. Despite the best efforts of local bucket brigades, the Mandt Wagon Company buildings were destroyed. After the fire, the company was reorganized and incorporated as the T.G. Mandt Manufacturing Company, Ltd. and the factory buildings were rebuilt in brick. In 1889, for unknown reasons, Mandt severed his relations with the new corporation and the firm's name was changed to the Stoughton Wagon

¹ Barbara Wyatt, ed., "Carriage and Wagon Works" in *Cultural Resource Management in Wisconsin*, Vol. 2 (Madison, WI: State Historical Society of Wisconsin, 1986), 3-17.

² Wyatt, "Carriage and Wagon Works" in CRMP, 3-1 – 3-17.

³ Ferd Homme, *Oak Opening: The Story of Stoughton* (Stoughton, WI: Stoughton Centennial History Committee, 1947), 35-41.

Company. After a brief period during which Mandt contracted to have his patented wagons made by out-of-state factories, he turned his attention to the establishment of a new wagon works in Stoughton.⁴

Property History

In 1896, Mandt returned to the wagon making trade, establishing a new factory immediately east of his previous site. With the two factory complexes in town, Stoughton residents commonly referred to Mandt's latest company as "the new shops" to differentiate them from the Stoughton Wagon Company, or "the old shops."⁵ Despite their competing interests, both factories prospered. The new factory was located on South Street and would grow to encompass all but a small portion of the area between 5th and 7th Streets with property on both sides of the Yahara River. The first buildings constructed on the site included a single structure housing a woodworking shop, blacksmith shop, coal shed, and machine shop, a front office with a rear woodworking and painting shop, and separate structures for lumber drying and storage (none of these nineteenth-century buildings are extant today).⁶

Following Mandt's death on February 28, 1902, the directors of the T. G. Mandt Vehicle Company sold their holdings, as well as Mandt's original patents, to the Moline Plow Company. As a nationwide player in the wagon and farm implement industry at the time it purchased the Mandt Company, Moline Plow had 13 branch offices in 12 states with another in Canada. Beginning in 1902, the company's newly acquired factory in Stoughton continued its production under the name Moline Plow Company: Mandt Wagon Company Branch with an annual

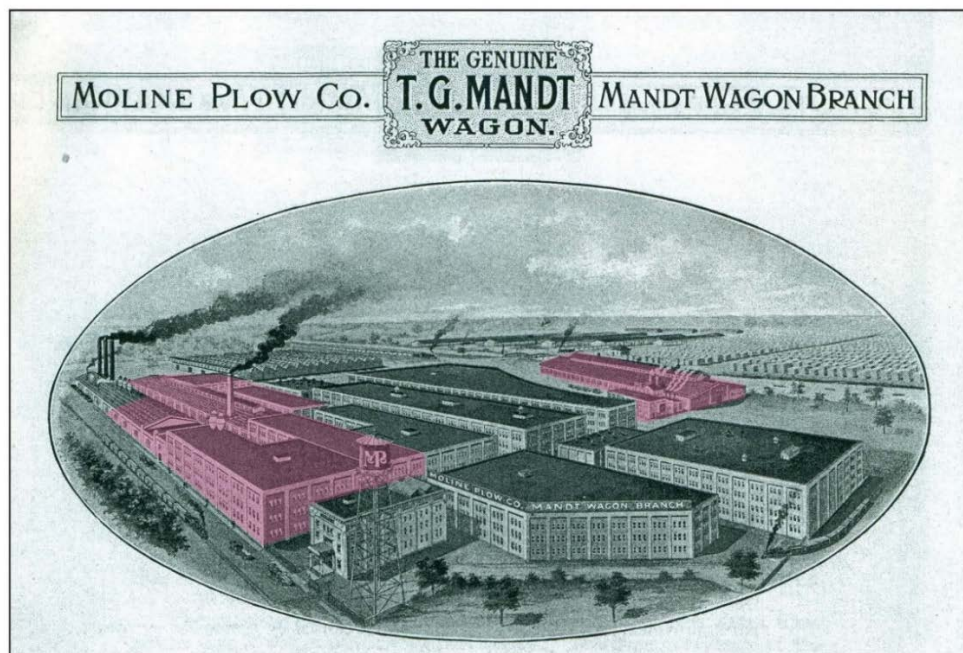


Figure 1: Moline Plow Company, Mandt Wagon Branch, c.1915, as shown in Moline Plow Company Catalog. Highlighted buildings remain; all other are no longer extant.

⁴ Homme, Oak Opening, 35-41.

⁵ Ibid, 40.

⁶ Sanborn Map Company, City of Stoughton: 1884-1949. Digital collection, Golda Meir Library, University of Wisconsin-Milwaukee (Milwaukee, WI).

output of between 4,000 and 5,000 wagons. By 1904, the company had greatly expanded its operations with the construction of a number of new buildings on the site. In 1905 and 1906, a new main factory building was constructed along South Street to replace the 1896 factory building; this included spaces for woodworking, dry kilns, a machine shop, and a power plant.⁷ In 1910, the company expanded the factory building to include a new blacksmith shop in back of, and parallel to, the power house.⁸ Within two years after the completion of the blacksmith shop, a large storage wing was constructed along the shop's southern elevation. At about the same time, the neighboring G.W. Currier Tobacco Warehouse was acquired by the company to house its dry kilns and excess lumber.⁹ By this time, the plant covered 32 acres (with sprawling lumber yards on the south side of the river) and boasted an output that had multiplied seven-fold since the turn of the century with the manufacture of bobsleds, manure spreaders, and hay tools, in addition to the patented T.G. Mandt Wagon.¹⁰ Between 1912 and 1926, the northwest corner of the main factory building was rebuilt to a ninety degree angle (replacing the previous "cutaway" corner that had been built to accommodate a rail line that was subsequently rerouted).

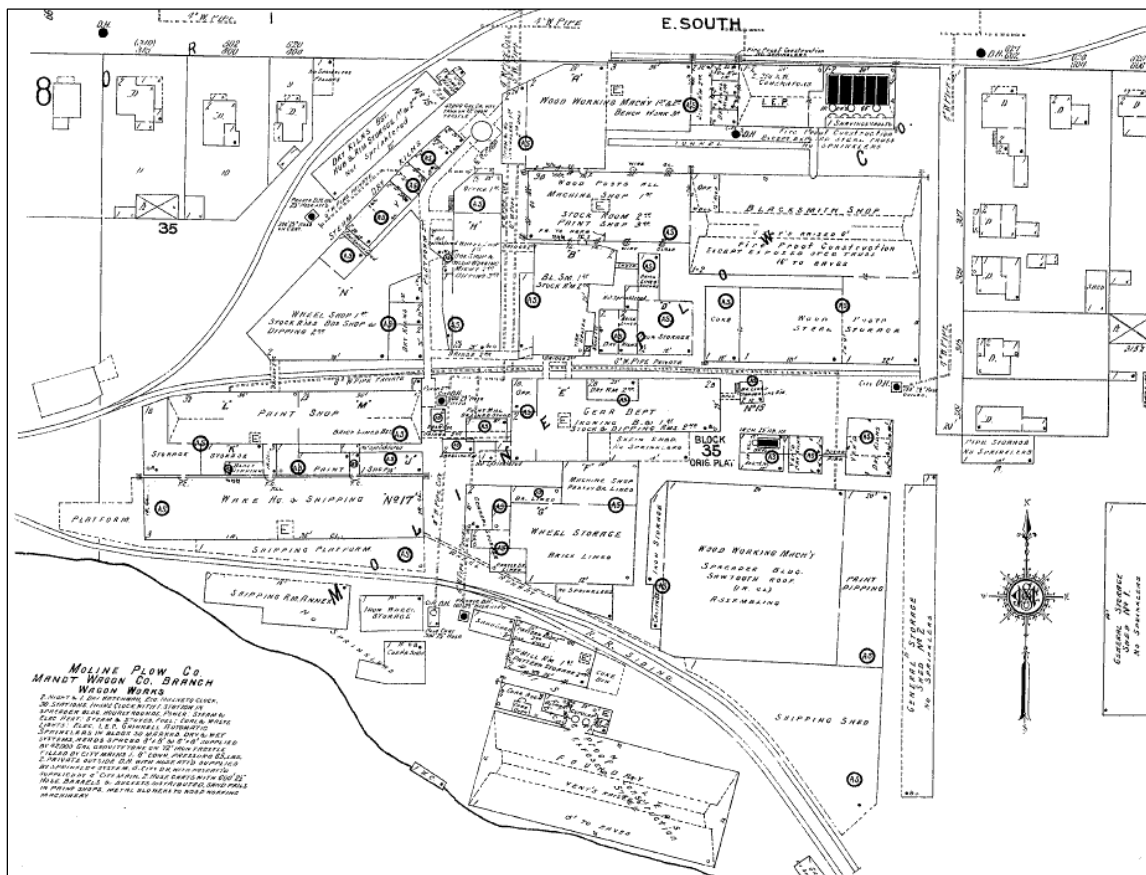


Figure 2: Moline Plow Company, Mandt Wagon Company Branch as shown in 1912 Sanborn Map.

⁷ Sanborn Map Company, City of Stoughton: 1884-1949. Digital collection, Golda Meir Library, University of Wisconsin-Milwaukee (Milwaukee, WI).

⁸ "Fine New Shop at Mandt Wagon Plant," *Stoughton Courier*, May 6, 1910.

⁹ Sanborn Map Company, City of Stoughton: 1884-1949. Digital collection, Golda Meir Library, University of Wisconsin-Milwaukee (Milwaukee, WI).

¹⁰ "Mandt Wagon Works" file at Kvamme Local History Collection, Stoughton Public Library, Stoughton, WI (accessed October 8, 2016).

Reports during World War I indicated that the Moline Plow Company's lumber yards (covering the present-day area of Mandt Park) held over one million dollars of lumber.¹¹ To meet increasing demands, additional buildings and storage sheds were constructed through about 1920 so that the site contained almost no sizable open spaces other than the narrow corridors between buildings through which passed a number of railroad spur lines to facilitate the movement of raw materials and finished products throughout the complex (see Figure 2). During this time, there were about 1,000 men employed in the wagon industry in Stoughton, both at the Stoughton Wagon Works and the Moline Plow Company. The vast majority of these were Norwegian immigrants, many of whom had been attracted to Stoughton because of the promise of employment in its wagon factories.¹²

By the early 1920s, the shrinking market for farm wagons led the Moline Plow Company to stop production and close its Stoughton branch in 1921. In March of 1925, after the company indicated that it might raze the factory buildings, the City of Stoughton purchased the plant and machinery for a total of \$100,000 in order to keep the company's former laborers employed.¹³

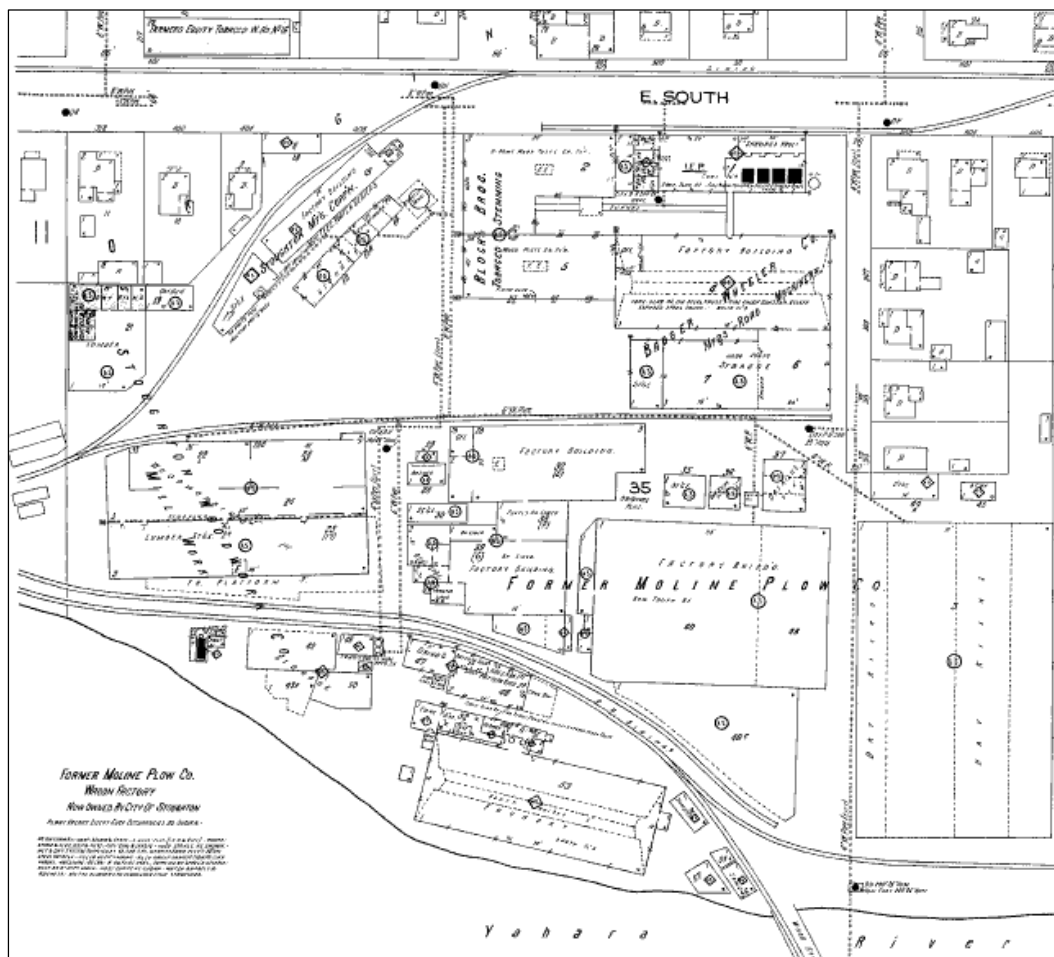


Figure 3: Moline Plow Company shortly after closing, as shown in 1926 Sanborn Map.

¹¹ Homme, *Oak Opening*, 35-41.

¹² "Mandt Wagon Works" file at Kvamme Local History Collection, Stoughton Public Library, Stoughton, WI (accessed October 8, 2016).

¹³ *Ibid.*

Although the main factory building was briefly occupied by the Mid-West School Furniture Company, this operation was short-lived, and in February of 1931, the city leased a large part of the property to the Highway Trailer Company which, at that time, employed about 200 men during peak production (Highway Trailer would later purchase its portion of the site in 1946).¹⁴ The remaining buildings on the site were leased to the Garden City Foundry, the Stoughton Cab and Body Company, and the Stoughton Manufacturing Company.¹⁵ Beginning in the 1930s, ancillary buildings and structures on the site were taken down, likely to sell or otherwise make use of the building materials; this was almost certainly accelerated during World War II when unused metal elements would have been collected as part of war-time scrap drives.¹⁶

By 1949, the Garden City Foundry Company had constructed a large warehouse along the western elevation of the original foundry building. The 1940s also saw the conversion of the old tobacco warehouse (annexed by the Mandt Company c.1910) to the Stoughton Canning Company.¹⁷ By the 1970s, the southern 6.25 acres of the property had been sold to MillFab (which would later become MillFab/Holley Moulding, Inc.). By then, only three buildings historically associated with the wagon-making industry remained on the site. Between the 1970s and the late 1990s, MillFab constructed a number of new buildings on the site including a wood frame storage shed and two large, prefabricated metal pole barns.

Architectural Context

Eight other industrial buildings have been recorded in the Wisconsin Historic Preservation Database (WHPD) in the City of Stoughton. None of these are currently NRHP-listed and none are of the general size and scale of the Moline Plow Company's main factory building.¹⁸ Outside of the Moline Plow Company, one other property associated with Stoughton's historic wagon-making industry remains in the city today. This stylistic brick building is located at 501 S. Water Street and is currently occupied by Uniroyal Global Engineered Products, LLC. In comparison with the Moline Plow Company factory building at 501 E. South Street, this building is a single-story production shed that has been heavily altered through a series of large additions that have more than tripled the size of the original building. For this reason, the building retains a fairly low degree of historic integrity and does not compare favorably with the Moline Plow Company factory building.

Summary

At its peak in the early 1910s, the Moline Plow Company was a densely-built site containing over fifteen individual buildings in addition to a number of small outbuildings and storage yards. As of 2016, the property retains only three buildings historically associated with the wagon-making industry. As a complex, the Moline Plow Company: Mandt Wagon Company Branch is not considered eligible for National Register listing under any criteria due to the loss of most of the site's historic buildings and structures and the diminished integrity of two of the three

¹⁴ "History Extends – From Making Mandt Wagons to Building Highway Trailers," *Stoughton Courier*, November 24, 1971.

¹⁵ Federal Writers' Project, *WPA Guide to Wisconsin* (St. Paul, MN: Minnesota Historical Society Press, 2006), np.

¹⁶ Wisconsin Historic Aerial Image Finder, Dane County 1937, <http://maps.sco.wisc.edu/WHAIFinder/> (accessed October 16, 2016).

¹⁷ Sanborn Map Company, City of Stoughton: 1884-1949. Digital collection, Golda Meir Library, University of Wisconsin-Milwaukee (Milwaukee, WI).

¹⁸ Historic buildings associated with the city's tobacco industry are located within the proposed Depot Hill Historic District. Although determined eligible, this district has not been listed in the National Register.

remaining historic buildings. Of the six buildings that remain on the site today, three are of recent (post-1970) construction. The other three buildings functioned, in whole or in part, as elements of the site's historic wagon works operation. Two of these, the foundry building (433 E. South Street) and the old tobacco warehouse (425 E. South Street), retain low degrees of historic integrity due to major alterations including insensitive new siding, the loss of original window openings, the addition of new windows, and the construction of modern additions. The diminished integrity resulting from these alterations weakens the buildings' physical connection with the historic period in which they were constructed.¹⁹ The combined loss of historic buildings on the once densely-built site and the low degrees of integrity of two of the three extant historic buildings renders the site, as a whole, ineligible for National Register listing due to an insufficient level of overall integrity.

The only historic building on the site that retains a moderate degree of historic integrity is the site's primary factory building at 501 E. South Street. As such, this building was evaluated for National Register eligibility as an individual resource. This building is the best remaining representative of the Moline Plow Company's Stoughton wagon-works plant. Because the Moline Plow Company was a key element of one of the city's biggest industries in the early twentieth century (a business rivaled only by Stoughton's thriving tobacco industry), and because it was one of Stoughton's major employers during the first decades of the twentieth century, playing an important role in the city's growth and development, it is considered individually eligible for National Register listing under *Criterion A: History*.

Bibliography:

Federal Writers' Project. *WPA Guide to Wisconsin*. St. Paul, MN: Minnesota Historical Society Press, 2006.

"Fine New Shop at Mandt Wagon Plant," *Stoughton Courier*, May 6, 1910.

"History Extends – From Making Mandt Wagons to Building Highway Trailers," *Stoughton Courier*, November 24, 1971.

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"Mandt Wagon Works" file at Kvamme Local History Collection, Stoughton Public Library, Stoughton, WI. Accessed October 8, 2016.

Ruff, Allen. *Forward! A History of Dane: The Capital County*. Cambridge, WI: Woodhenge Press, 2000.

Sanborn Map Company. City of Stoughton: 1884-1949. Digital collection, Golda Meir Library, University of Wisconsin-Milwaukee (Milwaukee, WI).

Wisconsin Historic Aerial Image Finder, Dane County 1937, <http://maps.sco.wisc.edu/WHAIFinder/>.

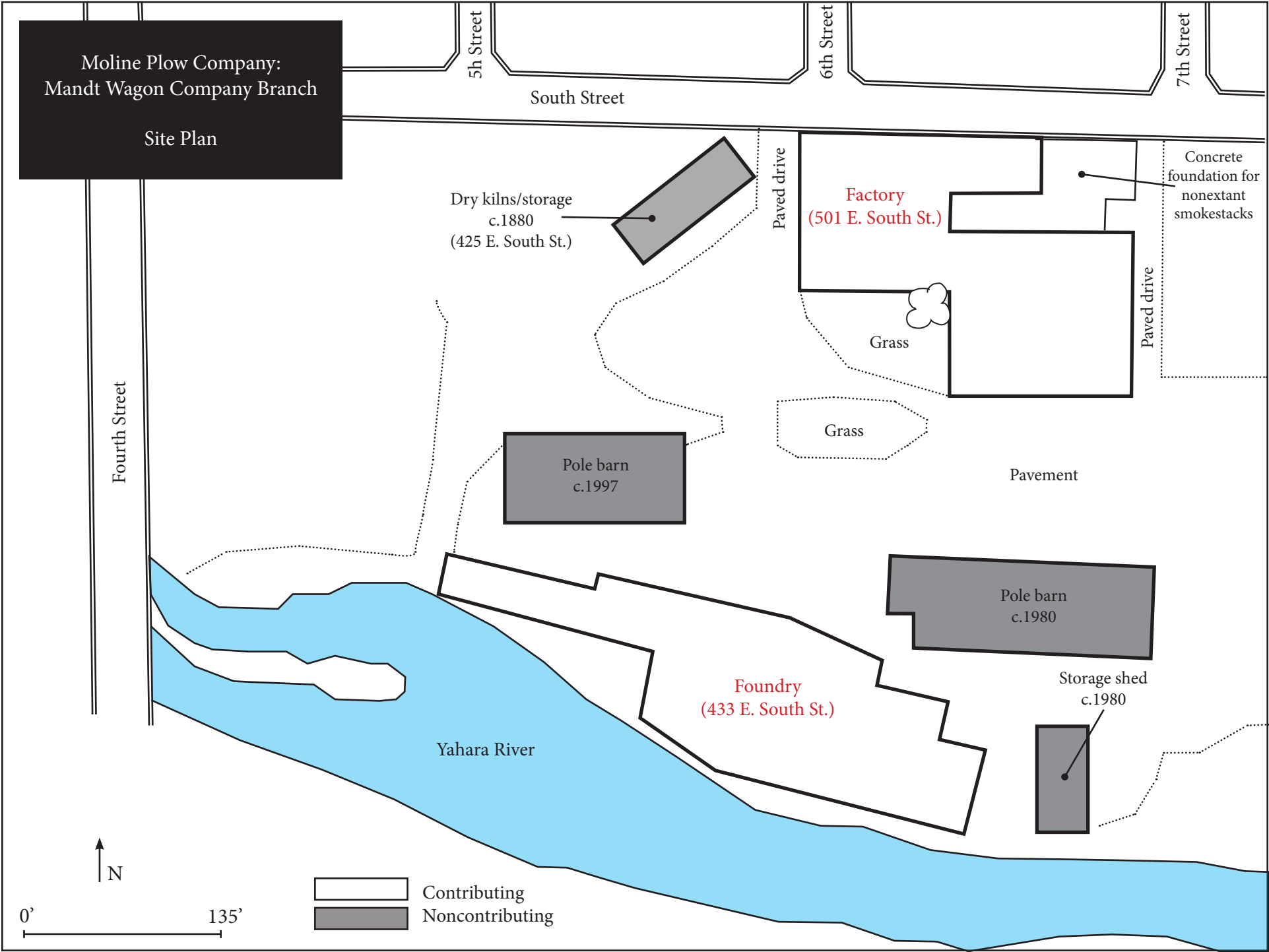
¹⁹ Because neither building retained sufficient degrees of integrity to be considered individually eligible for National Register listing, neither was evaluated for individual National Register eligibility.

Accessed October 16, 2016.

Wyatt, Barbara, ed. *Cultural Resource Management in Wisconsin*. Madison, WI: State Historical Society of Wisconsin, 1986.

Appendix 1:
Site Plan
Building Detail

Moline Plow Company:
Mandt Wagon Company Branch
Site Plan



5th Street

6th Street

7th Street

South Street

Fourth Street

Dry kilns/storage
c.1880
(425 E. South St.)

Factory
(501 E. South St.)

Concrete
foundation for
nonextant
smokestacks

Paved drive

Paved drive

Grass

Grass

Pavement

Pole barn
c.1997

Pole barn
c.1980

Foundry
(433 E. South St.)

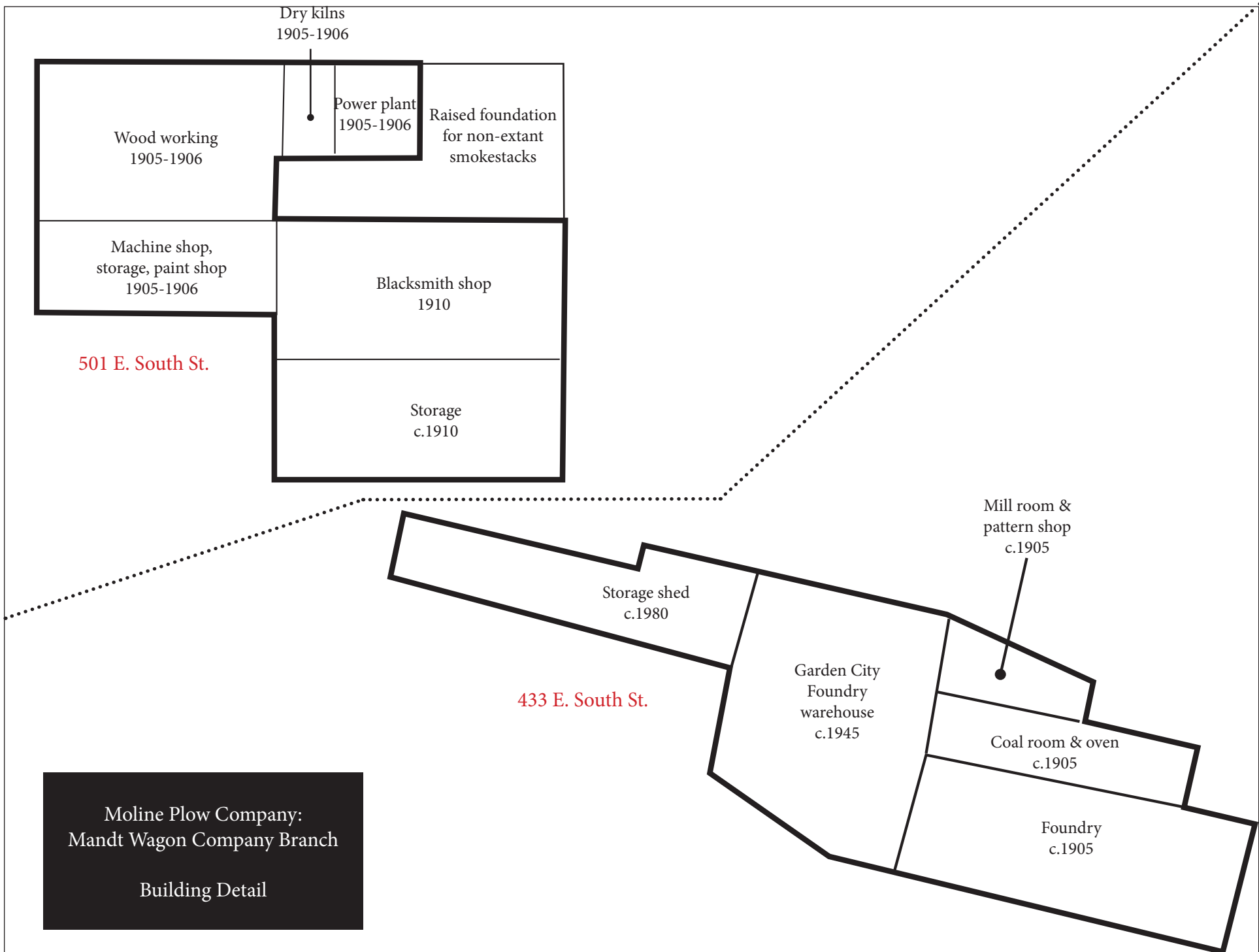
Storage shed
c.1980

Yahara River

N

0' 135'

Contributing
Noncontributing



Appendix 2:

Photo Log

Photo Key

Moline Plow Company: Mandt Wagon Company Branch
433 and 501 E. South St.
City of Stoughton
Dane County, WI

Photographed by Gail Klein
October 18 and November 6, 2016

Photo 1 of 22
Factory, north and west elevations, looking southeast

Photo 2 of 22
Factory, north elevavtion, looking southeast

Photo 3 of 22
Factory, north and east elevations, looking southwest

Photo 4 of 22
Factory, north and east elevations, looking southwest

Photo 5 of 22
Factory, east and north elevations of power plant foundation, looking southwest

Photo 6 of 22
Factory, east elevation of power plant foundation and blacksmith shop, looking southwest

Photo 7 of 22
Factory, east elevation of blacksmith shop, looking southwest

Photo 8 of 22
Factory, south and east elevations of blacksmith shop and storage room, looking northwest

Photo 9 of 22
Factory, west and south elevations, looking northeast

Photo 10 of 22
Factory interior, first floor of woodshop space

Photo 11 of 22
Foundry, center portion of north elevation, looking south

Photo 12 of 22
Foundry, north elevation of west end, looking southwest

Photo 13 of 22
Looking west toward foundry between noncontributing storage shed and pole barn

Photo 14 of 22
Foundry, east elevavtion, looking west

Photo 15 of 22
Foundry, south and east elevations, looking northwest

Photo 16 of 22

Foundry, interior of original building, first floor

Photo 17 of 22

Foundry, interior of original building, second floor

Photo 18 of 22

Foundry, interior of c.1945 warehouse

Photo 19 of 22

Eastern pole barn (noncontributing), north and east elevations, looking southwest

Photo 20 of 22

Storage shed (noncontributing), west and north elevations, looking southeast

Photo 21 of 22

Western pole barn (noncontributing), south and east elevations, looking northwest

Photo 22 of 22

Dry kiln building (noncontributing), west and north elevations, looking southeast



Photo 1 of 22



Photo 2 of 22



Photo 3 of 22



Photo 4 of 22



Photo 5 of 22



Photo 6 of 22



Photo 7 of 22



Photo 8 of 22



Photo 9 of 22



Photo 10 of 22



Photo 11 of 22



Photo 12 of 22



Photo 13 of 22



Photo 14 of 22



Photo 15 of 22



Photo 16 of 22



Photo 17 of 22



Photo 18 of 22



Photo 19 of 22



Photo 20 of 22



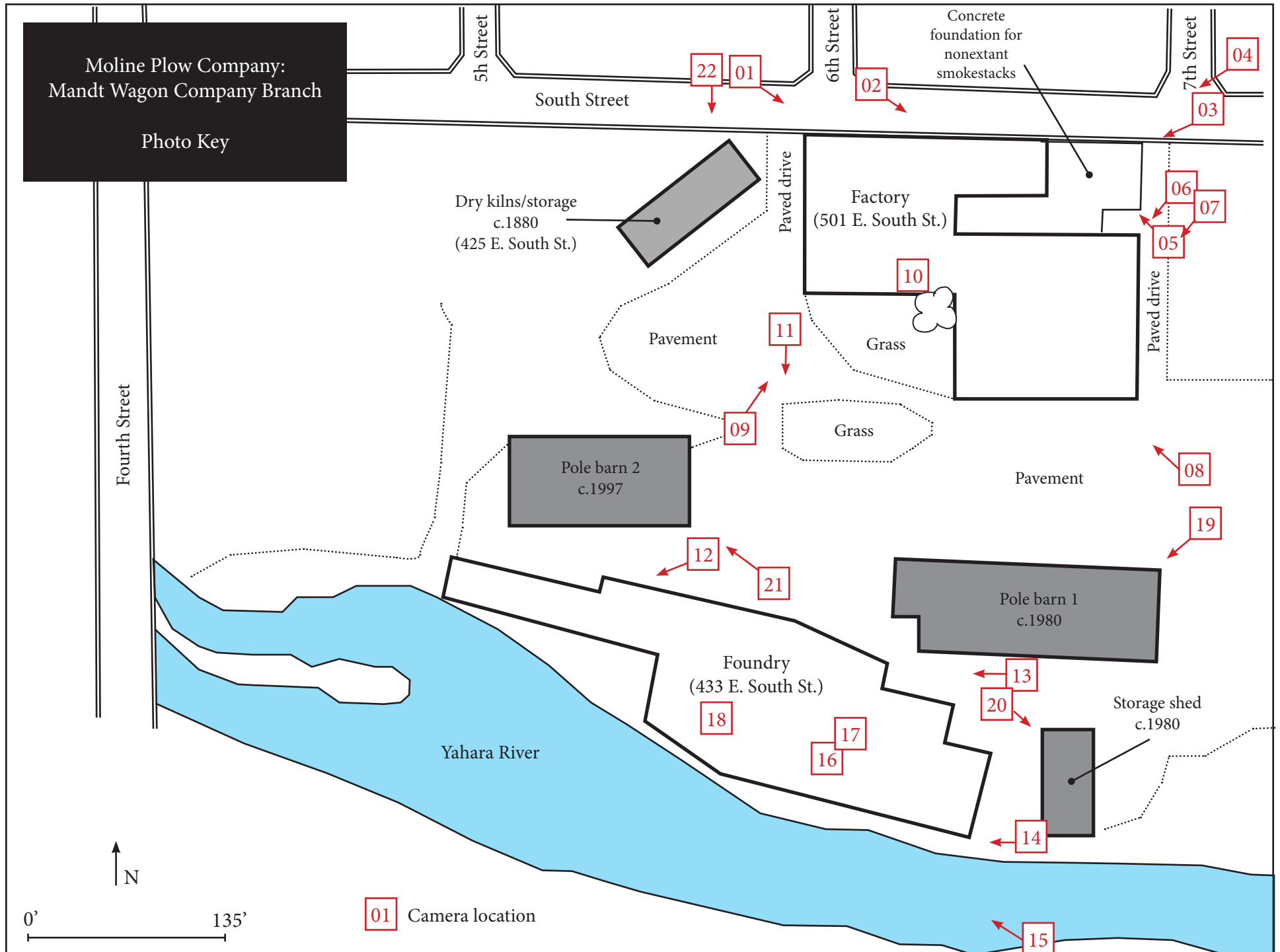
Photo 21 of 22



Photo 22 of 22

Moline Plow Company:
Mandt Wagon Company Branch

Photo Key



01 Camera location

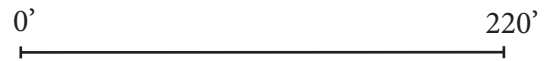
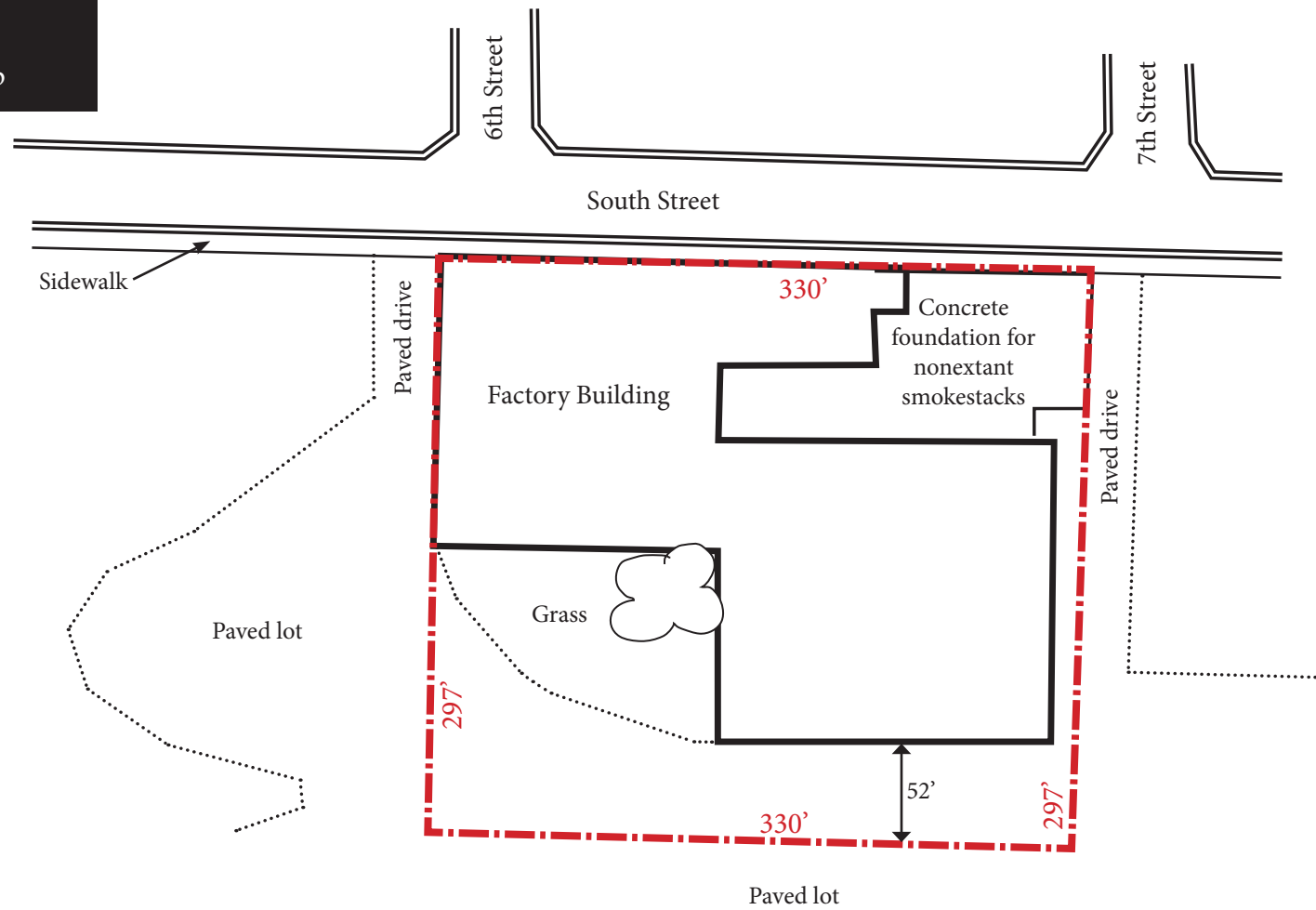
Appendix 3:

Historic Boundary Map and
Historic Boundary Description/Justification
for Individually Eligible Building at 501 E. South St.

Moline Plow Company:
Mandt Wagon Company Branch

Factory Building
501 E. South Street

Historic Boundry Map



--- Historic boundary

Historic Boundary Description (501 E. South Street only):

The historic boundary for the factory building at 501 E. South Street consists of a rectangle that encompasses only the factory building itself. Beginning at the northwest corner of the building, the boundary runs east for approximately 330 feet along the northern edge of the building (coinciding with the southern edge of the E. South Street sidewalk). From there, the boundary runs south for approximately 297 feet along the western edge of the paved access drive that runs along the eastern side of the building. From there, the boundary runs west for approximately 330 feet along a line approximately 52 feet south of the southern wall of the southernmost portion of the building. From there, the boundary runs north for approximately 297 feet along the western edge of the building to the point of beginning. The historic boundary coincides with property's the existing tax parcel.

Historic Boundary Justification (501 E. South Street only):

The historic boundary for 501 E. South Street has been delineated to encompass the property's only individually eligible historic resource. The historic boundary coincides with the existing tax parcel and is visually defined on the north by the southern edge of the E. South Street sidewalk and the northern wall of the building; on the east by the western edge of the paved driveway that runs along the eastern edge of the building; and on the west by the eastern wall of the building. The southern historic boundary line has no physical demarcation on the site, but is located approximately 52 feet from the southern face of the southernmost portion of the building and, like the other boundary lines, is defined by the existing tax parcel location.

Appendix 4:

WHS National Register Questionnaire for
Moline Plow Company: Mandt Wagon Company Branch
Factory Building (501 E. South Street)



Date: _____

Please provide as much complete information as you can to enable our staff to better evaluate the property.

What is the historic name of this property? _____

What is the current name of this property? _____

I wish to nominate this property because (check one or more boxes):

National Register and State Register listing is an honor

I seek financial assistance in maintaining or rehabilitating the property

This building is my primary residence

This is an income producing property (commercial or residential rental)

I wish to protect this property

This property is threatened with demolition or destruction

Where is the property located?

If a city or village please provide:

Address (street and number) _____

City (or village) _____

County _____

OR If an unincorporated or rural area please provide:

Address (with road or nearest road) _____

Civil Town/Township _____

City (nearest city or village) _____

County _____

Section _____, Town _____ North, Range _____

Do you know any of the following information?

The architect's name was _____

The builder's name was _____

The date of construction was _____

List Sources of Information (or attach photocopies)

Source: _____

Page: _____

What alterations or additions were made since the building was built? Please check one or more boxes where applicable.

- | | |
|--|---------------------------------|
| Additions | replacement siding or re-siding |
| removal of porches | removal of decorative details |
| replacement doors and windows | interior remodeling or updating |
| moved from its original location (if moved, list why, from where, and when in description below) | |

The dates of major alterations or additions were: _____

Briefly describe any changes checked above:

What do you know about the history of the property? For statements of historical fact, please indicate your sources of information (keep in mind that our evaluation may depend solely on the information that you submit, therefore, your sources should be reliable).

List Sources of Information (or attach photocopies)

Source: _____ Page: _____

Source: _____ Page: _____

Significance of the property

Why do you think that this property should be listed in the National Register and the State Register? In one or two paragraphs, explain why the property is important.

List Sources of Information (or attach photocopies)

Source: _____ Page: _____

Source: _____ Page: _____

*Photographs

Please submit clear, recent photographs that show all sides of the exterior of the structure, views of the interior of the structure, and all associated outbuildings. The **photographs cannot be returned**, but will become a permanent part of our site records. Please reference the last page of this questionnaire for instructions for submitting digital photograph files on a CD.

* Properties with more than one building (for example: farmsteads, industrial complexes, religious complexes)

Please include photographs of all buildings and structures that make up the complex. The images should be keyed to a sketch map that indicates the relative relationship of the components. When known, dates should be provided for all of the buildings. Please indicate what buildings that once formed part of the complex have been lost over time.

*Map

Please draw a simple sketch map of the lot on which the property is located. Include all structures, adjoining streets, and other major features. Photographs of the buildings should be keyed to this sketch. If the property is rural, please submit a plat map, county map or other detailed map and precisely mark the location.

* Historic photographs

While not required, historic photographs can be useful in evaluating changes to the property. When available, please provide photocopies of historic images. **DO NOT SEND ORIGINALS**. Please provide the source and the date of the photograph.

Person completing questionnaire:

Date: _____

Name: _____

Address: _____

Zip Code: _____

Telephone: _____

Email: _____

Owner (if different than above)

Name: _____

Address: _____

Zip Code: _____

Telephone: _____

Email: _____

Submittal checklist:

Completed questionnaire

Recent photographs

Disk with digital images

Photocopy of historic image(s), if available

Site map, if applicable

Supporting documentation

Complete and return this form, along with recent photographs and any additional attachments to:

Division of Historic Preservation and Public History

Wisconsin Historical Society

816 State Street

Madison, Wisconsin 53706

Photograph Information Sheet

Please submit photos with your National Register Questionnaire.

TAKING PICTURES

Photos can be taken with either a digital camera or with a camera that uses film. Disposable cameras are acceptable. **No** Polaroids or video tapes.

- They should be **recent** and **clear** photos.
- If you are using a digital camera, set it to the **highest quality** possible.
- **Stand back** far enough that you can see the whole building from top to bottom in one photo.
- If there are multiple buildings on the property (as with a farmstead), please photograph each building **separately**. Include a **sketch map** of the property and key the photographs to this map.
- Photograph every side of each structure.
- Interior photos are also very helpful. Photograph defining features of the house (i.e. fireplaces, staircases, built-in furniture, decorative trim). It is not necessary to photograph every room.

SUBMITTING THE PHOTOS

1. As a set of standard size, commercially-produced prints, printed at a store.

OR

2. Saved to a disk. Submit the **disk and print-outs** of each photo. Print-outs can be done at home on standard printer paper.

- Save the images to a disk as a **high quality jpeg**. Use the file name to describe the photo (i.e. front of house, back of barn, second floor staircase in main house).
- **DO NOT** crop or resize the images prior to saving them to a disk.
- After saving them to a disk, make sure the disk is “closed out” so that it **can be read** on other computers. Also try closing and reopening the disk to make sure the photos were successfully burned.
- Remember to **include a hard copy** of the photos. You can print them out on your home printer on regular printer paper.

CONTACT

Direct questions regarding photo requirements to Peggy Veregin at 608-264-6501 or send an email to peggy.veregin@wisconsinhistory.org