

5.1 PHO 674036

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED MAY 1 1979

JUL 27 1979

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Hollenstein Wagon and Carriage Factory

AND/OR COMMON

Mayville Historical Society Museum

2 LOCATION

STREET & NUMBER

NW corner - Bridge and German Streets

NOT FOR PUBLICATION

CITY, TOWN

Mayville

VICINITY OF

CONGRESSIONAL DISTRICT

second

STATE

Wisconsin

CODE

55

COUNTY

Dodge

CODE

027

3 CLASSIFICATION

CATEGORY

DISTRICT

BUILDING(S)

STRUCTURE

SITE

OBJECT

OWNERSHIP

PUBLIC

PRIVATE

BOTH

PUBLIC ACQUISITION

IN PROCESS

BEING CONSIDERED

STATUS

OCCUPIED

UNOCCUPIED

WORK IN PROGRESS

ACCESSIBLE

YES: RESTRICTED

YES: UNRESTRICTED

NO

PRESENT USE

AGRICULTURE

COMMERCIAL

EDUCATIONAL

ENTERTAINMENT

GOVERNMENT

INDUSTRIAL

MILITARY

MUSEUM

PARK

PRIVATE RESIDENCE

RELIGIOUS

SCIENTIFIC

TRANSPORTATION

OTHER:

4 OWNER OF PROPERTY

NAME

Mayville Historical Society

STREET & NUMBER

P. O. Box 82

CITY, TOWN

Mayville

VICINITY OF

STATE

WI

53050

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Register of Deeds

STREET & NUMBER

Dodge County Courthouse

CITY, TOWN

Juneau

STATE

WI

53039

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Wisconsin Inventory of Historic Places

DATE

197

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

State Historical Society of Wisconsin

CITY, TOWN

Madison

STATE

WI

53706

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE (factory/house)
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED DATE <u>1888, 1978</u>
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		(other buildings)

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Hollenstein Wagon & Carriage Factory complex forms a large ell at the corner of Bridge and German Streets. The complex consists of the Hollenstein house, which faces Bridge Street, and the factory, which was built in stages and faces both streets. The entire complex is of cream brick, the house being veneered and the factory having bearing walls three and four bricks thick.

The house faces south and is a two-story vernacular Victorian structure. Originally a frame clapboarded building, it was veneered to match the factory. It is of sawn post-and-beam frame construction; studs and rafters are poles sawn flat on the facing sides and with their bark peeled off. The main facade has four irregularly spaced windows above a single-story veranda that stretches the width of the facade. The cornice of the veranda roof is denticulated, and the roof supported on bracketed turned pillars. A shingled bay fills the west end of the veranda, and the doorway and two windows open onto the central and eastern portions of the veranda, respectively. The porch rests on a cream brick foundation, suggesting that it was built about the time that the house was veneered. The west or gable end of the house has two symmetrically arranged windows per story and a six-over-six double-hung window in the attic. All other windows in the complex are segmentally arched with stone sills and four-over-four double-hung sash, except where they have been broken and replaced with single panes. The house has a heavy cornice and at one time the eaves were bracketed. It has a metal roof. Around 1888 a two-story brick-veneered addition was made to the rear of the house.

The oldest portion of the factory adjoins the house at the east gable end. It is a two-story cream brick structure with a pitched flat roof. A large overhead door flanked by a pair of windows and a doorway on the main floor has replaced a large stilted segmented arched carriage door flanked by stilted segmentally arched windows. Four original window openings are symmetrically arranged on the second-floor level. Brickwork in relief above the second-floor windows is the original cornice. When the main portion of the factory was built in 1888 the roof of the original portion was raised and a higher matching cornice was laid above the existing one. The rear facade of the original portion has two segmentally arched carriage-size doorways, one above the other, centered on the facade. These are flanked by windows. At one time a frame elevator system, fixed to the outside of the building, operated between the two doors. A large ramp connects the second floor of the original portion with the second floor of the main portion of the factory.

The main portion of the factory is also a two-story cream brick structure with a flat sloping roof. The Bridge Street facade is seven openings wide. A large arched carriage door is below the fifth second-story window and an arched double door is below the second. The German Street facade is four openings wide with an arched carriage doorway centrally located between windows on the first floor. All first-floor openings on the east and south facades have brick stilted segmental arches in relief; doorways have arching overlights. The cornice is of brickwork in relief. The painted legend "WAGON & CARRIAGE FACTORY" is a restoration of original paintwork. The rear facade of the main portion contains two windows, a double door on the second floor and a single door on the first floor. It remains little altered with the exception that the first-story wood floor was replaced with a poured concrete slab in the 1940s.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES c. 1876, 1888

BUILDER/ARCHITECT John Hollenstein and others

STATEMENT OF SIGNIFICANCE

The Hollenstein Wagon & Carriage Factory is significant to the history of Mayville as a relatively unaltered characteristic late-nineteenth-century industrial/residential building. Although neither architecturally important nor associated with a crucial event or a key individual, the factory complex is associated with an important phase of American history. It is an effective vehicle for understanding and interpreting the history of industry and industrial life in small-town Wisconsin. The Hollenstein factory and the connected Hollenstein house are particularly interesting as they reflect the way of life of many small factory owners in the period of nascent industrialization in America. The scale of the factory, the way it grew, and its history reveal John Hollenstein as an individual who spanned the transition from local tradesman to small industrialist.

John Hollenstein, sr., was born in St. Gallen, Switzerland, in 1842, and there he learned the wagon maker's trade. In 1868 he married, and the couple emigrated to America the following year. After first settling in Woodland in Dodge County, the Hollensteins moved to Mayville, predominately a German village, in 1873. There Hollenstein went into the wheelwrighting and wagon and carriage-making business with William Albrecht, a blacksmith. In 1876 Hollenstein purchased the west half of the present factory property. Either the house or the original portion of the factory may have been standing on the property at that time.¹ With a minimum of employees Hollenstein and Albrecht manufactured wagons and carriages, and the operation remained small until 1888; in 1879, for example, the partners had a gross income of \$2000.²

By 1888 Albrecht had left the partnership with Hollenstein, and Hollenstein embarked on a major enlargement of the operation. On July 23 Hollenstein purchased the lot adjacent to his factory, and on September 20 the Dodge County Pioneer announced that "Hollenstein's wagon factory is being increased with a 40x66 foot addition for a blacksmith shop and added area for building wagons, coaches, omnibuses, etc." The work was complete by the middle of November, and by the end of the month Hollenstein was installing two freight carloads of new equipment.³ Within two years Hollenstein added a two-story powerhouse with a ten-horsepower steam engine to the north side of the new factory. The small wagon shop had grown to a substantial wagon and carriage factory employing several skilled mechanics and workers. During the 1890s Hollenstein advertised a line of some fourteen wagons, sleighs, carriages, buggies, and a horse drawn omnibus. Nevertheless, Hollenstein continued in his trade as wagon maker, working alongside his employees. He also trained his son, John, jr., in the wagon maker's trade, and after John, sr., was badly injured by one of the machines, John, jr., assumed his father's role. The factory prospered into the twentieth century; in 1913 John, jr., employed ten men in the wagon works.⁴

9 MAJOR BIBLIOGRAPHICAL REFERENCES

(See Continuation Sheet)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 0.4

QUADRANGLE NAME Horicon, Wis.

QUADRANGLE SCALE 1:62500

UTM REFERENCES

A 16 375300 48161850
 ZONE EASTING NORTHING

B
 ZONE EASTING NORTHING

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

lots 2 and 3, block 18, Plat of the City of Mayville
(two moved structures deleted)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

David Donath

ORGANIZATION

State Historical Society of Wisconsin

DATE

January 1979

STREET & NUMBER

816 State Street

TELEPHONE

608/262-3390

CITY OR TOWN

Madison

STATE

WI 53706

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Richard Henry

TITLE

Director, State Historical Society of Wisconsin

DATE

4/28/79

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Charles A. Henry
 KEEPER OF THE NATIONAL REGISTER

DATE

7-27-79

ATTEST: *Emma Jane Saxe*

DATE

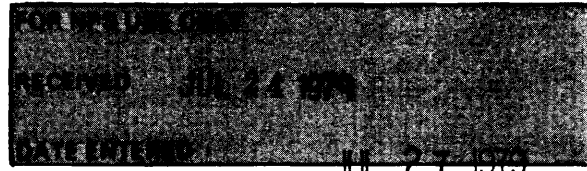
7-27-79

CHIEF OF REGISTRATION

Regional Coordinator

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**



HOLLENSTEIN WAGON AND CARRIAGE FACTORY, NW Corner Bridge & German Streets,
Mayville, Dodge County, Wisconsin

CONTINUATION SHEET

ITEM NUMBER See
 below PAGE

5.1

C O R R E C T I O N S

7. Description

At the end of each of the last two paragraphs of the Description (continuation sheet, page 1), add the following:

This building is mentioned for descriptive purposes only and is not included in the nomination.

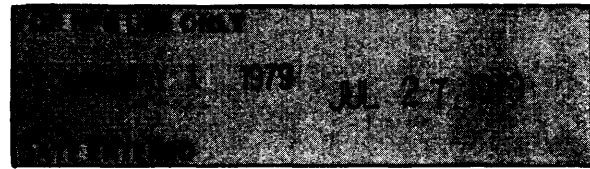
8. Statement of Significance

- (1) Delete the last two paragraphs of the Statement of Significance (pages 1 and 2 of the continuation sheet).
- (2) Delete the last sentence of paragraph 3, page 1 of the continuation sheet and substitute therefor:

These two buildings would have been demolished had they not been acquired and moved by the Mayville Historical Society. However they are not included as part of this nomination but are expected to be nominated separately at a later date.

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CONTINUATION SHEET

ITEM NUMBER 7 PAGE 1

Description (continued)

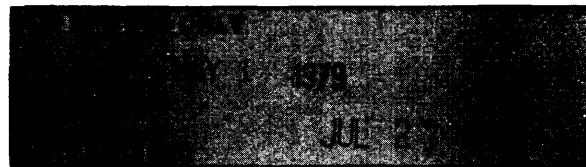
Attached to the main portion of the factory on the north side are two cream brick additions. The first is a two-story powerhouse, two openings wide, that contained a boiler and a ten horsepower steam engine on the first floor. The boiler, engine, and smokestack have been removed. The second addition is three openings wide. Both additions are of construction similar to that of the main portion of the factory. The cream brick matches and stylistic elements including arching windows and doorways and the cornices replicate those of the older sections. The powerhouse addition originally was somewhat lower than the main portion of the factory. When the second addition was made at the same height of the main portion, a second cornice was added to the powerhouse, creating a single cornice line on the east facade like that of the south facade of the complex.

Situated to the rear of the factory complex are two frame buildings that recently were removed to the site to save them from being demolished. The church/firehouse stands closest to the factory. Originally a Roman Catholic church, it was extensively altered around 1881 when the City of Mayville moved it to a site on Main Street and converted it to a single-bay firehouse. Iconographic evidence suggests that when it was made into a firehouse, the building was raised a few feet and its narrow steeple replaced with a shorter squat cupola. Board-and-batten siding replaced clapboarding, and doorways and fenestration were entirely rearranged. The building is a simple story-and-a-half early balloon-frame structure with heavy sill plates. A sliding door makes up the entire first level of the main (east) facade. Windows are six-over-six double-hung sash. The building now rests on a concrete block foundation. *See Continuation Sheet Corrections.*

The Brunke cigar factory building was moved from Maysteel Corporation's School Street plant where it had served as office space before being abandoned by the company and slated for demolition. It now stands immediately to the north of the church/firehouse. It is a simple single-story clapboarded balloon-frame structure with a shed addition that runs the length of the north facade. The main (east) facade is comprised of a gable end of the main block, which contains a doorway on the left and a pair of two-over-two double-hung windows, and the end of the shed addition, which contains a door and window. The building has a heavy cornice and a fan-shaped vent in the gable. The main block of the building consists of a single room that housed the cigar factory. Its original wainscoting, doors, and built-in cabinets remain. The building rests on a concrete block foundation and has a metal roof. *See Continuation Sheet Corrections.*

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CONTINUATION SHEET

ITEM NUMBER 8

PAGE 1

Significance (continued)

The Hollenstein buildings and their architecture are suggestive of the style of life and the values of this immigrant tradesman/factory owner and his family. The house being connected to the factory reflects Hollenstein's desire to reside near his place of business. A similar desire was widespread among tradesmen and frequently the case with nineteenth-century factory owners in America. The Hollensteins not only chose to live at the factory but took in several of their employees as boarders, as did many property owners in the nineteenth century. Using locally made cream brick, Hollenstein built in a vernacular victorian style and in his succession of building projects, including the veneering of his house, he sought to create a unified whole. Consistently he and his son employed the materials and the stylistic elements of the original wagon shop. This is especially evident in the raising of the cornices of the original shop and the powerhouse to match the height of the main portion of the factory, and it suggests the Hollenstein's pride in their accomplishments.

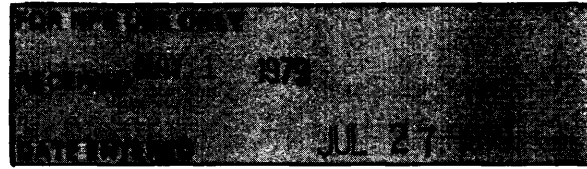
The mass production of inexpensive automobiles and trucks led to the decline and demise of the Hollenstein operation. In 1941 the Hollensteins sold the property, and the buildings were converted to a tool and die shop. By the mid-1960s the buildings lay vacant. When the Mayville Historical Society acquired the complex in June 1972 it had been badly vandalized and faced condemnation by the city. The Society cleaned and repaired the buildings and established a historical museum there. Important among the themes interpreted at the museum is the history of the Hollenstein factory, and prominently displayed are a farm wagon and a sleigh that were manufactured by Hollenstein. These objects are included in the nomination.

In May 1978 the Society moved two buildings of local historical interest to the museum site. Because the buildings would have been demolished had they not been acquired and moved by the Society, and because they will become important facets of the museum complex, they are included in the nominated property. ⁵ *delete See Continuation sheet*

The church/firehouse began its history as the first Roman Catholic edifice erected in Mayville. Built in the late 1850s to house St. Mary's congregation, organized by Father Rehrl, the church building was typical of the small edifices constructed by the itinerant priest's congregations. The church building had a vernacular Greek Revival profile and featured a narrow steeple with a bell-cast roof that gave it an old-world appearance. In 1881 St. Mary's built a new brick edifice, and shortly thereafter the City of Mayville acquired the old building. The City moved the building to a site opposite the intersection of Horicon and Main Streets and converted it into a firehouse. The alterations made at this time did away with the churchlike appearance of the building. Little altered from the 1880s, the building today appears as a fairly typical small frame firehouse. The Mayville Historical Society plans to retain the present exterior appearance of the building and to interpret the first level as a firehouse and the second level as a small chapel, thereby evoking both phases of the building's history.

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INVENTORY -- NOMINATION FORM**



CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

Significance (continued)

Delite
The other moved building is the Gustave Brunke Cigar Factory. Built for Brunke in 1881, the unpretentious building became one of five cigar factories that simultaneously operated in Mayville around the turn of the century. In the long single room of the main portion of the building six or more men at a time sat at small workbenches and rolled cigars. The Mayville Historical Society is in possession of many of the original fixtures from this and other Mayville cigar factories and plans to restore the interior of the Brunke factory according to a turn-of-the-century photograph. In the shed addition to the factory the society will install the fixtures of a turn-of-the-century barbershop.

- 1 Warranty Deed, Frederick Pribnow to John Hollenstein, Lot 2, block 18, Plat of Mayville, \$600, 12 June 1876, deed in the possession of Jacob Ribbens. The selling price suggests that fairly substantial improvements had previously been made to the property. It is difficult to determine dates of old Dodge county buildings because a courthouse fire in the early 1880s consumed all of the deed and assessment records. The earliest extant assessment list for Mayville is for 1885.
- 2 U.S. Census, Schedule of Manufacture, 1880.
- 3 Dodge County Pionier, 20 September, 15 November, 22 November 1888.
- 4 Sanborn-Perris Insurance Maps (Chicago, 1892, 1900); Hollenstein Wagon Factory, advertising broadside, c. 1895; Homer Bishop Hubbell, Dodge County, Wisconsin: Past and Present, I (Chicago, 1913), 379.
- 5 Kenneth E. Jaeger, Mayville City Clerk, to David Donath, 17 July 1978; Craig E. Wood, Vice-President, Maysteel Corporation, to Evaline F. Boeck, Secretary-Treasurer, Mayville Historical Society, 2 August 1978.

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**NATIONAL REGISTER OF HISTORIC PLACES
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CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1

BIBLIOGRAPHY

- Abstract of the Hollenstein property, in possession of Mayville Historical Society.
- Deeds to the Hollenstein property, in possession of Jacob Ribbens.
- Dodge County Pionier, 20 September, 15 November, 22 November 1888.
- History of Dodge County, Wisconsin, Chicago, 1880.
- Hubbell, Homer Bishop, Dodge County, Wisconsin: Past and Present, 2 volumes, Chicago, 1913
- Jaeger, Kenneth E. to David Donath, 17 July 1978.
- Map of Mayville, Wisconsin n.p., 1876.
- Mayville Historical Society, iconographic collection.
- Ribbens, Mr. & Mrs. Jacob, interview, 28 December 1978.
- Sanborn-Perris Insurance Maps, Chicago, 1892, 1900.
- Schinderle, James, interview, 28 December 1978.
- U.S. Census, Schedule of Manufacturers, 1880.
- Wood, Craig E. to Evaline F. Boeck, 2 August 1978.