

United States Department of the Interior
National Park Service
National Register of Historic Places
Registration Form

Stamp: OCT 1 2007 1212

This form is for use in nominating or requesting determination for individual properties and districts. See instruction in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Stark and Blanch Garage

other names/site number Arlington Motor Company Garage

2. Location

street & number 204 S Main [] not for publication

city or town Arlington [] vicinity

state South Dakota code SD county Kingsbury code 077 zip code 57212

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] nomination [] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [X] meets [] does not meet the National Register criteria. I recommend that this property be considered significant [] nationally [] statewide [X] locally. ([] See continuation sheet for additional comments.)

Signature of certifying official/Title: Jay D. Vogt, State Historic Preservation Officer
Date: 09-19-2007

South Dakota State Historic Preservation Office
State or Federal agency and bureau

In my opinion, the property [] meets [] does not meet the National Register criteria. ([] See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- [X] entered in the National Register [] See continuation sheet.
[] determined eligible for the National Register [] See continuation sheet.
[] determined not eligible for the National Register.
[] removed from the National Register [] See continuation sheet.
[] other, explain [] See continuation sheet.

Signature of the Keeper: Edson H. Beall
Date of Action: 11-19-07

Stark and Blanch Garage
Name of Property

Kingsbury County, South Dakota
County/State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

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

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

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

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

N/A

Number of contributing resources previously listed in the National Register.

0

6. Function or Use

Historic Function

(Enter categories from instructions)

Commerce/Trade – Specialty Store

Current Functions

(Enter categories from instructions)

Commerce/Trade – Specialty Store

7. Description

Architectural Classification

(Enter categories from instructions)

No Style

Materials

(Enter categories from instructions)

foundation	<u>Concrete</u>
walls	<u>Brick</u>
roof	<u>Tar</u>
other	_____

Narrative Description

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

Stark and Blanch Garage
Name of Property

Kingsbury County, South Dakota
County/State

8. Statement of Significance

Applicable National Register Criteria

(Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

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

Areas of Significance

(Enter categories from instructions)

Commerce

Periods of Significance

1921-1957

Significant Dates

1921

Significant Person(s)

(Complete if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

9. Major Bibliographical References

Bibliography

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey

- recorded by Historic American Engineering Record

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:

Stark and Blanch Garage
Name of Property

Kingsbury County, South Dakota
County/State

10. Geographical Data

Acreage of Property less than one

UTM References

(Place additional UTM references on a continuation sheet.)

1. 14 648600 4913939
 Zone Easting Northing

2.
 Zone Easting Northing

3.
 Zone Easting Northing

4.
 Zone Easting Northing

[] See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Jason Haug - Historic Preservation Specialist

organization South Dakota State Historic Preservation Office date 8 August 2007

street & number 900 Governors Drive telephone 605-773-6296

city or town Pierre state SD zip code 57501

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Gerry Bunker

street & number PO BOX 332 telephone 605-983-3347

city or town Arlington state SD zip code 57212

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**Stark and Blanch Garage
Kingsbury County, South DakotaSection number 7 Page 1**DESCRIPTION**

The Stark and Blanch Garage is located on the west corner of Main and Birch Streets in Arlington, South Dakota. C.M. Stark and J.W. Blanch constructed the building in 1921 after they started the Arlington Motor Company in December 1919. Today the building houses Bunker Construction and is also used for storage. The building sits on a northwest-southeast axis along the southwestern edge of Arlington's central commercial district. The two-story building has a 50 by 100 foot rectangular plan, a full basement, and a flat tar roof.

The Stark and Blanch Garage is an enframed commercial block, with two narrower bays bracketing the central section of the building on both the southeast and northeast elevations. This building type became popular in the United States around 1900 and lasted through the 1920s. It was most popular on public and institutional buildings as well as banks for that period.¹ The end bays on the Stark and Blanch Garage each have a triangle pediment at the top and brick pilasters on each side. A straight parapet connects each bay and steps up to each pediment. The façade (southeast elevation) features a walking soldier brick course just below the concrete coping of the parapet. In the center of the façade a pilaster flush with the wall sticks up just slightly above the parapet. Below each pediment is a recessed corbelling brick pattern with a triangular top that recesses to a rectangle. Between each pediment and the center pilaster is another recessed rectangular detail. Below these brick patterns are the second story windows with a standing soldier brick course across the top of them. Each end bay has a single one-over-one double hung sash window with two ribbons of three one-over-one double hung sash windows between each end bay and the center pilaster. All of the second story windows on each elevation have been covered on the exterior but the original windows are still intact underneath. Below each set of windows is another recessed rectangular brick detail followed by another standing soldier brick course across the first-story transom windows. The glass-block transom windows have also been covered. The left end bay has a tall, narrow single-pane window. The main section of the façade has five large display windows that are still intact. The right end bay has a single door with a set of three concrete steps ascending to the door.

The northeast elevation has similar end bays as the southeast elevation, only slightly wider to accommodate the wider elevation. A walking soldier brick course is located just below the concrete coping of the parapet and just above the recessed corbelling brick patterns similar to the southeast elevation. Between each end bay are two wide, rectangular recessed brick details with a narrower detail between these and centered on the elevation. Below these brick patterns are the second story windows with a standing soldier brick course across the top of them like the southeast elevation. Each end bay has a ribbon of three one-over-one double hung windows. From left to right across the main section of the northeast elevation's second story is a pair of one-over-one double hung windows, another pair of one-over-one double hung windows, a ribbon of three one-over-one double hung windows, and five one-over-one double hung windows. Below each set of windows is another recessed rectangular brick detail followed by another standing soldier brick course across the first-story windows. From left to right across the first story of the northeast elevation is a single rectangular fixed window (this was historically a pair of large display windows with a glass-block transom but has been downsized), two small one-over-one vinyl windows (each of these windows was historically a pair of one-over-one double hung sash windows that have been downsized), an overhead garage door, a single door, another overhead garage door, another single door, and another overhead garage door.

¹ Richard Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture* (Walnut Creek, CA: AltaMira Press, 2000), 114.

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The overhead garage door flanked by two single doors was historically five shorter windows, two of which are still present above each of the two single doors. Each of the historic garage doors have been replaced with overhead garage doors.

The northwest elevation has a one-story metal shed addition with an overhead garage door on the northeast. There are seven one-over-one double hung windows across the second story. A historic elevator used to lift vehicles to each level of the building is located on the west corner of the building and projects above the rest of the roof. Having been upgraded, the lift still functions and carries vehicles to each level of the building.

The southwest elevation abuts a one-story commercial building. Three one-over-one double hung sash windows are present on the second story.

The interior of the Stark and Blanch Garage has a large display room in the southeast end of the building and two small rooms that separate the workshop space towards the rear of the building. The northwest two-thirds of the building are divided into four stalls, including the non-historic addition. The second story is divided into two large open rooms separated by a sliding wood door. A small apartment or office was historically located in the south corner of the building but has since been removed, leaving only a small room in the south corner. The basement extends throughout the entire length of the building and is still used to store cars.

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**Stark and Blanch Garage
Kingsbury County, South DakotaSection number 8 Page 3**SIGNIFICANCE**

The Stark and Blanch Garage is eligible for the National Register of Historic Places under Criterion A for its association with the proliferation of the automobile and the resulting construction of numerous service stations, salesrooms, and garages across the United States and specifically throughout Kingsbury County during the late 1910s and 1920s.

Kingsbury County, South Dakota is part of the state's Central Lowlands region, which encompasses much of the state east of the Missouri River. This area contains flat to gently rolling prairie land with several lakes left over from the glaciers that covered the northeast region of the state. Kingsbury County was organized in 1879 during the early stages of the First Dakota Boom, the first great wave of migration into South Dakota that lasted roughly from 1878 to 1887. Like most counties in eastern South Dakota, settlement in Kingsbury County was spurred by construction of the railroad combined with the availability of land. The Dakota Central Railroad (later purchased by the Chicago & Northwestern Railroad) was built through Kingsbury County during the early 1880s and consequently most of the settlement occurred during this time. The Chicago, Milwaukee, and St. Paul and the Great Northern Railroads also constructed lines through Kingsbury County. Many towns were either platted or moved along the railroad as it was constructed across the county, including Hetland, Iroquois, Lake Preston, and Arlington to name a few.²

Arlington was first named Nordland when it was platted by the Dakota Central Railroad in 1880 but was later changed to Denver. To avoid confusion with Denver, Colorado, the post office made them change the name again. The Dakota Central finally settled on Arlington in 1885. By 1910 Arlington reached a population of nearly 800 people and continued to grow over the next decade, reaching a peak population of just over 1,000 in 1920.³

While the railroads played a crucial role in most South Dakotan's lives during the late nineteenth and early twentieth centuries, shortly after the turn of the century other factors began to develop that contributed to their decline. The development and mass production of the automobile was one such factor. When compared to horse-drawn wagons, motor vehicles were much faster and reliable over longer distances and proved more durable in harsher weather. Automobiles also offered a greater sense of freedom than railroad travel. People could now travel wherever the road allowed instead of wherever the track allowed. While this new freedom may have been initially more perceived than real due to the lack of adequate roads, people still viewed the car as a tool for greater independence and social mobility. People could own their automobile and therefore travel wherever and whenever they liked, no longer having to rely on the map or timetable of the railroads.⁴

But automobiles, buses, and trucks would never have rivaled railroads for passenger or freight business had better roads not been constructed. In 1916 the federal government passed the Federal Road Act which authorized \$75 million for states to improve rural postal roads provided the state

² Westerly Group, *Kingsbury County Historic Sites Survey Final Report* (Pierre, SD: South Dakota State Historic Preservation Office, 1998), 9-10.

³ George A. Hall, *120 Years of Kingsbury County* (Freeman, SD: Pine Hill Press, Inc., 1993), 41.

⁴ James J. Flink, *America Adopts the Automobile, 1895-1910* (MIT Press, Cambridge, MA: 1970), 15-19, 50-52, 100-104.

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established a highway department. Five years later the Federal Highway Act of 1921 was passed and directed additional federal funds to be concentrated on creating a more efficient system of highways. From the time this act was passed until 1940, the total mileage of paved roads in the United States increased to over 3 million.⁵

The rapid growth in the popularity of motor vehicles is evident in the rise of motor vehicle registrations in the United States during the beginning of the twentieth century. In 1900 there were 8,000 registrations. By 1910, this number had climbed to one-half a million registrations and, as a result of the improved road system across the nation, continued to nearly 27 million by 1930.⁶

The increasing popularity of the automobile during the early twentieth century held true in South Dakota as well. In 1914, the total number of automobile registrations in South Dakota was 20,929. In ten years this number climbed to 131,166 registrations.⁷ By 1920, nearly every community in South Dakota had one or more service and filling stations, many with salesrooms, to accommodate the rising number of automobiles.⁸

Many that also served as dealerships were large buildings with exceptionally large plate-glass windows across the front for displays. Unlike today, where most gas and service stations are located on the edge of a town along the main highway, early garages were constructed within a town's central business district. While many service stations were one story with a canopy for the customer to driver under, those constructed in downtowns were often large, two-story brick buildings, some of which had an elevator to lift automobiles to each level of the building. To support the weight, many of these buildings were also constructed with reinforced concrete slab floors.⁹

The Stark and Blanch Garage was constructed in 1921 as a response to the increasing demand for automobiles. Like other downtown garages, the Stark and Blanch Garage is two stories with reinforced concrete slab floors and large display windows on the façade. It also has a still functioning elevator that can lift vehicles to the basement, first floor, and second floor. As late as 1915, Stark and Blanch was still advertising as an agricultural implement dealer. A year later, however, they began shifting to automobile sales and services and in December 1919 started the Arlington Motor Company. By 1930 Martin Kjellsen and C&M Chevrolet had taken over the garage, which later became A&M Chevrolet in the 1940s. The building maintained its automobile-related use through the mid 1970s. Today the

⁵ Federal Highway Administration - Office of Highway Information Management, United States Department of Transportation, *Highway Statistics Summary to 1995* (Washington, D.C.: Government Printing Office, 1997), 12-21.

⁶ David L. Ames and Linda Flint McClelland, *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places* (Washington, D.C.: U.S. Department of the Interior, National Park Service, National Register of Historic Places, 2002), 22.

⁷ Arlington Sun, 5 May 1916, 1; "Twenty-Fourth Annual Review of the Progress of South Dakota, 1924" *SD Historical Collections*, vol. 13, 1926, State Department of History, Pierre, SD, 537.

⁸ David Erpestad and David Wood, *Building South Dakota: A Historical Survey of the State's Architecture to 1945* (Pierre, SD: South Dakota State Historical Society Press, 1997), 116.

⁹ Erpestad and Wood, 116.

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building houses Bunker Construction and is also used for storage.¹⁰

A few other garages in South Dakota have also been listed on the National Register of Historic Places as contributing to commercial historic districts within a similar historic context. The Iver Dybdahl Garage in neighboring Brookings County contributes to the Brookings Commercial Historic District. This two-story garage was constructed in 1919 with reinforced concrete slab floors and also originally had an elevator for cars that has since been replaced with a stair case. Stevenson's Garage in Scotland contributes to the Scotland Main Street Historic District. It was built in 1918 and is also two-stories.

As the garage maintained its historic function and was significant within its historic context through the mid 1970s, the building's period of significance is thus 1921, the date of construction, through 1957, the accepted fifty-year cut off date. Despite the exterior changes and a few interior changes, the building retains its historic integrity and defining architectural characteristics from its period of significance. The Stark and Blanch Garage is thus eligible for the National Register of Historic Places under Criterion A for its association with the proliferation of the automobile and the resulting construction of numerous service stations, salesrooms, and garages across the United States and specifically throughout Kingsbury County during the late 1910s and 1920s.

¹⁰ *Arlington Sun*, 14 April 1916, 4; *Arlington Sun*, 29 July 2004, 4.

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BIBLIOGRAPHY

Ames, David L. and Linda Flint McClelland, *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*. Washington, D.C.: U.S. Department of the Interior, National Park Service, National Register of Historic Places, 2002.

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GEOGRAPHICAL DATA**VERBAL BOUNDARY DESCRIPTION**

The boundary of the nominated property follows the legal description of the building: SE 115ft of Lots 1 and 2, Block 6, Keeps First Addition, City of Arlington, Kingsbury County, South Dakota.

BOUNDARY JUSTIFICATION

The boundary follows the tract of land historically associated with the Stark and Blanch Garage as denoted by the legal description of the property.

**National Register of Historic Places
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National Park Service**Stark and Blanch Garage
Kingsbury County, South DakotaSection number ___ Page 8**PHOTOGRAPH LOG**

The following information pertains to photograph numbers 1-3 except as noted:

Name of Property: Stark and Blanch Garage
County, State: Kingsbury County, South Dakota
Photographer: Jason Haug
Date of Photographs: July 2007
Location of Original: South Dakota State Historic Preservation Office, Pierre, SD

<u>Photo No.</u>	<u>Photographic Information</u>
1.	Southeast and northeast elevations, facing west
2.	Northwest and northeast elevations, facing south
3.	Elevator, north corner of interior