

NORTH DAKOTA CULTURAL RESOURCES SURVEY

Base Data Form

1. County Grand Forks, North Dakota 2. Site Number CK3
3. Site Name (s) Lyons Garage
4. Type of Resource: A. Archaeological Historical Architectural Paleontological
B. District Site Building Structure Object
5. Map Reference: USGS Quad. Grand Forks, N. Dak-Minn, 7.5' 1963 (photorevs'd 1979)
6. Location: 214-218 N. Fourth St. Sec. 3 T 151 N / R 50 W
Plat: Original Townsite Block 15 Lot 6 & S $\frac{1}{2}$
UTMG: A. 14.646860.5309780. B. _____ of Lot 4
C. _____ D. _____
7. Access: visible
Location: the east side of North Fourth Street between Second Avenue North and University Avenue
Acreage: less than one acre
Verbal boundary: lots listed above, 75 X 140 feet
8. A. General description of site: this is a one-story, flat-roofed, commercial building of rectangular plan. The north and south walls of the building adjoin business buildings and are not visible. The garage is set back some 30 feet from Fourth Street, leaving the south wall of the building on the north and the north wall of the building on the south partially exposed. The east and west elevations are entirely visible. The east wall overlooks the alley, and the west (main) facade overlooks a large concrete apron which was once a service drive.
(Cont.)
B. Condition of site: Good
9. Owner's name/address: James W. Lyons, Jr. & Jean Lyons & Hazel M. Franz
10. Occupant's name/address: 210 N. Fourth St. -GF 58201
11. Historic Register value: Nat. State Untd. None On Reg. In District District
Multiple Resource
12. Open to public: Yes No 13. Preservation Underway: Yes No
14. Endangered by: Nothing
15. Survey Project: Title Hist. and Arch. Survey of G.F., ND Director Norene and Joe Roberts
Other surveys in which included none
16. Recommendations: being nominated to NRHP in MRN: Historic Resources of downtown Grand Forks, North Dakota (Partial Inventory: Historic and ARchitectural Properti
17. Environment: Elevation _____ Nearest Water: Type _____
Name _____ Distance _____ Direction _____
Soil conditions: _____
Soil Texture: _____

17. Environment, Cont.

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Ground Cover: _____

Terrain: _____

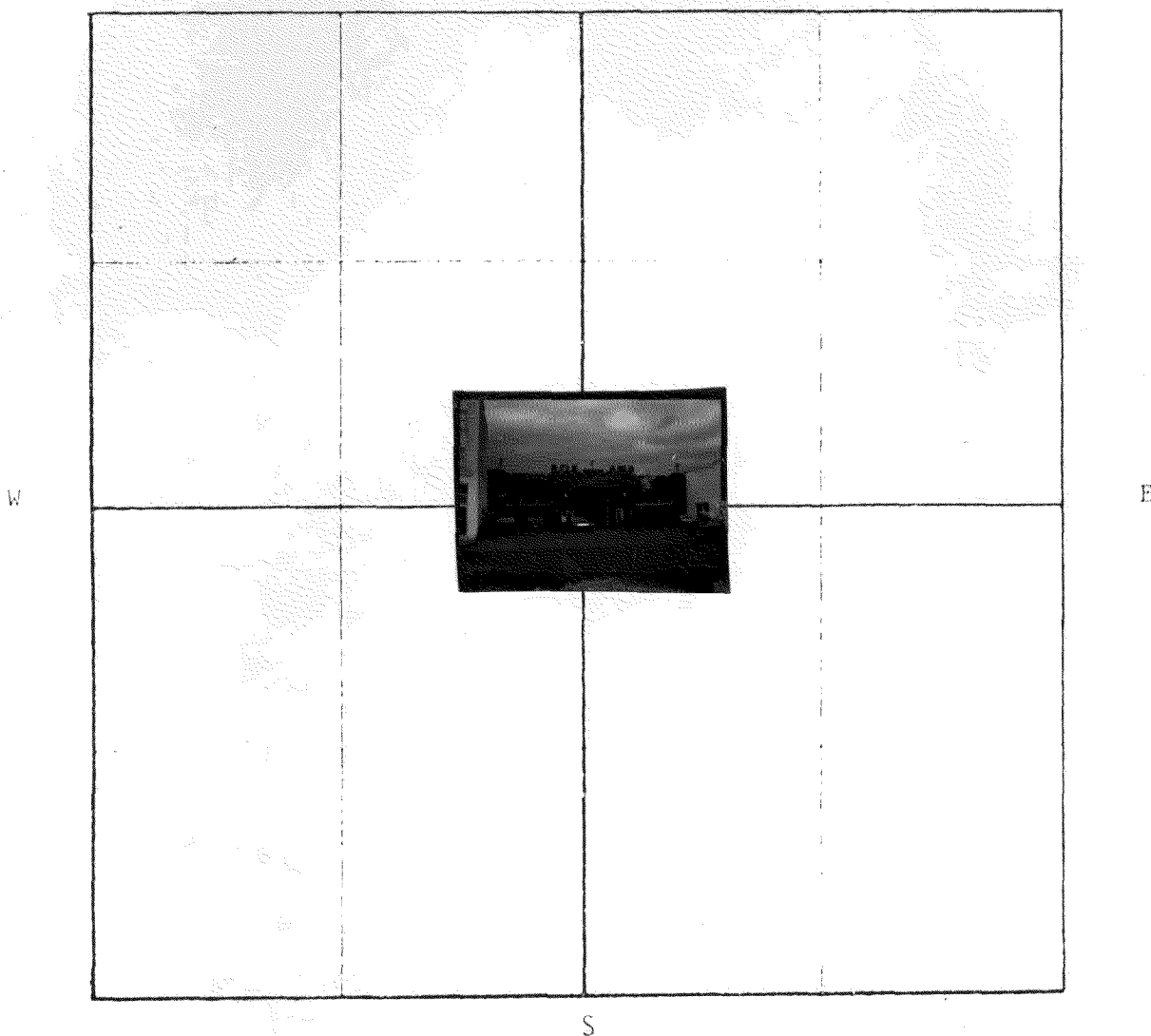
18. Local contact person or organization: _____

19. Photos: No B/W XColor Prints Slides Comments/ID code _____Contact Print: Roll 3 ,Frame 4 _____8 X 10 Glossies: Roll 52 ,Frame 14,15 _____Negatives stored at: Division of Archaeology and Historic Preservation _____State Historical Society of North Dakota
In space below attach and identify a picture or contact print of the site.

20. Sketch Map of Site:

Scale: _____

N

Recorded by: C. Kudzia Date July, 1981Revised by: Norene and Joe Roberts and Gary Henrickson Date 9/81Historical Research, Inc. 5406 Penn Avenue S.
Minneapolis, Minnesota 55419

27. Thematic category Transportation/Arch. 28. Date or period 1929
29. Structures: Number standing _____ Number collapsed _____
 Number of foundations only _____ Number of earthworks _____
 Number of basement depressions _____ No structural remains observed _____
30. Architectural/Structural Detail:
- A. Style or design Tudor revival
- B. Architect/engineer _____
- C. Contractor/builder _____
- D. Original use Auto garage
- E. Present use Garage
- F. Number of stories 1 G. Basement: Yes No Partial _____
- H. Foundation Material _____
- I. Wall Construction Brick
- J. Wall Treatment Brick
- K. Roof type and material Flat trussed
- L. Number of bays: Front 3 Side _____ M. Plan shape Rectangular
31. Frontage 75' 32. Distance from road 25'
33. Number of outbuildings 0 34. Description of outbuildings _____
- _____
- _____
- _____

35. Changes

36. Information sources/References

The Lyons company has been in the same family for three generations. It was started by James W. Lyons in 1894 when he began selling, renting, and repairing bicycles. He later sold motorcycles and parts as Lyons and Company.¹ By 1904 James W. Lyons had begun to sell automobiles. He was an agent for the Franklin car and later for the Hudson and Hupmobile. He had a shop at the site of what is now 314 Demers (cont.)

37. Reason for significance:

Lyons garage is the only early automobile-related building still in active use in the automobile district north of downtown Grand Forks. It is an unusually fine example of Tudor Revival architecture in a functional building and is in original condition.

Recorded by C. Kudzia Date 7/81

Revised by Norene and Joe Roberts, Gary Henrickson Date 9/81

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Item No. 36 (Information sources/References)

Avenue.² In 1912 James W. Lyons erected a new building for Lyons Auto³ Company on North Fourth Street (Block 15, lot 8, now 202 N 4 St) for \$7250.00.³ This building was remodelled in 1915 for \$2,000.00,⁴ and is today the location of Lyons Auto Supply, one door south of Lyons Garage.

The business expanded in 1929 with the erection of the Tudor-style Lyons Garage at 214-218 (now 210) North Fourth Street on lot 6 and the north half of lot 4 north of the 1912 building. James W. Lyons died in 1950, but the business was continued by his son, James W. Lyons, Jr., and his grandson to this day as Lyons Auto Supply.⁵ The garage was always used for auto repairs and has a trussed roof to accommodate 75 feet of unobstructed floor space. The building is in virtually original condition.

This building is the only intact and unaltered early garage in Grand Forks. During the period 1920-1950, the area along North⁶ Fourth and North Third Streets housed many dealerships and automobile showrooms. Forx Motor Sales, Inc. was at 224 North Fourth Street and Hanson Ford was located at 301 North Third Street. Directly across the alley from the Lyons Garage was the Oldsmobile-Cadillac⁷ dealership of Wilcox and Malm, which began selling cars in the city in 1901. Valley Motors was a block away from Lyons Garage. Valley, Hanson, and Wilcox and Malm have relocated out of the downtown.

The old automobile district north of downtown and the DeMers Avenue bridge did a thriving business in auto sales, storage, and repairs during the early, pre-motel automobile touring era, when tourists stayed at downtown hotels such as the Dakota and the Ryan. After 1920, Grand Forks became an increasingly important junction for automobile travelers driving east-west along the Teddy Roosevelt highway following much of the present U.S. Highway 2, and the Meridean Highway running north⁸-south between Ft. McKenzie, Canada and Houston, Texas, now U.S. Highway 81.

NOTES:

¹ Interview with J. Lyons, grandson of James W. Lyons, August 1981; see also frontispiece ad for Lyons & Co., City Directory of Grand Forks/East Grand Forks, The Plaindealer Co., Grand Forks, 1898-99.

² Joe Cervenka, "Owners Here Revive Antique Automobile." Grand Forks Herald, June 15, 1948; W.B. Allen, "Recall Hazardous Early Car Trip." Grand Forks Herald, April 10, 1955; Interview with J. Lyons, August 1981.

³ Permits Index Book 1, May 23, 1912, p. 86, Inspector's Office, City Hall; 1912 Sanborn Insurance Map; City Assessor Desc. # 157 and 159, City Assessor's Office; for Lyons Garage see City Assessor's Desc. # 155.

⁴ Permits Index Book 1, March 1915, p. 93.

⁵ Allen, "Recall Hazardous Early Car Trip."

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NOTES (continued):

⁶Sanborn Insurance Maps, 1916; 1927 updated to 1960.

⁷"1901 Oldsmobile On Display Here." Grand Forks Herald, April 10, 1955.

⁸"Old Meridean Road Marker Remains Here," Grand Forks Herald, May 20, 1959.