

United States Department of the Interior National Park Service

RECEIVED JUN 15 1990

National Register of Historic Places Registration Form

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Weyer, Adam, Wagon Shop other names/site number K.C. Electric

2. Location

street & number 32 2nd Street NE N/A not for publication city, town Faribault N/A vicinity state Minnesota code MN county Rice code 131 zip code 55021

3. Classification

Ownership of Property: [X] private, [ ] public-local, [ ] public-State, [ ] public-Federal. Category of Property: [X] building(s), [ ] district, [ ] site, [ ] structure, [ ] object. Number of Resources within Property: Contributing (1 building, 0 sites, 0 structures, 0 objects, 1 Total), Noncontributing (0 buildings, 0 sites, 0 structures, 0 objects, 0 Total). Name of related multiple property listing: N/A. Number of contributing resources previously listed in the National Register: 0.

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. [ ] See continuation sheet. Signature of certifying official: [Signature] Date: 6/7/90. State or Federal agency and bureau: Minnesota Historical Society.

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. [ ] See continuation sheet. Signature of commenting or other official: \_\_\_\_\_ Date: \_\_\_\_\_ State or Federal agency and bureau: \_\_\_\_\_

5. National Park Service Certification

I, hereby, certify that this property is: [X] entered in the National Register. 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. [ ] other, (explain): \_\_\_\_\_ Signature of the Keeper: [Signature] Date of Action: 7/12/90

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The Adam Weyer Wagon Shop is a two-story vernacular limestone industrial structure situated on a corner of a city block. The main (south) elevation is located along 2nd Street NE one block east of Faribault's major commercial street. The secondary main (east) elevation is flanked by 1st Avenue NE which fronts and runs parallel to the Straight River. Both elevations sit at zero-lot-line. The structure shares, to the west, a common wall with a one-story commercial building of later vintage. The Wagon Shop is constructed of limestone from the Cromer quarries located 1.5 miles east of the city center. The structure has a simple rectilinear footprint with an approximate thirty foot exterior, east-west dimension, and an approximate sixty-five foot exterior north-south dimension. It has load-bearing exterior walls and an inclined flat roof with a gradual slope to the north.

The main elevation consists of three bays, two sets of windows originally flanking the two door, one at each story. All windows and the original door on the upper story are segmentally arched with large stone voussoirs and sills. The door on the second story was entered via an open porch across the entire second story with access provided by a stair along the southerly end of the 1st Avenue elevation. The second story door has been infilled with stone. The first story door has been altered and is now rectilinear and somewhat off-center to the east and an iron beam spans the enlarged opening. The front elevation was crowned, until 1988, with a simple wooden cornice.

The east elevation, along 1st Avenue, has six bays, defined on the first story by five evenly spaced segmentally arched windows with large stone voussoirs and sills and in the most northerly bay a segmentally arched opening with a wooden carriage door believed to be original to construction. The second story has six evenly placed segmentally arched windows with voussoirs and sills. Stone voussoirs indicate the locations of basement windows, however the later construction of a side walk along 1st Avenue has blocked the original openings which are now infilled with stone. The parapet wall has a tile cap and displays a

**6. Function or Use**

Historic Functions (enter categories from instructions)

INDUSTRY/manufacturing facility

Current Functions (enter categories from instructions)

COMMERCE/TRADE: electrical services

**7. Description**

Architectural Classification

(enter categories from instructions)

Other: Faribault stone architecture

Materials (enter categories from instructions)

foundation limestone

walls limestone

roof composition

other

Describe present and historic physical appearance.

See continuation sheet

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gentle slope to the north reflecting the lower roof profile. Slight bowing is evident on the northern and southern portions of this elevation.

The back (north) elevation has a central window and a westerly door on the first story and an original central window and a door expanded from an original westerly window on the second story. A second, smaller window opening has been introduced on the easterly second story elevation. A metal staircase, not original, provides access to the second-story door.

On the west elevation, because of the common wall shared with the commercial block to the west, only a portion of the second story is exposed. There appears to be no opening on this elevation.

Except for minor alterations to the fenestration of the Shop and the removal of a simple wood cornice, the original physical and visual impact of the structure has not been compromised.

**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally     statewide     locally

Applicable National Register Criteria     A     B     C     D

Criteria Considerations (Exceptions)     A     B     C     D     E     F     G    N/A

Areas of Significance (enter categories from instructions)

Period of Significance

Significant Dates

Industry

1874-1880s

1874

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheet

See continuation sheet

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The Adam Weyer Wagon Shop is significant within the context of Faribault's industrial development as one of the oldest, and the most intact industrial stone structures from Faribault's early industrial period. (This period coincides with the Minnesota Historical Society's Historic Context *Early Agriculture and River Settlement*.) The building is important as a physical reminder of the early industrial period and as an example of the type of vernacular stone industrial buildings built of locally quarried limestone. These buildings are recognizable for their simple utilitarian plan, local building material, and lack of stylistic ornamentation.

The early industrial period in Faribault was marked by the development of local natural resources; wood, water power, farm and grazing land and quarry stone. These industries took root before the arrival of the railroad in 1865 and flourished over the next ten years with the expansion of rail and road systems. The same expansion of transportation networks, however, eventually facilitated the concentration of certain industries, such as milling, in more urban areas. The mechanization of farming and the invention of the automobile also hastened the eclipse of other early industries like wagon making and blacksmithing. Thus the early industrial period in Faribault gave way to a later period of industrialization that found new ways to exploit resources and meet consumer demands.

The first industrial structures in Faribault were built for businesses related to lumber and wood, and the first manufacturing plant was apparently a large steam powered sawmill established during the winter of 1854-1855 by J.G. and H.Y. Scott. A handful of additional sawmills built by the earliest settlers in 1856-1860 on the Cannon and Straight Rivers provided lumber for some of Faribault's first buildings, although much additional lumber was also hauled from St. Paul and other cities. Many saw mills were operated until circa 1865 when most local trees had been cut and some of the mills were converted to grist mills.

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Another of Faribault's important early industries, and one which also used water power as well as local agricultural products, was flour milling. Rice County's Cannon River was one of the state's most important flour milling centers in the late 1850s and 1860s, producing flours which were superior to Minneapolis products at the time. Faribault's first mill was built in 1857 by Henry Reidel and eventually became the Faribault Roller Mills. One of the nation's most important advancements in mill technology occurred in the county when Nicholas, Edmund N., and Joseph La Croix (French Canadian millers who moved to Faribault at the request of Alexander Faribault circa 1858) invented the revolutionary middlings purifier. After its use in Rice County, the purifier process was brought to Minneapolis by Edmund N. La Croix in 1870-1871 and installed in the Washburn Company's B Mill. Through the use of the purifier in large mills along the Mississippi, Minneapolis millers quickly made their city the world's largest producer of flour and quadrupled the value of the Minnesota and Dakota spring wheat used in the new process. By 1873 Faribault had five flour mills, with many more operating along the Cannon River nearby.

Agricultural development in Rice County proceeded rapidly after 1856 when white settlers began to move into the area and establish farms. By 1866 there were already 1,200 farms under cultivation in the county. In addition to flour milling, local agriculture spawned a number of other Faribault industries related to the processing and marketing of farm products including creameries such as the Faribault Cooperative Creamery (incorporated 1906), early tanneries, several grain elevators, a sugar cane refinery, the Faribault Canning Company (founded in 1895), meat packers such as the Chase Packing Plant, and several breweries including the large Fleckenstein Brewery (founded in 1857). Additional industries related to agriculture included an early plow and implement factory established in 1869.

Early Faribault was the home of several other early major industries. The county's large deposits of limestone and a marble-like shale were quarried as early as the

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1850s, beginning with quarries owned by Alexander Faribault, Charles Wood, and M.N. Pond. The limestone industry became one of the city's most important, and many buildings constructed of local stone stand in Faribault and other southern Minnesota communities. The city's woolen industry developed around the Faribault Woolen Mill (established in 1865) which is still in operation after 120 years. The growing of seeds, trees, flowers, and nursery plants developed as a regional specialty in the nineteenth century, involving such companies as Brand Peony Farm (established in 1868) and later the nationally known Farmers' Seed and Nursery Company (established 1891, and moved to Faribault in 1893) [Listed on the National Register of Historic Places, April 6, 1982].

The expansion of Faribault's industrial base was made possible by an extensive railroad network. The city's earliest industries were dependent on limited river use and early roads to haul in raw materials and export finished products. By 1901 three rail companies with main roads, branch lines, and a large network of connections linked Faribault with larger cities in the Midwest and on both coasts, and additional lines were built through other portions of Rice County. Plans for Faribault's first railroad began in 1856 when a group of investors, including some local businessmen, formed a company which eventually became the Minnesota Railway Company. The line, later owned by the Chicago, Milwaukee, and St. Paul (Milwaukee Road), was constructed to Faribault in 1865. The town's second rail line, the Chicago and Great Western, was built through Faribault as the Cannon Valley Railroad in 1882. In 1901 the city's last rail line, the Burlington, Cedar Rapids and Northern (later the Chicago, Rock Island, and Pacific) reached Faribault. All three rail companies operated extensive freight and passenger services through Faribault. The town's railroad tracks were the center of activity as they became the site of passenger and freight depots built by all three companies and scores of industrial buildings and warehouses constructed along the tracks.

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Complimenting the larger, more regional industries of milling, quarrying, and nursery plants, small industry ventures like wagon & harness making, blacksmithing and shoemaking began to appear along the Straight River on the fringe of the growing commercial district. These small industries, or shops, served a more immediate area, including the city itself and the nearby farm community. Their products were aimed toward that local group of consumers. These small industries did not service regional markets and they employed smaller numbers of people. Their products and services were likely sold from their shops and complimented the businesses in the commercial district. Adam Weyer, in 1868, established a wagon factory and blacksmith shop in two small buildings at the intersection of Second Street and Willow. By 1874, Weyer, in partnership with a Mr. Bieter, constructed a stone building to house the growing business.

Born in Germany in the late 1830s, Adam Weyer came to America in 1847. After learning wagon-making Weyer came to Faribault in the mid-1860s and in cooperation with Bieter opened a wagon construction shop in two small buildings on Willow Street near 2nd Street. By 1874 the business had grown to the point of supporting the construction of a new wagon factory at the intersection of 2nd Street and 1st Avenue. In 1882 Weyer dissolved his partnership with Bieter. That same year, 1882, records show that the factory was producing about 50 farm wagons a year, 30-40 "bob sleighs" and providing general blacksmithing services.

From the mid-1880s to 1917 Adam Weyer ran a blacksmithing business out of the southerly half of the first floor, and a wagon manufacturing and repair shop out of the northerly half. The second story was occupied by a painting business.

The Adam Weyer Wagon Shop is constructed of locally quarried limestone and is the most intact of Faribault's early pre-1875 stone industrial structures. Only three stone industrial buildings from the early period survive in Faribault today. They are the ca. 1870 stone Ernst Fleckenstein Brewery, the ca. 1870 stone industrial

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building at 1415 2nd Avenue NW (now occupied by the Bauernfeind and Goedtel Sheet Metal plant), and the Adam Weyer Wagon Shop. Of the three, only the Wagon Shop retains significant material integrity.

**9. Major Bibliographical References**

See continuation sheet

Previous documentation on file (NPS): N/A

- 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 # \_\_\_\_\_

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Fort Snelling History Center  
Saint Paul, Minnesota

**10. Geographical Data**

Acreage of property Less than one acre

UTM References

A 

1	5
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4	7	8	7	1	0
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4	9	0	4	1	8	0
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Zone      Easting      Northing

B 

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Zone      Easting      Northing

C 

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D 

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N/A  See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

The boundary includes the city lots, and portions of city lots, that have historically been associated with the property.

N/A  See continuation sheet

**11. Form Prepared By**

name/title Thomas R. Zahn  
organization Thomas R. Zahn & Associates, Inc. date December 7, 1988  
street & number 807 Holly Avenue telephone (612) 227-9989  
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Gebhard, David and Tom Martinson, A Guide to the Architecture of Minnesota.

Minneapolis: University of Minnesota Press, 1977, p. 273.

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That part of the East 55 feet of Lots 1 and 2 in Block 56, in the Original Town (now City) of Faribault, Rice County, Minnesota, described as follows:  
Beginning at the Southeast Corner (SE Cor) of said Block 56, thence West along the South line of Said Block 56 (for purposes of this description bearing of said South line is assumed North 89°54'17" West) a distance of 28.32 feet; thence North 0°22'15" East 131.98 feet; thence South 89°54'55" East 27.46 feet to the East line of said Block 56; thence South along said East line of Block 56 131.98 feet to the point of beginning, subject to an alley easement over the North 16 feet thereof; subject also to party wall rights and agreements, if any, as the same may be on or along the West property line of the herein described premises.