

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

Historic name Fallin Garage
Other names/site number 423- 50~~W~~ Olive Street
Name of related Multiple Property Listing Historic and Architectural Resources of Springfield, Missouri

2. Location

Street & number 423 W. Olive Street n/a not for publication
City or town Springfield n/a vicinity
State Missouri Code MO County Greene Zip Code 65806

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this 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 meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria: A B C D

Joni M. Orourke / Deputy SHPO 8/10/23
Signature of certifying official/Title Date

Missouri Department of Natural Resources
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register determined eligible for the National Register
- determined not eligible for the National Register removed from the National Register
- other (explain: _____)

Signature of the Keeper Date of Action

Fallin Garage
Name of Property

Greene, Missouri
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only **one** box.)

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

- private
- public - Local
- public - State
- public - Federal

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

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

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

COMMERCE/TRADE/specialty store

Current Functions
(Enter categories from instructions.)

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions.)

OTHER: Garage

Materials
(Enter categories from instructions.)

foundation: CONCRETE

walls: BRICK

CONCRETE

roof: OTHER/Membrane roofing

other:

X **NARRATIVE DESCRIPTION ON CONTINUATION PAGES**

Fallin Garage
Name of Property

Greene, Missouri
County and 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.

Areas of Significance

Commerce

Period of Significance

1926-1940

Significant Dates

1926

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 old or achieving significance within the past 50 years.

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Burgin, W. E.: Contractor

Slaven, George: Brick Mason

STATEMENT OF SIGNIFICANCE ON CONTINUATION PAGES

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Previous documentation on file (NPS):

Primary location of additional data:

- 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 #
- recorded by Historic American Landscape Survey #

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other. Name of repository:

Historic Resources Survey Number (if assigned):

Fallin Garage
Name of Property

Greene, Missouri
County and State

10. Geographical Data

Acreeage of Property Less than one acre

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1	37.209949°	-93.295374°	3		
	Latitude:	Longitude:		Latitude:	Longitude:

2			4		
	Latitude:	Longitude:		Latitude:	Longitude:

UTM References

(Place additional UTM references on a continuation sheet.)

NAD 1927 or NAD 1983

1				3			
	Zone	Easting	Northing		Zone	Easting	Northing

2				4			
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description (On continuation sheet)

Boundary Justification (On continuation sheet)

11. Form Prepared By

name/title Debbie Sheals and Joshua Amelunke

organization Building Preservation, LLC

street & number 29 South 9th Street

city or town Columbia

e-mail debsheals@gmail.com

date May 12, 2023

telephone 573.874.3779

state MO zip code 65201

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Photographs**
- **Owner Name and Contact Information**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Paperwork Reduction Act Statement: This information is being collected for nominations 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.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Fallin Garage
Name of Property

Greene, Missouri
County and State

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours
Tier 2 – 120 hours
Tier 3 – 230 hours
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log:

Name of Property: **Fallin Garage**

City or Vicinity: **Springfield**

County: **Greene**

State: **Missouri**

Photographer: **Deb Sheals: 1-32 Tyler Hellweg: 33.**

Date

Photographed: **1-6, 13-32: October 13, 2022/ 7-12: Feb. 28, 2023, 33: March 29, 2023.**

Description of Photograph(s) and number, include description of view indicating direction of camera:

1. of 33. Olive St. Looking East, Finkbiner Building on Left
2. of 33. Front (South) Wall, Looking Northeast
3. of 33. Front (South) Bay 1, Looking North
4. of 33. Front (South) Bay 2, Looking North
5. of 33. Front (South) Looking NE
6. of 33. Front (South) Looking West
7. of 33. Front (South) Bay 4, Looking North
8. of 33. Back (North) Wall, Looking SW
9. of 33. Back (North) Wall, Looking South, Bays 3 & 4
10. of 33. Back (North) Wall South, Bay 2
11. of 33. Back (North) Wall, Looking South, Bay 1
12. of 33. Back (North) Wall, Looking South
13. of 33. Looking East, Finkbiner Building on Right
14. of 33. Bay 1, Looking North
15. of 33. Bay 1, North Wall
16. of 33. Bay 1, Looking South
17. of 33. Bay 1, Looking South
18. of 33. Bay 2, Looking North
19. of 33. Bays 2 & 3, Looking NE
20. of 33. Bays 2 & 3, Looking South
21. of 33. Bays 2, Looking South
22. of 33. Bay 2 Office, Looking South

Fallin Garage
Name of Property

Greene, Missouri
County and State

23. of 33. Bay 2 Office, Looking East
24. of 33. Bay 2 Office, Looking South
25. of 33. Bay 3, Looking South
26. of 33. Bay 3, Looking SE
27. of 33. Bay 3, Bay 4 on Right, Looking North
28. of 33. Looking West to Bay 2
29. of 33. Bay 3, Northeast Corner
30. of 33. Bays 2 & 3, Back Wall
31. of 33. Bay 2, Northwest Corner
32. of 33. Bay 3 Truss Detail, Looking North
33. of 33. Bay 4, looking South

Figure Log:

Include figures on continuation pages at the end of the nomination.

Table 1: Page 8.23.

Figures:

- Figure 1. Location and Context Map, with scale. (*Google Earth*, accessed April 2023.)
- Figure 2. Close up Aerial View, with Coordinates. (*Google Earth*, accessed April 2023.)
- Figure 3. Site Map with Property Boundaries. (Greene County Assessor's Office, accessed May 11, 2023, <https://www.greenecountyassessor.org/assessor/maps/map.aspx?sIndex=0&idx=1&LMparent=20>.)
- Figure 4. Aerial Views. Top: Looking North. Bottom: Looking South. (*Google Earth*, accessed April 2023.)
- Figure 5. 1933 Sanborn Map, with notes about adjacent properties. (Sanborn Map and Publishing Co. "Springfield, Missouri," New York: Sanborn Map and Publishing Company, 1933, 12.)
- Figure 6. Details of the Front Cornice. (Photos by Deb Sheals 2023.)
- Figure 7. Historic Photo of the Finkbinder Building, ca. 1930. The west edge of the Fallin Garage is visible to the right. (Richard Crabtree, "Springfield, Missouri History, Landmarks & Vintage Photography," *Facebook*, accessed April 6, 2023. https://www.facebook.com/groups/408419005987287/posts/1261786547317191/?comment_id=2125868944242276.)
- Figure 8. Current Floorplan. (Plan by Arkifex Studios, Springfield.)
- Figure 9. Photos of Cashier Station in Bay 2, and Dock in Bay 1. (Deb Sheals and Tyler Hellweg, 2023.)
- Figure 10. Springfield Public Square, ca. 1913. ("A look at historic and modern photos in Springfield," *Springfield News-Leader*, accessed March 23, 2023, <https://www.news-leader.com/picture-gallery/news/local/ozarks/2019/02/08/look-historic-and-modern-photos-springfield/2722951002/>.)
- Figure 11. West Olive Street, with Lloyd Auto Storage, June 8, 1924. Top: Looking East. Bottom: Looking West. ("Springfield Public Transportation Photos," *Missouri State University Digital Collection*, accessed March 3, 2023.) <https://cdm17307.contentdm.oclc.org/digital/collection/transport/search/page/1>.)
- Figure 12. Early Fallin Garage Ads. (Left: *Billings Times*, October 21, 1926, 4. Right: *Springfield Leader and Press*, October 10, 1926, 13.)
- Figure 13. Fallin Garage Storage Ads. (Top: *Springfield Leader and Press*, November 27, 1929, 7. Bottom: *Springfield Leader and Press*, November 14, 1929, 20.)
- Figure 14. Example Floorplan of a "Single Floor Garage with Two Showrooms," (P. M. Heldt, "The Garage Business-Buildings, Equipment, Methods," *The Horseless Age*, December 1, 1915, 423.)
- Figure 15. 1950 Sanborn Map. (Sanborn Map and Publishing Co. "Springfield, Missouri," New York: Sanborn Map and Publishing Company, 1950, 12.)
- Figure 16. Other Early Twentieth-Century Garage Buildings in Springfield. (*Google Earth*, accessed April 2023; Sanborn Map and Publishing Co. "Springfield, Missouri." New York: Sanborn Map and Publishing Company, 1933, various sheets.)
- Figure 17. A. Photo Key, Exterior Photos.
B. Photo Key, Interior Photos.

National Register of Historic Places
Continuation Sheet

Section number 7 **Page** 1

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Summary

The Fallin Garage, at 423 W. Olive Street in Springfield, Greene County, Missouri is a wide one-story brick building that has brick walls and a concrete foundation. It is in a commercial and light industrial area on the west side of downtown Springfield. The facade is topped by three original stepped brick parapets that correspond with the roof's three sets of original arched trusses.¹ The façade contains tall vehicular doorways and storefronts with pedestrian entrances. The storefront openings are intact but covered or filled with temporary frame infill. Garage doorway openings are also intact; two have modern overhead doors and one has early brick infill that is slightly recessed. The interior of the building is divided into three large bays that correspond with arched roof segments, plus one very narrow bay at the east end that has a flat roof. Each large bay has open garage space, with just one or two small rooms close to the front wall. The small bay has a very small front shop, and one long narrow storeroom. Almost all interior finishes in the garage spaces are original, including exposed trusses, brick walls and concrete floors. The building covers its entire lot, which has a trapezoidal outline. It is the only resource on the property, and it is counted as a contributing building. The Fallin Garage retains sufficient integrity to meet the registration requirements for the Automobile Related Property type laid out in the Multiple Property Documentation Form (MPDF) "Historic and Architectural Resources of Springfield." Although the doorways and storefronts of the façade contain new materials, the historic storefront design is still evident. The original masonry openings are all intact, and the historic patterns of fenestration are immediately recognizable. The building also retains all original upper façade decoration, as well as interior spaces that continue to reflect its long tenure as an automobile storage and service facility.

Elaboration

Setting and Site

The Fallin Garage is on the west side of downtown Springfield, four blocks from the Springfield Public Square. (See Figure 1. Location and Context Map.) It is close to several historic districts that are listed in the National Register of Historic Places. The Springfield Public Square Historic District is one and one-half blocks to the west, and the Warehouse and Commercial Historic District is one and one-half block to the northeast, along Mill Street. The South Campbell Historic District is roughly a block south. Properties in the vicinity contain a mix of historic and non-historic buildings and surface parking lots.

The Fallin Garage property is on the north side of West Olive Street, between Main and Campbell Streets, in the center of the block. Market Avenue terminates on the south side of

¹ The following terms are used throughout to describe resources and materials: Original features were installed when the building was constructed in 1926. Historic features were installed within the period of significance, which is 1926-1940. Non-historic features were added after 1940, the end of the period of significance.

National Register of Historic Places
Continuation Sheet

Section number 7 **Page** 2

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

West Olive Street in front of the Fallin Garage property. The property west of the garage contains the Finkbinder Building, a two-story brick warehouse that was built in 1925, and listed in the National Register in 2005. The property to the east has a non-historic paved parking lot that extends to N. Campbell. Those lots east of the nominated property contained other automobile related properties in the 1920s and 30s, but none of them appear to have been related to the Fallin Garage. (See Figure 2. Close Up Aerial View, and Figure 5. 1933 Sanborn Map.)

A wide band of green space to the north that has covered Jordan Creek since before 1933 includes the historic right-of-way for the Missouri Pacific Railroad. (See Figures 1 and 2. Overhead view and aerial photos.) The greenspace housed a large brick grocery warehouse in the 1930s. South of Olive Street, on the southwest corner of West Olive and Market Avenue, is a narrow two-story brick building constructed around the turn of the twentieth century. West of it is a large two-story building with textured concrete walls that appear to date to the 1970s or 80s. The back wall of a large twenty-first century multiplex movie theater sits east of Market Avenue, it borders Olive Street from Market to North Campbell Street.

The Fallin Garage building covers all of its lot, which is 175 feet wide at Olive Street. (See Figure 3. Site Map.) The south wall of the garage building sits at the south line, and there is a publicly owned sidewalk between it and Olive Street that includes curb cuts for the two functioning vehicle entrances. The sidewalk is about 9 feet wide, with a 17-foot bump out at Market Street; it appears to be less than fifty years old. The west and east walls of the Fallin Garage building are perpendicular to Olive Street, and the long north wall is angled to follow the south edge of the adjacent railroad right of way. The west wall is shared with the neighboring Finkbinder building; it is 114.85 feet long. The 170-foot east wall adjoins the paved parking lot next door. The back wall faces the railroad and the greenspace beyond; it is 185 feet long.

Exterior of the Fallin Garage

The one-story building has a concrete foundation, load-bearing brick walls, and a roof with three arched sections supported by bowstring trusses. (See Figure 4. Aerial view showing roof profiles.) Bowstring trusses have straight bottom beams and curved top beams (shaped like a bow) that are connected with a series of angled supports.² (See Photo 14.) There is also a narrow section of nearly flat roof on the east section of the building. Each section of roof has several large original skylights that provide natural light to the interior of the building. (See Photos 14, 16, 18-21, 27-28, 32 and 33.)

The four roof sections are echoed on the interior of the building, which is divided into three wide bays and one narrow bay. The wide bays are covered with curved trusses, which are each just over 50 feet wide, and the flat roofed east bay is less than 10 feet wide. All four bays appear to

² Cyril M. Harris, *Dictionary of Architecture and Construction* (New York and Chicago: McGraw Hill, 2006), 129.

National Register of Historic Places
Continuation Sheet

Section number 7 **Page** 3

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

have been constructed in 1926. A small section at the front of the east bay may have been added a few years later. It was definitely in place by 1933, the date of the first available Sanborn map of the building. (See Figure 5. 1933 Sanborn Map.) For ease of reference, the bays are numbered 1-4 in the following descriptions, moving from west to east. (Left to right facing the front wall.) See the floorplan in Figure 8. for bay locations.

Façade (South wall)

The one story brick facade faces south. (See Photos 1-6.) It is faced with variegated light brown bricks that closely resemble those of the Finkbiner building to the west. The two buildings were constructed for the same person, Walter Fallin, just a year apart. (The Fallin Garage is on the right in Photo 1.) Bays 1-3 are topped by tall, stepped parapets that conceal the curved roof. Bay 4 has a lower parapet that has a flat top. (See Photo 6.) The front parapets all have smooth stone coping. A datestone reading "MORRIS 1934" has been placed into the center of Bay 2's parapet. (See Photo 4.) It is believed to have been installed around 2002.³ None of the known early owners were named Morris, and it is unclear what 1934 refers to, since the building is known to have been built in 1926.

Tall brickwork cornices run across the front wall. One spans Bays 1-3 and a slightly lower one ornaments Bay 4. The longer one is roughly 5 feet above the tops of the storefront openings, and the shorter one is about 2 feet above the top of Bay 4's front door. The two cornices are otherwise identical. Each has nine courses of brick, described moving from top to bottom: The top course consists of header bricks that all project slightly to form a string course. The rest of the cornice bricks are laid as stretchers. The next four courses have alternating bands of brick that form stepped corbels. The next two courses are flush with the rest of the wall and the bottom course in the cornice projects out to form a second string course. (See Photo 4.) An identically detailed cornice spans the front wall of the neighboring Finkbiner Building, which also has a stepped parapet. (See Photos 1 and 6.)

The rest of the front wall is flat and unadorned. Part of the cornice and upper wall on Bays 1 and 2 have newer red and tan bricks that stand out from the building's original variegated brown bricks. (See Photo 3.) The new brickwork does, however, closely match the profiles of the original cornice. Several other small areas across the façade have newer mortar joints that are wider and lighter than the originals.

The façade is lined with vehicular entrances, storefronts and pedestrian entrances. (See Photo 1). The tops of those openings are the same across Bays 1-3 and slightly lower on Bay 4. (Photo 6.) The lot slopes slightly down to the west, making the west end of the front wall taller than the east end. That change is addressed with the use of varied heights for the bulkheads of

³ Greene County Assessor records show the building was purchased by Morris PCSQ, LLC in 2002; that company sold it to the current owners in early 2023.

National Register of Historic Places
Continuation Sheet

Section number 7 **Page** 4

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

the storefronts. Large dark metal scuppers and downspouts run between each of the bays into sidewalk drains. They are less than twenty years old.

Storefronts

All storefronts on Bays 1-3 include original transoms and display window openings that are covered with modern metal sheathing. (See Photos 2 and 6.) There is a smooth concrete bulkhead below each storefront, and each is flanked by a brick pier that is about 18" wide. They are all approximately the same size. A few of those openings also have non-historic pedestrian doors. (The door openings may be historic.) All transoms are the same height; the height of the larger window openings below varies to accommodate the sloping lot. The transoms have all been covered on the inside as well as the outside of the building and it is not known if any original transom parts are in place behind those coverings. (See descriptions of interior spaces below.) All display windows have been removed. Those openings are now filled with 2 x 4 framing that supports plywood panels behind the exterior sheathing. (Photo 17 shows non-historic plywood infill for the large windows, and a non-historic modern ceiling covering the transoms. Photo 24 shows older painted interior coverings on the transoms, and the same type of plywood infill in the larger spaces below.) Individual storefronts are all described separately below.

Façade Bay 1

Working from west to east, Bay 1 has a tall vehicle doorway, a small nearly square window, and two wide storefronts. (See Photo 3.) The vehicle door is topped by a short panel that is covered with corrugated metal that has narrow ribs. A late 1930s photo (Figure 7. Historic Photo of the Finkbiner Building, ca. 1930. The west edge of the Fallin Garage is visible to the right.) shows a multi-light transom in that location; it is not known if any transom components are in place beneath the new cladding. The doorway opening is original; the garage door now in place is non-historic. The window opening, which has a rowlock brick sill, also appears to be original. It is infilled with metal sheathing that has widely spaced vertical ribs. The ribbed sheathing was added after 2004; the corrugated sheathing was in place before 2004.⁴

The transom on the west storefront in Bay 1 one is covered with narrow corrugated metal. The large window opening below it is covered with ribbed sheathing. (See Photo 2.) The second storefront in Bay 1 has a non-historic flat metal pedestrian door on the east side of the opening. The transom and display window opening are covered with ribbed siding. Inside the building, the transoms are covered by a lower ceiling in the front rooms, and the larger window openings have unpainted plywood infill. (See Photos 16 and 17.)

⁴ Photos of the Finkbiner building taken by Debbie Sheals in 2004 show painted plywood in the lower openings and narrow corrugated metal on all transoms.

National Register of Historic Places
Continuation Sheet

Section number 7 **Page** 5

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Façade Bay 2

Bay 2 has a wide vehicular door opening that is flanked by storefronts. (Photo 4.) The west storefront has corrugated metal on the transom and ribbed metal on the large window opening. There is a non-historic flat metal door on the east edge of the opening. The vehicle doorway is the same height as the storefronts and nearly as wide. The original masonry opening for the vehicle doorway is intact and filled with a non-historic rolling metal door. The other storefront in Bay 2 has an infilled transom and large window openings but no pedestrian door. Both sections of the storefront are covered with ribbed metal siding. Inside the building, the transoms of the west storefront in Bay 2 are covered by a lower ceiling. The ceiling in the room by the other storefront has higher ceilings, and the transoms there are covered with flat painted panels. The larger window openings there have unpainted plywood infill. (See Photos 22-24.)

Façade Bay 3

Continuing east to Bay 3, there is a storefront with no doorway, a vehicular doorway that is infilled with brick, and a storefront with a doorway. (See Photos 5 and 6.) The transom opening on the first storefront is covered with flat wood sheathing, and the large window opening has a ribbed metal covering. The vehicle doorway is filled with brick that is similar to the brick used elsewhere, but not an exact match. (See Photo 6.) That brick wall is recessed in the opening and backed by an early concrete block (CMU) wall. (See photo 25.) The infill is not original, but it may be historic. The CMU infill is partly covered by an internal partition that appears to have been in place by the time the 1933 Sanborn map was made. (See Figure 5. 1933 Sanborn map.) The last storefront has one pedestrian door, set on the west side of the opening. It has corrugated transom sheathing and ribbed metal covers the large window and the doorway. Inside the building, most of the transom openings are below ceiling height and covered by flat painted coverings. (Photos 23-24, 26) All of the larger window openings have unpainted plywood infill. (See Photos 22-24.)

Façade Bay 4

Bay 4 has a non-historic flat metal door, and a window opening that is roughly 4 feet square; there is no transom. (See Photo 6.) The window opening has a rowlock brick sill and ribbed siding infill. The wall below the window is faced with tan brick that appears to be historic, but not original. The front part of Bay 4 may be an early addition, but Sanborns show it was in place by 1933. There is a seam in the brick between it and the end of Bay 3, and as noted before, it is shorter than the rest of the front wall. The shorter part of Bay 4 only goes back about 15 feet, where it runs into a taller wall that extends up above the roofline and is topped with a short brick parapet. A window in the tall wall overlooks the roof of the front shop. (Photos 7 and 33. The window is visible at the end of the corridor in Photo 33.)

National Register of Historic Places
Continuation Sheet

Section number 7 **Page** 6

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

East Side Wall

The long east side wall has two distinct sections. (See Photo 7.) There is a very small shop in the front 15 feet or so, and the rest is a long single room that is labeled as “Fireproof Construction,” on the 1933 Sanborn Map. (Figure 5.) The front few feet of the east shop wall are built with the same type of tan brick used on the façade and topped with the same type of cornice used on the façade. The next 10 to 12 feet of the wall is red brick. A red brick chimney wall is integrated into the red brick section, and a large round pipe flue sits closer to the east wall of Bay 3. (See photo 7.)

The “fireproof” section of the east wall, which is constructed of poured concrete, is taller than the shop. There are no windows or doors on the east wall, which adjoined another building for much of the period of significance. (See Figure 5. 1933 Sanborn map.) It has a concrete roof deck with skylights. (Visible in Photo 33.) The original east wall between Bays 3 and 4 is lined with brick chimneys; the front chimney one is taller than the others; it is likely that the others were shortened in recent decades. (See Photo 7 and Figure 2. Close Up Aerial View.) All the chimneys are original. They are all built of red brick and have pyramidal caps that appear to be modern.

Back (north) Wall

The back wall of the building sits on a high rock ledge next to the railroad right of way. (See Photo 8.) An extra tall concrete foundation sits directly on the rock outcropping, raising the building to the same height as the two-story building west of it. (Photos 8-13). The concrete foundation wall extends partway up the back wall, and the upper part of that wall is red brick. Graffiti is present on several areas of the wall. Most of the back wall of Bay 4 is made of poured concrete, with a small section of brick at the east edge that appears to have originally been part of another building. (See Photos 8 and 9, and the Sanborn Map in Figure 5.) A large opening in that part of the wall is covered with frame infill that is painted white; it may be an original window opening. (See Photo 8.)

The rest of the back wall is lined with large rectangular window openings. There are eight in Bay 1 and seven each in Bays 2 and 3. Each window is in an original masonry opening that has a rowlock brick sill. All are covered with light colored sheathing that appears to be the same type of metal used on the front wall. Many of the back window openings retain historic multi-light shop windows; see the description of interior features below. (Photos 29-31 have interior views of the windows.)

There are three stepped parapets atop the wall, one for each arched section of roof. (Photos 9-11.) The parapets are capped with original terra cotta tile coping, except at Bay 4. The upper back wall of bay 4 is poured concrete, with no roof detailing. Small square brick chimneys are set against the back of the parapet at even intervals across the entire back wall.

National Register of Historic Places
Continuation Sheet

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Section number 7 **Page** 7

Interior

The interior has the same bay configuration evident on the façade. Bays 1-3 are each just over 50 feet wide, and Bay 4 is less than 10 feet wide. (See Figure 8. Current Floorplan.) Bays 1-3 have high ceilings supported by open bowstring trusses that are covered with wooden planks. (See Photo 32 for a typical roof detail.) The bottom edges of the trusses are approximately 16 feet above the floor and the tops are about 22 feet high. Bays 1 and 3 each have two rectangular skylights that are centered at the high part of the roof. (See Figure 2. Close Up Aerial.) Bay 2 has three skylights, two in the high part of the roof, plus one placed above a wide interior doorway between Bay 1 and 2. Bay 4, the smallest section, has the most skylights--four. (See Photo 33.)

Each bay is largely open, with small rooms set close to the front wall. The front rooms have frame partitions, and all other walls are of brick. Original brick walls run between Bays 1 and 2, and 3 and 4, and there is a row of original steel posts at the junction of Bays 2 and 3. The bays are described individually below.

Bay 1 Interior

Bay 1 has two small shop spaces set close to the front wall, along with an enclosed interior loading dock. Those rooms are enclosed with frame walls. (See Figure 8. Current Floorplan.) The east shop space includes a small bathroom that might be original or historic. Few if any other frame walls or finishes in Bay 1 appear to be historic. Most of the walls are only about 10 feet high, and the space above is open to the rest of the room. (See Photo 16.) The shop walls are faced with a mix of plywood, drywall, and oriented strand board (OSB), all of which is modern. They are partially supported by 2 x 4 studs that run from the tops of the walls to the ceiling trusses above. (See Photo 16.) The non-historic ceilings are located at the lower edge of the transoms line; they are covered with acoustical tile or painted drywall. The rooms have 9" square floor tiles that may be historic but are probably not original; many tiles are loose or missing altogether. (See Photo 17.)

The drive leading to the loading dock is several feet lower than the rest of the floor in Bay 1, to accommodate a change in grade at the front of the building and create a loading dock. (See Figure 9. The slope of the lot is visible in Photo 3.) The walls around the north and west sides of the drive are taller than those of the front rooms; they are non-historic. The west wall of the building near the dock has non-historic painted signage that reads "empties" and "full." The signs may date to its time as a liquor warehouse. (Photo 16.) The large garage door opening and interior concrete drive appear to be original; the garage door opening is visible in a ca. 1930s photo. (Figure 7.)

The rest of Bay 1 contains a single large room that has a concrete floor and brick walls. (See Photos 14 and 15.) There is an open 2 x 4 framework in the northeast corner of the room that may have been an enclosed room at some point. (Photo 14.) It does not appear to be more than

National Register of Historic Places
Continuation Sheet

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Section number 7 **Page** 8

a few decades old. The brick back wall of the extends up to the tops of the arched trusses. Eight windows across the back of the bay have wooden lintels and original sashes and frames that are covered with interior metal bars. (See Photo 15). The bars appear to have been added later. The window openings contain 12-light metal shop windows. Each has a three-light fixed section topped by a six-light awning sash and another three-light fixed unit. Most of the lights have original wire-glass.

The west wall of Bay 1 is lined with steel piers that support the west ends of the ceiling trusses. The east ends of those trusses are supported by brick piers that are integrated into the brick wall between Bay 1 and Bay 2. (See Photos 14 and 16.) There is also a wide doorway near the center of that wall. (On the right in Photo 14, near the center of Photo 28.) The doorway, which sits close to an original skylight, is probably historic, as is a large painted metal fire door north of it, on the west side of the wall.

Bays 2 and 3 Interior

Bays 2 and 3 are linked inside the building to form a large open space that is divided by a row of narrow steel support posts. (See Photos 18-20.) The support posts support the junction of two sets of trusses. (See Photo 20.) As in Bay 1, there is a row of frame-walled rooms along the front wall. (Photos 20-21.) The front room in the southwest corner of Bay 2 is historic but probably not original since the ceilings are lower than the transoms. (Photos 21-22.) It is an office space that has two rooms connected by a single doorway that is flanked by interior windows. (See Photo 22.) Comparable interior windows line the east and north walls of the office suite. The back room of the office has a door into the garage space, and the front room has a door to the vehicle drive just east of the office, plus one to Olive Street on the south. (Photos 4 and 22.)

The southwest office rooms have acoustical tile ceilings at the height of the transom bars, and plaster or drywall walls; most of those finishes appear to be historic. Both rooms have modern tile flooring. They also have dark wood door and window trim and matching short baseboards. Two office doorways retain historic two-panel doors that have frosted glass in the upper panels. A small corner cashier booth in the front (south) office may be historic; it has wood cabinets for a base with glass walls above. (See Figure 9. Photos of Cashier Station.) A doorway behind the cashier station has frame infill; it may be an early doorway between Bays 1 and 2 that is shown on the 1933 Sanborn Map. (Figure 5.) The doors and other finishes in the offices are in poor condition due to past water damage.

A larger finished front room east of the office occupies part of both bays; it is labeled an office on the 1933 Sanborn Map and may have served as a showroom and retail shop in the 1920s. (See Photos 23 and 24.) That room was in place by 1933 and is therefore historic, but it does not appear to be original because the east end of the room covers part of the bricked-in vehicle door in Bay 3. (Photos 23-25.) The high ceiling is covered with ornamental pressed metal

National Register of Historic Places
Continuation Sheet

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Section number 7 **Page** 9

panels and a matching metal cornice. Part of the ceiling has collapsed due to water damage. (See Photos 23 and 24.) This office has a taller ceiling than the other rooms. It sits at the top of the front transom opening. The original transom opening is visible there, it is covered with flat wood sheathing that is painted white. (See Photo 24.)

The north and east walls of the office have painted vertical plank sheathing that appears to be as old as the metal ceiling, and the south and west walls have plaster or drywall finishes. The floor is concrete. All of those finishes appear to be historic. There are two wide doorways on the north wall of the room. One has a modern overhead door (Photo 23.) and the other one has no door. (Photo 20.) Both were created or enlarged to their current size in recent decades.

The remnants of a third historic shop or office area occupies the southeast corner of Bay 3, east of the enclosed garage door. (See Photos 25 and 26.) It was labeled as a store on the 1933 Sanborn map. (Figure 5.) It has a small bathroom and two other small rooms to the north, and two larger rooms to the south. Historic or original frame walls run along the north and west sides of the space and there is a partial wall left between the two rooms within the shop. (See Photo 26.) The west wall of the room, which adjoins an early drive, has an early interior window and paneled door. The back part of that wall is missing. Framework for a ceiling is in place, with just a few acoustical tiles on it. The ceiling, which falls between the top of the storefront and the transom bar, is a non-historic addition. A higher historic ceiling is visible several feet above it. The historic ceiling retains some pressed metal tiles that match those in the center office. The presence of the restroom and the historic finished ceiling invites speculation that this area originally served as a "ladies' waiting room," which was featured in early advertisements for the Fallin Garage.

The back 85 to 90% of Bays 2 and 3 form one large open room that is original and little changed. (See Photos 18-20.) It appears to have been the main car storage and auto repair space during the period of significance, with room for 100 cars and a service area. (See room labels in Figure 5.) As in the back section of Bay 1, the ceiling is open to the tops of the trusses, leaving roof decking and skylights exposed. The walls are all brick, most of which is painted. The side walls are lined with brick piers that support the trusses. The side and back walls all have evenly spaced stove flues, and there is one on the north wall of the center office. (Flues are visible in Photos 27 and 28.)

There are fourteen windows across the back (north) wall—7 in each bay. (See Photos 29-31.) They have wooden lintels like the openings in Bay 1 but no interior bars. Six of those openings have been filled with modern glass blocks. The westernmost window is uncovered; it contains a 12-light metal shop window that matches those in Bay 1. (Photo 31.) Five others are partially covered with modern materials; they retain some original window components. Two are covered entirely with modern OSB.

National Register of Historic Places
Continuation Sheet

Section number 7 **Page** 10

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

The floor of the garage space slopes gently down to the northwest corner of the room. The reason for that slope is unknown. It may have been constructed that way simply to follow the slope of the site, or there could have been a drain of some sort there that would have facilitated cleaning individual cars or all of the car storage space.

There are three doors in the sidewalls of the garage space, the large door into Bay 1 on the west, and two smaller doors that access Bay 4 to the east. A long narrow platform that runs along the east wall accesses the doors to Bay 4. (See Photo 27.) One of those is a single pedestrian door located in the south part of the room and the other is a wider opening located on the north end of the wall. Both appear to be historic. The north doorway also has a historic fire door, which is within Bay 4.

Bay 4 Interior

Bay 4 contains two rooms: a small shop at the front and a very long narrow room that is labeled as "Fireproof Construction" on Sanborn maps. (See Photo 33.) The shop space is very small, no more than 10 by 15 feet. The shop section may have originally had a frame structure; the roof there has collapsed, and that room is not accessible. The long room may have been used for tires and chemical storage when the garage was in operation. The floor and roof deck there are concrete. As noted above, the ceiling is lined with large skylights. The west wall of the room is brick, and the east (exterior) wall is poured concrete.

Integrity

The Fallin Garage building retains essential physical features that were in place during its tenure as one of the oldest and largest historic garages in Springfield. Surviving character defining historic features include façade design and patterns of fenestration, as well as interior room layouts and finishes.

Although the storefronts of the Fallin Garage are missing glazing units, they retain their original design. That design includes large window openings that have short transoms above and solid bulkheads below. The masonry openings and bulkheads of the storefronts are unchanged, and larger openings above the bulkheads retain the horizontal bars that separate the transoms from the display windows below. The overall design of the façade is also intact, with a mix of vehicular entrances and storefront units that reflects the original function of the building.

The historic garage doors are no longer in place, but two of the openings still serve as vehicular entrances. Those two doorways now contain modern doors, which are likely a different design than the originals but are the same size. (No historic photos of the full façade have been found.) The third vehicle bay has been bricked in, but the new infill is set back from the plane of the wall to maintain the original opening. It is likely that the third door was infilled during the period of significance.

National Register of Historic Places
Continuation Sheet

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Section number 7 **Page** 11

Upper façade decoration is unchanged. The building is topped with original stepped parapets and a distinctive brick cornice. Those features echo the detailing of the adjacent Finkbiner Building, which was constructed just one year earlier by the same owner, W. A. Fallin. The two buildings have many common architectural details that create a unified streetscape for Fallin's Olive Street properties. Patterns of fenestration are also intact on the back wall of the building. It is lined with original window openings, several of which retain historic sashes that are currently covered with modern exterior sheathing but visible inside the building.

The interior of the building is intact, with original concrete floors, exposed brick walls, and high trussed ceilings. The floorplan of the building is much as it was during the period of significance. The non-historic partitions in Bay 1 do not obscure the original volume of the room, and Bays 2-4 have seen no plan changes of note since the building was mapped by the Sanborn Company in 1933.⁵ The interior spaces feature large utilitarian rooms used for car service and storage along with more finished support spaces, which reflect the building's history as an automotive facility.

Conclusion

The Fallin Garage retains integrity of location and setting. It occupies its original lot, which is unchanged. Although many of the nearby properties have changed since the period of significance, historic resources also remain, including the adjacent Finkbiner building, a large contemporary building that has similar detailing, and the railroad right of way that adjoins its back wall. Design, materials and workmanship are intact, inside and out. Exterior features of note include the composition and ornamentation of the facade, including the workmanship of the upper façade detailing and the combination of storefronts and vehicle doors on the front wall. The interior of the building looks much as it did in 1926, especially in the large open rooms that were used for automobile storage and service during the period of significance. The open floorplates, simple finishes, and distinctive bowstring trusses of the car storage area are little changed. The front rooms in Bays 2-3, which date to the period of significance, retain historic finishes and floorplans, including doors and other millwork and ornamental pressed metal ceilings. Together, those features bolster integrity of feeling and reflect the building's automotive history.

⁵ Although the 1950 Sanborn map does not show two of the existing front rooms in Bays 2 and 3, the pressed metal ceilings and vertical board wall cladding of those spaces clearly predate 1950, so that is likely simply a mapping error.

National Register of Historic Places
Continuation Sheet

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Section number 8 **Page** 12

Summary

The Fallin Garage at 423 W. Olive Street in Springfield, Greene County, Missouri, is locally significant under Criterion A in the area of Commerce as one of Springfield's largest and longest-operating historic garages. It is also a good example of the "Automobile Related Buildings; ca. 1920-1948," property type discussed in the Multiple Property Cover Document (MPDF), *Historic and Architectural Resources of Springfield, Missouri*. The Fallin Garage was constructed in 1926, as the city was experiencing a marked increase in car ownership. It was built to serve as a multi-service automobile garage, with many features common to early automobile storage facilities. The Fallin Garage was typical of early garages, in that it provided short and long term car storage as well as a range of automobile related services. The period of significance begins with the building's construction in 1926 and ends in 1940, the last year the Fallin Garage occupied the building.

Early Springfield and the Automobile

Springfield, incorporated in 1838, has been a major hub for transportation since the Missouri Pacific, Frisco, and other railroad lines were built through the city. The city's geographic location and connection to the railroad made it an early commercial center for transport and travelers.⁶ With the introduction of the automobile, its identity as a railroad town faded, but it continued to serve as a regional trading center and transportation hub.

Automobiles arrived in Springfield as early as 1905 when Walter L. "Duck" Majors, a local African American inventor, drove his home-built motor car to the city square.⁷ With the development of mass production and the launch of the Model T in 1908, cars became accessible to the masses. By 1918, the city had 2,100 automobiles.⁸

The growing number of cars brought new business opportunities. New automobile-related businesses such as gas stations and garages began appearing close to commercial districts and major roads. As noted in the MPDF, "By the 1920s, a number of gas stations were located within a few blocks of the Public Square and along Commercial Street. In addition to gas stations, other automobile oriented buildings of the period include dealerships, repair shops, garages, and transfer stations."⁹

By the early 1920s, the Springfield public square and many of the city's main streets had been improved to accommodate increased vehicular traffic. (See Figure 10. Springfield Public Square

⁶ History Museum of Springfield-Greene County, *Crossroads at the Spring: A Pictorial History of Springfield Missouri* (Virginia Beach VA: Conning Publishing, 1997), 38.

⁷ History Museum of Springfield-Greene County, *Crossroads at the Spring*, 38.

⁸ Phillip Thomason, et al. "Historic and Architectural Resources of Springfield, Missouri: 19th and early 20th Century Commercial Buildings, ca. 1850-1948," National Register of Historic Places Multiple Property Documentation Form, (United States Department of the Interior, National Park Service, 2004). E-12.

⁹ Thomason. "Historic and Architectural Resources of Springfield, Missouri: 19th and early 20th Century Commercial Buildings, ca. 1850-1948," F-7.

National Register of Historic Places
Continuation Sheet

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Section number 8 **Page** 13

ca. 1913.) However, in 1923 only sixty of the city's 148 miles of road were paved.¹⁰ Side streets near the square were of subpar quality for automobile use compared to Springfield's main thoroughways, spurring calls for more street projects. Congestion on downtown roads led to additional roadwork in and around the commercial districts.¹¹

Olive Street

One of the side streets in need of improvement was Olive Street, which runs just a block north of the public square. A 1923 article in the *Springfield News Leader* announced that Olive Street, which was described there as a "second-rate alley," was "to be widened and made one of the city's throughfares."¹² Photos of the street taken the next year show that the work was not yet complete; it was still a dirt road. (See Figure 11. West Olive Street, with Lloyd Auto Storage, June 8, 1924.) Improvements began soon after however, and several blocks of Olive Street were updated with sidewalks, paving, and gutters in 1925.¹³

One of the city's earliest auto-related companies, Lloyd Auto Storage, was located just two blocks west of the stretch of road improved in 1925. That garage was on the lot that now houses the Fallin Garage building. (See Figure 11. West Olive Street, with Lloyd Auto Storage, June 8, 1924.) That business did not last long enough to benefit from street work. In 1924, a fire from a neighboring business spread to the Lloyd building, which was destroyed. The building and approximately forty customers' cars were a total loss.¹⁴ Lloyd announced plans to build a new fireproof garage elsewhere.¹⁵

The Olive Street property vacated by that fire was owned by Walter A. Fallin.¹⁶ Fallin owned several properties in Springfield at the time. After the fire, Fallin built two new buildings on land that had been occupied by Lloyd Auto Storage. The first was a two-story brick warehouse for the Finkbiner Transfer and Storage Company, which was completed in 1925.¹⁷ (See Figure 7. Historic Photo of the Finkbiner Building, ca. 1930.) The Finkbiner Company leased that building from Fallin for a short time, then bought it outright. Soon after, Walter Fallin began construction of the building that became home to the Fallin Garage.¹⁸

Construction of the Fallin Garage

¹⁰ Kathy Weiser-Alexander, "Springfield, Missouri – Queen City of the Ozarks," *Legends of America*, updated 2022, <https://www.legendsofamerica.com/mo-springfield/>.

¹¹ "Olive Street," *Springfield Leader and Press*, (Springfield, Missouri), December 11, 1923, 6.

¹² "Olive Street," 6.

¹³ "Paving of Olive Street Completed," *Springfield Leader and Press*, March 28, 1925, 5.

¹⁴ "Fire Consumes About 40 Cars in Big Garage," *Springfield Leader and Press*, Aug 31, 1924, 1.

¹⁵ "Lloyds to Erect New Auto Garage," *Springfield News-Leader*, (Springfield, Missouri), September 10, 1924, 2.

¹⁶ "Progress Made on Building," *Springfield News-Leader*, July 2, 1926, 2.

¹⁷ Debbie Sheals, "Fallin Brothers Building," (National Register Nomination, United States Department of the Interior, National Park Service, 2012). NRIS #63817400, 8.7.

National Register of Historic Places
Continuation Sheet

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Section number 8 **Page** 14

Work on the new building, which was directly east of the Finkbiner building, began in June 1926. The project was overseen by W. E. Burgin, a prominent Springfield contractor who built the Wilhoit Building and Yellow Cab Company.¹⁹ The construction project was announced by the *Springfield Leader-Press*, which stated that the new building was “be used as a garage and storage house for automobiles,” and noted that the new “\$24,000 building will probably be completed in the next 90 days.”²⁰ The prediction held true. Masonry foreman George Slaven and his team were finishing the walls by early August and the steel trusses were in place soon after.²¹ Construction concluded in October 1926.²²

The completed building opened as the home of the Fallin Garage, which provided automobile maintenance, parts, car washing, and storage.²³ It was a family affair. Walter Fallin chartered the Fallin Garage Inc. in July 1926, and the new business was managed by his son, Walter H. Fallin.²⁴ Charles K. Beades was hired to handle repair services. Beades had fifteen years of experience as a mechanic in garages in Kansas City and Joplin before taking the position at the Fallin Garage.²⁵

October newspaper ads announced the opening of the business, noting “Our new building is steam heated, has a comfortably finished ladies’ rest room and will accommodate two hundred cars.”²⁶ The “ladies’ rest room” was likely located in one of the more finished front rooms, probably in the southeast corner, which includes a small bathroom and retains remnants of an ornamental pressed metal ceiling. “Rest room” in that context more likely referred to a waiting room or small suite of rooms rather than just a bathroom. Separate areas for female customers were not unusual in the early 20th century, including in garages. A 1915 article about garage design noted that “In some instances a ladies’ restroom is also provided.”²⁷ A illustration of a sample plan shows that the “ladies’ room” included a small sitting room that had a small, attached bathroom.

¹⁸ “Progress Made on Building,” *Springfield News-Leader*, 2.

¹⁹ “Finkbiner Purchase,” *Springfield Leader and Press*, June 16, 1926, 7; “Construction Work Will Start Soon on the Finkbiner Warehouse,” *Springfield Leader and Press*, January 27, 1925, 12; “Find Aged Woman Dead in Her Home,” *Springfield Daily News* (Springfield, Missouri), January 9, 1942, 6. “Burgin Gets Contract,” *Springfield News-Leader*, October 3, 1923, 3.

²⁰ “Finkbiner Transfer Purchases Fallin Building,” *Springfield Leader and Press*, June 16, 1926, 7.

²¹ “Progress Made on Building,” *Springfield Leader and Press*, June 2, 1926, 2; “Roof Being Laid,” *Springfield leader and Press*, August 4, 1926, 2.

²² “Fallin Garage is in Full Operation,” *The Springfield News-Leader*, October 13, 1926, 1.

²³ “Fallin Garage is in Full Operation,” 1.

²⁴ Richard, H. Edmonds, ed., *Manufacturers Record* (Baltimore: Manufacturer Record Publishing Co. July 8, 1926), 90.

²⁵ “A New Garage,” (Advertisement) *Springfield News Leader and Press*, October 10, 1926, 13.

²⁶ “A New Garage,” 13.

²⁷ P. M. Heldt, “The Garage Business-Buildings, Equipment, Methods,” *The Horseless Age*, November 15, 1915, 455.

National Register of Historic Places
Continuation Sheet

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Section number 8 **Page** 15

Heat for the building was likely generated by multiple units rather than a single large boiler. There is no basement or other space that appears to have ever housed a boiler, but the exterior walls of the building are lined with original widely-spaced stove flues. Sanborn maps later labeled the building's heat source as "FURN" indicating furnaces were in use from at least 1933 to the 1950s. (See Figures 5 and 15.) Subsequent ads and descriptions of the building often mention the fact that it was heated, indicating the premium placed upon heated car storage at the time. One ad in 1929, for example, encouraged car owners to "Store your car in a Modern Heated Garage. Protect it from Ol'-Man-Winter or possible damage while parked on busy streets."²⁸ (See Figure 13. Fallin Garage Storage Ads.)

The *Springfield Leader and Press* reported that the Fallin Garage was "in full operation," with repair, accessory and washing departments in place.²⁹ Advertisements for the Fallin Garage's opening appeared in newspapers as far as eighty miles away in Berryville, Arkansas, urging readers to remember that "When in Springfield store your car in its newest and most up to date garage."³⁰ (See Figure 12. Early Fallin Garage Ads.)

The Fallin Garage had a lot of competition in its opening year. There were forty garages listed in the Springfield City Directory in 1927. Three of those businesses; Garrison Auto Garage, Roy Rodgers Garage, and Yellowway Garage were on Olive Street, within a few blocks of the Fallin property.³¹ By 1933, the overall number of garages in town had dropped to 25, but this block of Olive had become a center for automobile related commerce. The 1933 Sanborn Map, which is the only map available for the period of significance, shows that a gas station, a garage and a covered parking facility had been added to the lots east of the Fallin Garage, and another gas station was located west of the Finkbinder Building. (See Figure 5. 1933 Sanborn Map.) In 1931 the *Springfield Leader* reported that the lot immediately east of the Fallin Garage had become home to the R. M. Mays Oil Company, which occupied a "new brick and concrete service and office building."³² The Mays lot included three fuel pumps in 1933, and it is likely the operators of the Fallin Garage purchased gas for their customers there or at one of the two nearby gas stations.³³ The Fallin property does not appear to have ever included gas tanks.

The Early Garage Industry

In the early twentieth century, businesses like the Fallin Garage were crucial to a city's commercial success. A steep rise in the popularity of the automobile in the 1920s led to traffic jams and unsafe streets in numerous communities, including Springfield. Banning motor vehicles was not an option. According to the *Los Angeles Times*, a 1923 survey for the city of

²⁸ "Protection for Your Car," *Springfield Leader and Press*, November 14, 1929, 20.

²⁹ "Fallin Garage is in Full Operation," *The Springfield News-Leader*, 1.

³⁰ "When in Springfield," *The Star Progress*, (Berryville, Arkansas), October 21, 1926, 3.

³¹ R. L. Polk and Co. *Polk's Springfield Directory*, (Kansas City: R. L. Polk and Co., 1927), 551.

³² "R.M. Mays Oil," *Springfield Leader* (Springfield, Missouri) November 30, 1931, 4.

National Register of Historic Places
Continuation Sheet

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Section number 8 **Page** 16

Los Angeles found that “patrons who come in automobiles purchase more than five times as much in value than do customers who come by streetcar or on foot.”³⁴ In the 1920s and 30s, commercial parking garages and traffic laws became a part of the solution in most American cities, including Springfield.³⁵

The term “garage,” which gained popularity in the early 1900s, is based on the French word *garer*, which means to dock.³⁶ Commercial garages first came into use in the United States around 1900. Although they frequently offered a range of services, space for vehicle storage was a character-defining feature. The first automobiles were toys for the wealthy, and those early garages were usually private and provided all of the car owner’s needs.³⁷ Because early finishes were not weather resistant, cars required covered and heated storage for protection from the elements. A growing demand for auto storage and additional services led to the creation of car clubs that housed members’ cars and provided a meeting place for the owners.³⁸

With the introduction of the Ford Model T and other affordable models, the popularity of the automobile skyrocketed. With it came a new category of commerce. Directories show that Springfield had just one automotive business in 1906, that number increased to four garages by 1915 and jumped to 19 by 1920. Directories used the category “Automobile Garage” from at least 1906 on, including for the first car company found in city directories, the Springfield Electrical Supply Company, at 315 St. Louis Street in 1906.³⁹ (That building is no longer extant.) By the time the Fallin Garage was constructed, there were some forty commercial garages in Springfield, and city directories included more than a dozen categories of automotive businesses.⁴⁰

As highways developed, they brought more auto-related commerce to the community. The Fallin Garage opened about the same time Route 66 came through Springfield. Local automotive businesses like the Fallin Garage benefited travelers along America’s new highway system as well as the local hotel industry. Before the automobile age, established hotels did not need parking because most travelers arrived by rail in railroad towns like Springfield. The MPDF points out that when Route 66 passed through Springfield, garages near hotels provided

³³ Sanborn Map and Publishing Company, “Springfield, Missouri,” (New York: Sanborn Map and Publishing Company, 1933), 12; R. L. Polk and Co. *Polk’s Springfield Directory*, 1933, 193.

³⁴ Bob Pool, “1920s Lofty Designation for a Downtown Garage,” *Los Angeles Times*, accessed December 22, 2022, <https://www.latimes.com/archives/la-xpm-2004-aug-07-me-parking7-story.html>.

³⁵ Pool, “1920s Lofty Designation for a Downtown Garage.”

³⁶ Hilary Grossman, *Manhattan Parking Garages 1897-1930: Significance and Preservation*, (Columbia University: May 2013,) 4, accessed March 23, 2023, <https://academiccommons.columbia.edu/doi/10.7916/D8VD75TD>.

³⁷ Grossman, *Manhattan Parking Garages 1897-1930*, 3.

³⁸ Grossman, 3.

³⁹ R. L. Polk and Co. *Polk’s Springfield Directory*, various issues 1906-1920.

⁴⁰ R. L. Polk and Co. *Polk’s Springfield Directory*, 1927, 551.

National Register of Historic Places
Continuation Sheet

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Section number 8 **Page** 17

“accessible parking for those passing through.”⁴¹ Patrons of the Palace Hotel, which was located on Route 66 and only one block south of the Fallin Garage, could pay 15 cents for 12-hour parking at the Fallin Garage.⁴²

Departments in Early Garages

Like many early garages, the Fallin Garage was a multi-service operation with ample room for car storage and a range of support services. Early advertisements for the Fallin Garage featured auto storage options, noting that “New accounts are invited—especially those who are most particular about how their cars are taken care of.”⁴³ (See Figure 12. Fallin Garage Storage Ads.) The business model that evolved from the early car clubs included total car care of the stored cars. A 1915 article from the *Horseless Age* states that garages “usually covered at least five lines of activity, storage of cars, sale of supplies, sale of accessories, car sales and car repairs.”⁴⁴ Early advertisements show that Fallin offered all those services at some point during the period of significance. Parking attendants parked and retrieved the stored cars in early garages, and some, including the Fallin Garage, also provided automobile delivery services. A 1920s ad for the Fallin Garage promised “Delivery Service to your Office, Home, and Theater.”⁴⁵

New car sales in garages were a way to take advantage of traffic from present customers as well as passersby. Some garages, including the Fallin Garage, had small showrooms and windows overlooking busy streets. The Fallin Garage’s showroom was likely in the center bay, in the larger room labeled an office on the 1933 Sanborn. (See Figure 8. Current Floorplan.) The Springfield Auto Company, which sold new Oldsmobiles, invited customers to view their offerings in the Fallin Garage soon after the building was completed.⁴⁶ By 1927, the building was home to the garage, the car dealer and the Union Automobile Indemnity Association, which was the only auto insurance company listed in Springfield directories that year.⁴⁷

By 1928 Springfield Auto Company and Union Automobile Indemnity Association had relocated, leaving room for the Fallin Garage to expand its services into accessory sales, including Seiberling tires and batteries. The retail sales department may have been in the same room used for Oldsmobile Sales. As far away as Ozark, Missouri, Fallin Garage ads announced, “When you purchase a Seiberling tire from the Fallin Garage in Springfield you will be given a

⁴¹ Thomason. “Historic and Architectural Resources of Springfield, Missouri: 19th and early 20th Century Commercial Buildings, ca. 1850-1948,” E-13.

⁴² “When in Springfield,” *The Billings Times*, (Billings, Missouri), October 21, 1926, 4.

⁴³ Fallin Garage, “A New Garage,” 13.

⁴⁴ P. M. Heldt, “The Garage Business-Buildings, Equipment, Methods: Historical Development,” *The Horseless Age*, October 15, 1915, 395.

⁴⁵ “Protection For Your Car,” *Springfield Leader and Press*, November 14, 1929, 20.

⁴⁶ Springfield Motor Car Co. “The Olds Motor Works,” *Springfield Leader and Press*, October 31, 1926, 10; Springfield Auto Loan Company, “Wishes to Announce,” *Springfield Leader and Press*, October 31 1926, 32.

⁴⁷ R. L. Polk and Co. *Polk’s Springfield Directory*, 1926, 573.

National Register of Historic Places
Continuation Sheet

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Section number 8 **Page** 18

certificate of protection, which will entitle you to protection and adjustment from any Seiberling dealer in the entire United States.”⁴⁸ Seiberling was a reliable brand in the auto industry that was established by the Goodyear tire and rubber company founder, F. A. Seiberling.⁴⁹ The company’s expansion of sales did not deflect from other services, and car storage continued to be a core part of the business.

In 1930, the Fallin Garage and its neighbor, the Finkbiner Company, briefly joined forces financially but the businesses remained in their respective buildings.⁵⁰ The Fallin Garage merged with the Finkbiner Transfer and Storage Company to operate the Finkbiner-Fallin Garage and Truck Terminal.⁵¹ According to the Springfield paper, the combination of “a large, bonded warehouse and truck terminal with a garage in connection” created “the largest business of its kind in the Midwest.”⁵² Few physical changes appear to have taken place with the merger. Bay 1 and the dock against the west wall of the Fallin Building may have been used for some loading and unloading and short term storage, but as a “bonded warehouse” that also had garage door openings, the Finkbiner Building most likely provided most of the freight storage. Most of the Fallin building appears to have continued to function as a garage. One paper reported “The garage, which will be in connection with the truck terminal, is heated and has one of the largest floor spaces of any garage here.”⁵³ Walter H. Fallin continued to manage auto parts sales while his brother Lawrence Fallin came on to manage the terminal and garage. Finkbiner’s manager W. H. Paul continued to manage the Transfer and Storage.⁵⁴

That combination of services was not unusual. Early garages sometimes incorporated truck terminals, which commonly operated a fleet of light duty trucks to handle short term package storage and local delivery. Truck terminals allowed heavy trucks to load or unload at a single location, reducing shipping costs and city traffic congestion. As Firestone pointed out in their 1921 *Motor Truck Terminal*, “The heavy-duty truck is the most economical for intercity hauling but the most uneconomical for pickup service.”⁵⁵ Garages, like the Fallin Garage, generally had vehicle doors and space for temporary storage, and could provide service and repair to the terminal’s fleet.⁵⁶ The Fallin Garage continued to offer a full line of automobile service and storage after the merger. An ad for the new Finkbiner-Fallin Garage Truck Terminal promoted

⁴⁸ “The Fallin Garage,” *Christian County Republican*, (Ozark, MO), January 24, 1929, 10.

⁴⁹ “Past 80---Going Strong,” *Akron Beacon Journal* (Akron, OH), June 27, 1943.

⁵⁰ “Storage Firm, Garage Merge,” *Springfield Leader and Press*, February 28, 1930, 3.

⁵¹ “Storage Firm, Garage Merge,” 3.

⁵² “Storage Firm, Garage Merge,” 3.

⁵³ “Storage Firm, Garage Merge,” 3.

⁵⁴ “Storage Firm, Garage Merge,” 3.

⁵⁵ Firestone Ship By Truck Bureau, *The Motor Truck Terminal: Bulletin No. 7* (Akron Ohio: Firestone Tire and Rubber co. 1921), 4.

⁵⁶ Firestone Ship By Truck Bureau, *Motor Truck Terminal*, 16.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 **Page** 19

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

“Day and Night service on washing, greasing, storage, repairs, vulcanizing, road service.”⁵⁷
(Vulcanizing in this context is tire repair.)

The Finkbiner/Fallin partnership proved to be short-lived. Just a year later, the Finkbiner Company entered into a contract with the Frisco Railway that created conflicting interests between the road and rail portions of the company. The merger ended, and Walter H. Fallin and his brother Lawrence Fallin bought out the Finkbiner company’s trucking terminal to create the Fallin Garage and Truck terminal. The Fallin Garage and Truck Terminal occupied the Fallin Garage building, and the Finkbiner company remained in their 1925 building.⁵⁸ Later that year Selby and Son Motor Freight Lines was sharing space in the Fallin building with the Fallin Garage and Truck Terminal.⁵⁹

The Fallin Garage remained in the West Olive Street building until 1940 and continued to be a favored auto storage facility throughout that period.⁶⁰ The closing arguments for a sensational 1938 Springfield court case show that having a car stored at the Fallin Garage was considered to be a symbol of wealth and privilege. The court case centered on a local practice of allowing well-connected citizens to come and go from the jail when they were supposed to be serving sentences. An article about the trial mentioned that one of the men that the local sheriff let out of jail was seen at least twice at the Fallin Garage when he was supposed to be in jail, and that an attendant at the garage noted that he “keeps his car there.”⁶¹ As part of his argument for equal treatment for prisoners, the prosecutor proclaimed, “What of a poor vagrant, picked up and thrown in jail for 30 days? He has no auto at Fallin’s garage, he has no room at the Milner Hotel. He has no bank account...”⁶² The argument was successful; the sheriff and deputy were found guilty of contempt for past practices.

Garage Buildings

Early garage buildings were often designed to harmonize with the local streetscape.⁶³ A 1915 article in the early automotive magazine *The Horseless Age* went so far as to claim that there was “no distinctive garage architecture.” It noted that because garage design was frequently left to local architects, exterior detailing tended to be “guided by local styles.”⁶⁴ That is the case with the Fallin Garage, which was clearly designed to complement its western neighbor, the Finkbiner building. Both buildings are faced with the same type of brick, and each façade has an

⁵⁷ Fallin Garage, “Seiberling Tires,” *Springfield Leader and Press*, May 28, 1930, 12.

⁵⁸ Finkbiner, Fallin Divide Businesses,” *The Springfield Leader*, October 20, 1931, 17.

⁵⁹ R. L. Polk and Co. *Polk’s Springfield Directory*, 1932.

⁶⁰ R. L. Polk and Co., *Polk’s Springfield Directory*, various issues 1933-1940.

⁶¹ “Sheriff and Deputy Found Guilty of Contempt,” *Springfield Leader and Press*, May 26, 1938, 4.

⁶² ““Sheriff and Deputy Found Guilty of Contempt,” 4.

⁶³ “A Short Description of the History of Parking Garages,” *Parking Network*, accessed December 22, 2022, <https://www.parking.net/parking-industry-blog/a-short-description-of-the-history-of-parking-garages>.

⁶⁴ P. M. Heldt, “The Garage Business-Buildings, Equipment, Methods: Fourth Article,” *The Horseless Age*, December 1, 1915, 492.

National Register of Historic Places
Continuation Sheet

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Section number 8 **Page** 20

ornamental brick cornice and pale stone roof coping. Fenestration patterns of both reflect their original ties to vehicular use, with a mix of storefronts and vehicular entrances in each front wall. (See Photo 6. The Finkbiner Building is on the left; a small portion of the Fallin building is visible on the far right.)

Garage buildings did, however, tend to have standard interior features to accommodate their various functions. That included fire-resistant construction methods and materials such as masonry walls and poured concrete floors. Engineered roof trusses were also used to provide 50-foot wide interior rooms, which another article in the same *Horseless Age* series noted would provide room for “cars being stored in two rows along the side walls with sufficient space between the rows to maneuver in.”⁶⁵ The author also observed that a 100-foot space would allow for four rows of cars if at least two entrances existed. He noted that service areas could be open to the storage area or in a separate space if there were a need for more division between the two. He recommended using small showrooms if the building was on a “main thoroughfare,” as well as a small amount of office and storage space. The article included several sample floorplans, including one for a “Single Floor Garage with Two Show Rooms,” that includes many of those features. (See Figure 14. Example Floorplan of an Early Single Floor Garage.)

The Fallin Garage retains many of the features Heldt listed in 1915. It has concrete floors and masonry walls, with arched roof trusses. There is an open 100-foot bay, plus a second bay that is separated by a brick wall. The 100-foot wide room is routinely labeled “Garage” in Sanborn maps, and one Sanborn also shows “Auto Rep’g” in one corner of that large room.⁶⁶ (See Figure 5. 1933 Sanborn Map.) There are also three offices or shops spaces near the front wall which take advantage of its visibility to Olive Street. The small spaces are labeled as stores on Sanborn maps. Bays 2 and 3 appear to have the same layout today as that shown in the 1933 Sanborn map.⁶⁷ (See Figure 5. 1933 Sanborn Map.) Washstands were commonly included in the sample floor plans. The Fallin Garage includes a floor drain close to the front office in Bay 2, which likely served the wash station.

The Fallin Garage also has a very small shop on the east side of the building, in the front of Bay 4. It was occupied by individual businesses that were not related to the automotive industry throughout the period of significance. The earliest known tenant was watchmaker David C. Clark, who had a shop there ca. 1928 to ca. 1933. After being vacant for a few years, it started housing restaurants and retained that function into the 1950s.⁶⁸ The term restaurant, which was used in directory listings of the time, may have been a bit generous for that space, which is less than 200 square feet, with no evidence of doorways into the rest of the building. Those businesses may have focused on carry-out meals rather than in-house dining.

⁶⁵ Heldt, “The Garage Business-Buildings, Equipment, Methods,” 422.

⁶⁶ Sanborn Map and Publishing Company, “Springfield, Missouri,” 1933, 12.

⁶⁷ Sanborn Map and Publishing Company, “Springfield, Missouri,” 1933, 12.

⁶⁸ R. L. Polk and Co. *Polk’s Springfield Directory*, various issues 1926-1950.

National Register of Historic Places
Continuation Sheet

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Section number 8 **Page** 21

By the late 1930s, automotive finishes had become more durable and residential properties began including small private garages. The commercial model of the large garage faded in popularity.⁶⁹ Surface parking lots gained favor, and many large commercial garages were replaced with smaller repair facilities and separate retail stores. The Fallin Garage was one of many automotive facilities that fell prey to those market changes. In 1935, the Fallin Truck Terminal and other trucking services moved to another location on West Olive after 1935, and the Fallin Garage moved out in 1940.⁷⁰ The Fallin Garage appears to have gone out of business at that time. They were not found in any other 1940s city directories.⁷¹ Walter H. Fallin apparently remained in the automotive business after that move, though; his 1940 draft card lists his employer as Tri-State Motor Transport.⁷²

Later Uses

As the demand for large indoor automotive storage facilities dissipated, the Fallin Garage building transitioned to warehouse space. One of the longest term subsequent warehouse occupants was Ozark Wholesale Beverage, which moved into Bay 3 in 1938 or 39.⁷³ The company was incorporated in 1938, and they are listed at the W. Olive Street location in the 1939 City Directory.⁷⁴ In 1939 they shared the building with the Fallin Garage, Mo-Ark Coach Lines, and Lonzie Write's Restaurant.⁷⁵ After the Fallin Garage left in 1940, Ozark Beverage expanded. By 1946 they had occupied all of the building except the small shop in Bay 4, which housed Terminal Lunch.⁷⁶ That year, they were the only wholesale liquor company listed in Springfield's directory. Sanborn maps from 1950 and 1957 show "whol liquor" occupying Bay 1, with liquor storage and a private garage in Bays 2 and 3.⁷⁷ (See Figure 15, 1950 Sanborn Map.) A newspaper article reporting a theft from Ozark Wholesale confirms that business remained at that location until at least 1971.⁷⁸ The Fallin Garage Building continued to function as warehouse space into the 21st century. It is currently vacant.

⁶⁹ Laura Drummond, "Can the Parking Lot Speak? Uncovering the Untold Histories of Parking in America," *Tropics of Meta Historiography for the Masses*, accessed January 3, 2023, <https://tropicsofmeta.com/2015/10/15/can-the-parking-lot-speak-uncovering-untold-histories-of-parking-in-america/>.

⁷⁰ R. L. Polk and Co. *Polk's Springfield Directory*, 1933-1941.

⁷¹ R. L. Polk and Co. *Polk's Springfield Directory*, 1933-1941.

⁷² "U.S., World War II Draft Cards Young Men, 1940-1947," *Ancestry.com*, 2022. Walter Harold Fallin accessed November 16, 2022, https://www.ancestry.com/discoveryui-content/view/15918724:2238?tid=&pid=&queryId=bd39825ace0e9a35373b12f08aaf1026&_phsrc=zaH315&_phstart=successSource.

⁷³ R. L. Polk and Co. *Polk's Springfield Directory*, 1950-1957.

⁷⁴ Ozark Wholesale Beverage Co. Business Entity Details, *Missouri Secretary of State*, accessed March 24, 2023, <https://bsd.sos.mo.gov/BusinessEntity/BusinessEntityDetail.aspx?page=beSearch&ID=60301>.

⁷⁵ R. L. Polk and Co. *Polk's Springfield Directory*, 1939. 427.

⁷⁶ R. L. Polk and Co. *Polk's Springfield Directory*, 1946.

⁷⁷ Sanborn Map and Publishing Company, "Springfield, Missouri," (New York: Sanborn Map and Publishing Company, 1957), 12.

⁷⁸ "Four Nabbed after Alarm," *The Springfield News-Leader*, September 1971, 17.

National Register of Historic Places
Continuation Sheet

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Section number 8 **Page** 22

Other 1920s Garages in Springfield, Missouri

By the time the Fallin Garage moved out of the building on Olive Street, it was one of just 9 businesses in Springfield that were classified as Automobile Garages in city directory listings. There were also just nine open in 1946. A recent survey of historic garages in Springfield has shown that the Fallin is one of just seven historic garage buildings left in the city. ("Historic" is defined here as being with the period of significance for the Automobile Related Property type—1920-1948.) One of the largest and most intact of that group, the Fallin Garage is a rare surviving example of a 1920s full-service automotive storage facility. (See Table 1 below)

National Register of Historic Places
 Continuation Sheet

Fallin Garage
 Name of Property
 Greene, Missouri
 County and State
 Historic and Architectural Resources of Springfield, Missouri
 Name of multiple listing (if applicable)

Section number 8 Page 23

TABLE 1. Historic (Pre-1948) Commercial Garages in Springfield, in order of first known garage occupant. The properties are described in more detail below, ordered by historic size.

(Identified by a review of Sanborn Maps, Historic Directory Listings for Automobile Garages, Fieldwork, and Google Earth. Property-specific footnotes are included in the description of each building that follows this table.)

**Surviving Historic
 Garage Buildings in
 Springfield**

Name (Years in business)	Address	Facilities	# of Cars	Dates in operation	Notes
American Motor Car Company (1915) Amis-Davis Rent-A-Car (1927)					Oldest known garage of the group. One of just four in the 1915 directory.
A.C. Motor Service repairs (1934)	316-318 E. McDaniel	Garage/Repair/Rental	30	1915-1934 at least	Probably more repair service than storage but labeled as
Frisco Garage/ Franklin Springfield Motor Company, (1925)					Garage in 1933 Sanborn.
Proctor Motor Company (1928), Henry Baker Auto Repair (1934)	312-314 E. Olive	Garage/Repair	8	1924-1934	Ads say capacity of 200 cars, Sanborns say 100 in the 100-foot bay.
Fallin Garage (1926-ca. 1940)	441-501 W. Olive	Garage/ Repair	100-200	1926-1940	Now Patton Alley Pub.
Guy Rogers (1927)/ Bert Hullings	309-313 S. Patton Ave.	Garage/Repair	40	1926-1929/ 1930-1934	
Singmar Garage (1927-30) Ellis Dobbs Garage/ Lester Williams	311 E Olive	Garage/Repair	60	1927-1934 at least, gone in 1940.	
Yellowway Garage (1927)/ S and M Garage/ Wards Garage (1947)	301-307 E. Olive	Garage	80	1927-1947	Associated with cab company.
Oliver Garage (1931-34)/ Springfield Auto Hotel and warehouse (1940-41)	213 W Olive	Garage/Warehouse	120	1931-1941	Part of the building is an older two-story commercial building.

National Register of Historic Places
Continuation Sheet

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Section number 8 **Page** 24

City directories indicate that the number of garages in Springfield began dropping soon after the Fallin Garage was completed. Between 1927 and 1933, the number of garages listed in the directory dropped from forty to twenty-five. Those listings also show that local garages tended to change owners fairly regularly in the 1920s and 30s. Many of the 1920s garages that were still open in 1933 had changed hands at least once, and that pattern continued into the mid-1940s. The Fallin Garage, which operated on Olive Street from 1926 to ca. 1940, is the longest-lived commercial garage of the group.

It is also one of the largest. Springfield Sanborn maps made in 1933 show fifteen garages with capacity ranging from 6 to 120 cars.⁷⁹ The Sanborn map of the Fallin Garage puts it as the second largest with a capacity of 100 cars, but one early ad for the business claimed they could handle 200 cars.

Springfield's Historic Garage Buildings, listed by size.

(See Figure 16 for Photos and Sanborn Maps of the properties listed below.)

Oliver's Garage, 213 West Olive Street is one of the largest surviving garages. The 1933 Sanborn lists a capacity of 120 cars. The building is a contributing building in the Springfield Public Square Historic District Boundary Increase. Unlike the Fallin Garage, which was built specifically for automotive businesses, Oliver's Garage was built in two stages for a variety of functions. The front is an older two-story commercial building that housed a barber shop and possibly apartments from 1906 to the 1920s, and the back is a large garage and warehouse that was added around 1930.⁸⁰ City directories show that most of the building was used as a garage from ca. 1931-1941, under at least two different owners.⁸¹ The building is currently a renovated apartment complex.

Yellowway Garage, 301 East Olive was built in 1926 for the Yellowway Cab Company, shortly after the Fallin Garage opened.⁸² The building is also a part of the Springfield Public Square Historic District Boundary Increase, where it is identified as the Cantrell Building. Yellowway was a Yellow Cab company that also rented parking and supplied other automotive services to the public.⁸³ The building has a two-story section near the front of the lot, with a tall one-story L shaped garage to the rear. The 1933 Sanborn map of the two-story building shows a covered corner filling station on the first floor of the front section, with an 80-car garage at the rear.⁸⁴ Later directories identify the address with Cantrell Filling Station. It changed hands several times from 1929 to 1940 and was vacant for part of that time. The building has seen significant exterior

⁷⁹ Sanborn Map and Publishing Company, "Springfield, Missouri," 1933, various sheets.

⁸⁰ Debbie Sheals, "Oliver's Garage," Historic Preservation Certification Application Part 1-- Evaluation of Significance (United States Department of the Interior, National Park Service, 2009), 2.3.

⁸¹ R. L. Polk & Co. *Springfield City Directory*, 1933-34.

⁸² "Large Garage on Olive," *Springfield Leader-Press*, September 19, 1926, 12.

⁸³ R. L. Polk & Co. *Springfield City Directory*, 1928.

National Register of Historic Places
Continuation Sheet

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Section number 8 **Page** 25

alterations since the 1930s. The filling-station bay has been infilled, and the two-story section now appears to house offices. Unlike the Fallin Garage, the Yellowway Garage did not see long-term continuous use by a garage business. The building is currently occupied by the Elkins-Swyers Company, which specializes in printing and election equipment; they appear to have been at the location since the mid-1900s.⁸⁵

Right next door to the Yellowway Garage is the Singmar Garage, 311 East Olive. The building is in the Springfield Public Square Historic District boundary increase. It is a one-story building with Spanish Revival styling that housed Singmar Garage from 1927-1929. Later tenants include the Ellis Dobbs Garage in 1933 and 1934. Sanborn maps estimate the building's capacity at 60 cars. The building still contains indoor parking but does not appear to be in use.

Guy Rogers Garage, 313 S Patton was much smaller than the Fallin and Yellowway Garages, with a 40-car capacity. The building was built in 1886-1891 for E.S. Price & Co., a livery and feed business.⁸⁶ The facade of the south section of the building may have been remodeled in the 1910s or 20s. It is a contributing building in the South McDaniel Patton Commercial Historic District (NR 1-12-2003). Directories show that the Guy Rogers Garage occupied the building in the late 1920s. In 1933 it was described as a garage in the Sanborn, but no directory listing was found for a garage at that location.⁸⁷ The building has been rehabilitated in recent decades and is currently occupied by a bar and nightclub.⁸⁸

The American Motor Car Company, 318 McDaniel Street, is the oldest and one of the smallest garages in the group. The 1933 Sanborn map shows two small shop spaces facing the street and a 30-car garage to the back. American Motor is in the first known listing for garages in Springfield directories, with a large ad claiming, "Good Garage Accommodations Storage Solicited."⁸⁹ It later housed an automobile dealership and a car rental company. Although it is the oldest garage of the group (ca. 1915), it appears to have been used as a car rental agency much longer than a commercial garage. The building is currently for sale; interior conditions are unknown.

With room for just eight cars, the two-story Frisco Garage, 312-314 E. Olive, is the smallest of the group. It is a contributing building in the Springfield Public Square Historic District Boundary Increase. The first floor of the building appears to have been used more for repairs than car storage but is labeled as a garage in the 1933 Sanborn. The second floor may always have

⁸⁴ Sanborn Map and Publishing Company, "Springfield, Missouri," 1933, 12.

⁸⁵ Google Maps, Springfield, Missouri, accessed 2022.

⁸⁶ Richard Lee Burton, "South McDaniel-Patton Commercial District," National Register of Historic Places, (United States Department of the Interior, National Park Service, 2003), NRIS 03000088, 7.8.

⁸⁷ R. L. Polk & Co. *Springfield City Directories*, 1925-1933; Sanborn Map and Publishing Company, "Springfield, Missouri," 1933, 12.

⁸⁸ Google Maps, Springfield, Missouri, accessed 2022.

⁸⁹ R. L. Polk & Co. *Springfield City Directory*, 1915.

National Register of Historic Places
Continuation Sheet

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Section number 8 **Page** 26

been residential. Early 1930s directories list Indiana Truck Inc. in the location.⁹⁰ Compared to the Fallin Garage, the Frisco Garage is smaller, and saw a greater turnover of functions in the 1920s and 30s. The Frisco Garage Building was rehabilitated for commercial and residential use in the early 21st century.

Multiple Property Documentation Form: Automobile Related Buildings Property Type

The Fallin Garage is an intact, representative example of the Automobile Related Buildings: ca. 1920-1948 property type discussed in the MPDF cover document *Historic and Architectural Resources of Springfield, Missouri*. It meets the registration requirements for the property type that are included in the MPDF. For an automobile related property nominated under Criterion A, the MPDF states that the building “must be associated with a business of particular importance in the community or be associated with an important event or occurrence.”⁹¹ As one of the oldest and largest historic garages in Springfield, the Fallin Garage meets that requirement.

Descriptions of early automobile related resources included in the MPDF show that the Fallin Building has many characteristics common to that property type. The MPDF notes “automobile related buildings from the early 20th century reflect changes in transportation, social history, and architecture which helped to shape the appearance of 20th century America.”⁹² The Fallin Garage was typical of early 20th century garages in that it offered multiple automobile related services, including car storage, automobile parts, and services that ranged from repairs to washing and delivering the cars that were stored there. It was also like many garages of the time, in that it sometimes included a truck terminal, another type of business that developed in the early automobile age.

The building retains integrity and continues to reflect its early role as a commercial garage. Although MPDF registration requirements for Criterion A do not include a description of character-defining features, the MPDF requirements for Criterion C in the area of Architecture offer some indication of features that should be intact for this property type. Under Criterion C, a building must be “a notable example of a particular style or possess unusual design elements and detailing” and “retain a majority of its original storefront design, original upper facade decoration if applicable, and interior details.”⁹³ The Fallin Garage is not being nominated in the area of Architecture, but it does meet the physical requirements laid out in the second passage. It also meets registration requirements for listing under Criterion A without an MPDF. *National Register Bulletin 15* states that “A property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during” the

⁹⁰ R. L. Polk & Co. *Springfield City Directory*, 1929-1934.

⁹¹ Thomason. “Historic and Architectural Resources of Springfield, Missouri: 19th and early 20th Century Commercial Buildings, ca. 1850-1948,” F-9.

⁹² Thomason, “Historic and Architectural Resources of Springfield, Missouri,” F-7.

⁹³ Thomason, “Historic and Architectural Resources of Springfield, Missouri,” F-10.

National Register of Historic Places
Continuation Sheet

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Section number 8 **Page** 27

period of significance.⁹⁴ The Fallin Garage building is immediately recognizable to its period of significance, and it retains interior and exterior elements that reflect its historic association with the automobile industry in Springfield.

Conclusion

The Fallin Garage is eligible under Criterion A in the area of Commerce as one of the largest historic purpose-built garages in Springfield today, which was occupied by the longest-operating garage business in the city. It offers a good representative example of the Automobile Related Buildings: ca. 1920-1948 property type, as discussed in the Multiple Property Submission cover document *Historic and Architectural Resources of Springfield, Missouri*. As one of the oldest and largest historic garages in Springfield, the Fallin Garage is associated with an important event or occurrence—the early automobile storage and service industry in Springfield. It opened at the height of auto expansion and served in its original capacity for more than a decade. Long and short term climate controlled car storage was supplemented with related sales and services that ranged from car insurance to car parts and services. The Fallin Garage retains a sense of time and place that reflects its early history as a commercial garage.

⁹⁴ *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. (Washington, D.C.: U.S. Department of the Interior, National Park Service, n.d.), 46.

National Register of Historic Places
Continuation Sheet

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Section number 8 **Page** 28

Appendix: Timeline of Major Events

1924 - Original building that housed "Lloyd's Auto" on this site burns. (*Springfield News-Leader*, August 29, 1924.)

1925 - Olive Street is paved. (*Springfield News-Leader*, March 3, 1925.)

1926 - April-Route 66 opens through Springfield.

July- Construction begins on the Fallin Garage. (*Springfield News-Leader*, July 2, 1926.)

October- Fallin Garage Building is complete, and the Fallin Garage opens. Advertisements in the newspapers for automobile storage and other services (*Springfield News-Leader*, October 26, 1926.) **Beginning of the Period of Significance.**

1927 - Springfield City Directory listings at the Fallin Garage address: Fallin Garage, Springfield Motor Company, Union Auto Indemnity.

1928 - Fallin Garage begins selling Seiberling products while continuing to offer storage and other auto services. (*Springfield News-Leader*, June 7, 1928.)

1929 - Fallin Truck terminal opens. Fallin advertises for "Auto Storage" (*Springfield News-Leader*, August 11, 1929) and "store your car." (*Springfield News-Leader*, November 14, 1929.)

1930 - Fallin Garage and the Finkbiner Transfer Company merge March 1 to create the Finkbiner-Fallin Garage and Truck Terminal, described in the paper as the "largest business of its kind in the mid-west." (*Springfield News-Leader*, February 28, 1930.)

"The garage has one of the largest floor spaces of any garage here. The garage is equipped for both general work and truck terminal use." (*Springfield News-Leader*, March 1, 1930.)

Finkbiner-Fallin services include "washing, greasing, storage, repairs, vulcanizing, road service." (*Springfield News-Leader*, 5-28-1930.)

1931 - October- Fallin and Finkbiner separate. The Fallin family forms the Fallin Garage and Truck Terminal in the Fallin Garage building. Finkbiner Moving and Storage stays in the Finkbiner building to the west.

1940 – The last year the Fallin Garage was listed in the Springfield City Directory. **End of the Period of Significance.**

1941 – Directory listings: Ozark Wholesale Beverage Company occupies the Fallin Garage building. Fallin Truck Terminal is at 323 W. Olive. There is no listing for the Fallin Garage.

National Register of Historic Places
Continuation Sheet

Section number 9 Page 29

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

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National Register of Historic Places
Continuation Sheet

Section number 9 Page 30

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

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National Register of Historic Places
Continuation Sheet

Section number 10 Page 31

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Verbal Boundary Description (Describe the boundaries of the property.)

Beginning at a point 66 feet west of the southwest corner of Lot 1 of Denton and McLaughlin's Addition to Springfield, go north 174 feet to the right-of-way of the Missouri Pacific Railroad, thence southwest 190 feet along said right of way to the northeast corner of the Finkbiner property, thence South 110 feet to Olive Street; thence east 179 feet to the point of beginning.

Otherwise known as Greene County Property Parcel #1323103004.

Boundary Justification

The boundaries encompass all land currently and historically associated with the building.

National Register of Historic Places
Continuation Sheet

Section number Figures Page 32

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Figure 1. Location and Context Map, with scale. (*Google Earth*, accessed April 2023.)



National Register of Historic Places
Continuation Sheet

Section number Figures Page 33

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Figure 2. Close up Aerial View, with Coordinates. (Google Earth, accessed April 2023.)



Coordinates

Latitude: 37.209949°

Longitude: -93.295374°

National Register of Historic Places
Continuation Sheet

Section number Figures Page 34

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Figure 3. Site Map with Property Boundaries. Greene County Assessor's Office, accessed May 11, 2023, <https://www.greencountyassessor.org/assessor/maps/map.aspx?sIndex=0&idx=1&LMparent=20>.



National Register of Historic Places
Continuation Sheet

Section number Figures Page 35

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Figure 4. Aerial Views. Top: Looking North. Bottom: Looking South. (*Google Earth*, accessed April 2023.)

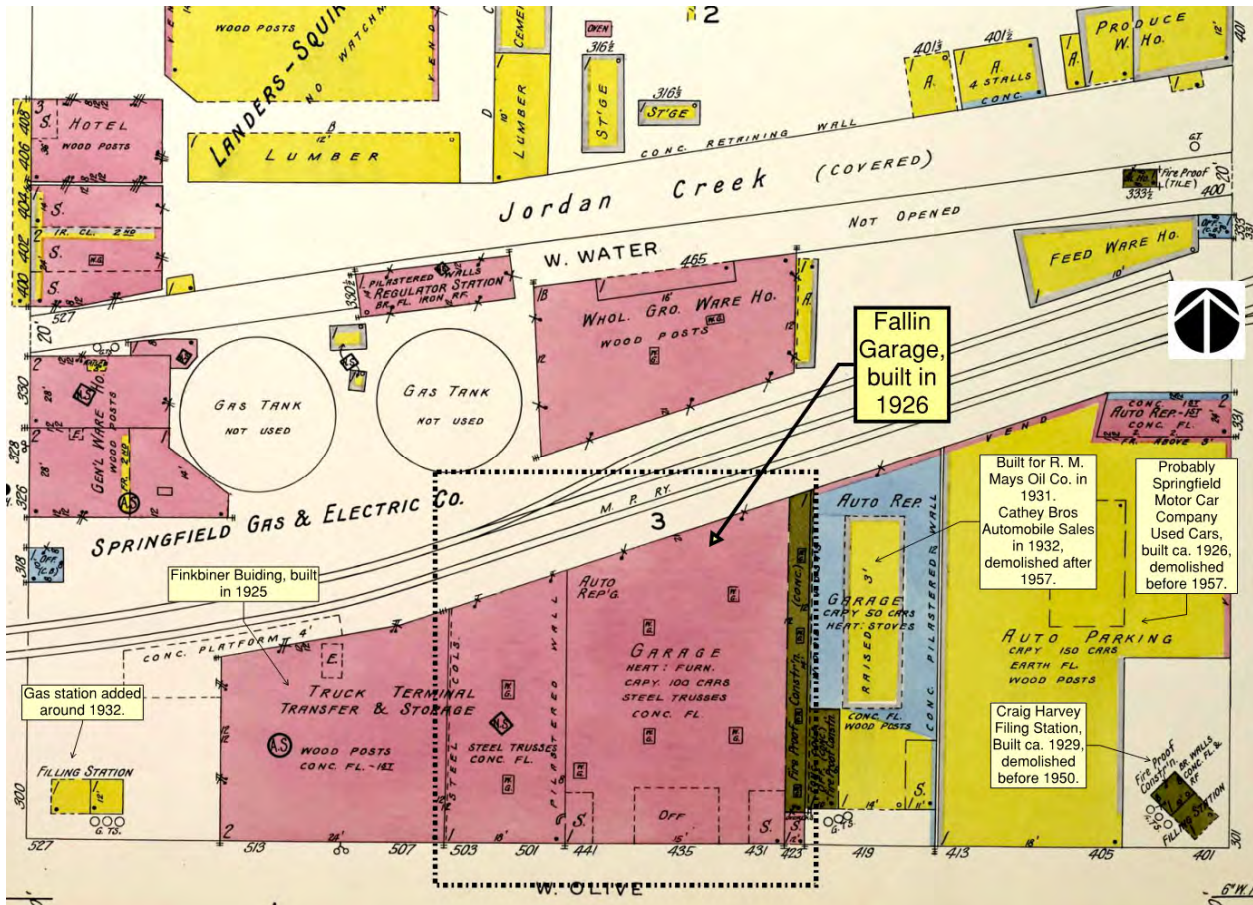


National Register of Historic Places
Continuation Sheet

Section number Figures Page 36

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Figure 5. 1933 Sanborn Map. (Sanborn Map and Publishing Co. "Springfield, Missouri," New York: Sanborn Map and Publishing Company, 1933, 12. Names and dates for neighboring properties are from *Polk's Springfield Directories*, (Kansas City: R. L. Polk and Co., Various issues 1926-1934.)



National Register of Historic Places
Continuation Sheet

Section number Figures Page 37

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Figure 6. Details of the Front Cornice. (Photos by Deb Sheals 2023.)



National Register of Historic Places
Continuation Sheet

Section number Figures Page 38

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Figure 7. Historic Photo of the Finkbiner Building, ca. 1930. The west edge of the Fallin Garage is visible to the right and in the insert. It shows a garage opening and what appears to be the back part of a truck. (Richard Crabtree, "Springfield, Missouri History, Landmarks & Vintage Photography," *Facebook*, accessed April 6, 2023. https://www.facebook.com/groups/408419005987287/posts/1261786547317191/?comment_id=2125868944242276. Reused with permission. .)

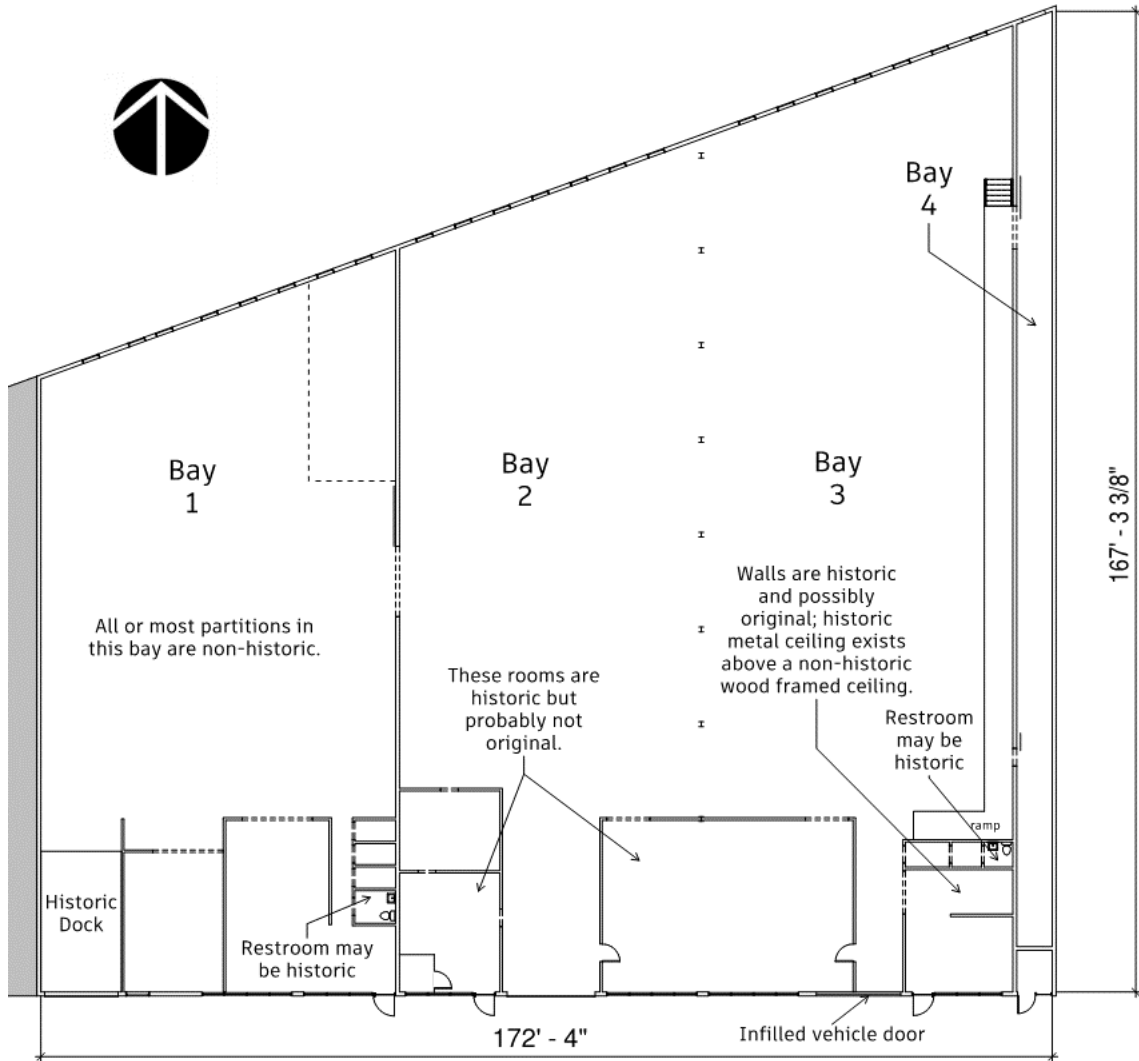


National Register of Historic Places
Continuation Sheet

Section number Figures Page 39

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Figure 8. Current Floorplan. (Plan by Arkifex Studios, Springfield.)



National Register of Historic Places
Continuation Sheet

Section number Figures Page 40

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Figure 9. Photos of Cashier Station in Bay 2 (top), and Dock in Bay 1 (bottom). (Deb Sheals and Tyler Hellweg, 2023.)



National Register of Historic Places
Continuation Sheet

Section number Figures Page 41

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Figure 10. Cars in the Springfield Public Square, ca. 1913. ("A look at historic and modern photos in Springfield," *Springfield News-Leader*, accessed March 23, 2023, <https://www.news-leader.com/picture-gallery/news/local/ozarks/2019/02/08/look-historic-and-modern-photos-springfield/2722951002/>.)



National Register of Historic Places
Continuation Sheet

Section number Figures Page 42

Fallin Garage

Name of Property
Greene, Missouri

County and State

Historic and Architectural Resources of Springfield, Missouri

Name of multiple listing (if applicable)

Figure 11. West Olive Street, with Lloyd's Garage, June 8, 1924. Top: Looking East. Bottom: Looking West. ("Springfield Public Transportation Photos," *Missouri State University Digital Collection*, accessed March 3, 2023.)

<https://cdm17307.contentdm.oclc.org/digital/collection/transport/search/page/1>.



National Register of Historic Places
Continuation Sheet

Section number Figures Page 43


Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Figure 12. Early Fallin Garage Ads. (Left: *Billings Times*, October 21, 1926, 4. Right: *Springfield Leader and Press*, October 10, 1926, 13.)

When in Springfield

Store your car in it's newest
and most up-to-date Garage.
12 Hour Storage 25c
Car Washing—Tire Repairing
Auto Repairing—Accessories
A Modern Ladies Rest Room.
Open Day and Night
441 W. Olive St.

FALLIN'S GARAGE

A  **New Garage**

*offering cleaner
more efficient
repair work.*

OUR repair service department is now complete and under the very able direction of Mr. Charles E. Beadles, an automobile repair man who has had more than fifteen years' experience here as well as in Kansas City and Joplin. Until recently Mr. Beadles was with Franklin Service under Williams in Kansas City. He also handled Franklin Service work in Joplin and several years ago was service manager for the Springfield Overland company, then under the direction of Mr. Gas. He has also done Nash service work for the Springfield Nash company under Mr. Shockey.

Repair Specialists
On Following Cars:

- Nash
- Dodge
- Buick
- Chandler
- Cleveland
- Hupmobile
- Franklin


(We know the air-cooled motor)

BESIDES a very adequate repair department, we also offer a complete stock of tires, tubes and accessories—this department to be under the direction of Mr. W. H. Fallin. Our new building is steam heated, has a comfortably furnished ladies' rest room, and will accommodate two hundred cars. From the gasoline pump in front to the very last small corner of the repair department, a high standard of efficient and courteous service as well as spic and span cleanliness will be maintained. New accounts are invited—especially those who are most particular about how their cars are taken care of.

Fallin Garage

441 West Olive Phone 2121

200 Car Capacity



National Register of Historic Places
Continuation Sheet

Section number Figures Page 44

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Figure 13. Fallin Garage Storage Ads. (Top: *Springfield Leader and Press*, November 27, 1929, 7.
Bottom: *Springfield Leader and Press*, November 14, 1929, 20.)

Garage Service
Complete 24 Hour Service
STORAGE SEIBERLING TIRES
WASHING SEIBERLING BATTERIES
GREASING DUAL WHEELS FOR TRUCKS
VULCANIZING TYDOL GAS AND OIL
24-HOUR ROAD SERVICE
Inquire about our Storage Rates which include Washing,
Greasing, Delivery Service to Office, Home or Theater.
FALLIN GARAGE
PHONE 872 OLIVE AT MARKET

Protection For Your Car
Store your car in a Modern Heated Garage. Protect it from
Ol'-Man-Winter or possible damage while parked on busy
streets.
Inquire about our Special Storage Rates—which includes:
Washing, Greasing and Delivery Service to your Office,
Home, and Theater.
FALLIN GARAGE
"Complete One-Stop Service"
431-41 West Olive Phone 872

National Register of Historic Places
Continuation Sheet

Section number Figures Page 45

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Figure 14. Example Floorplan of a "Single Floor Garage with Two Showrooms," (P. M. Heldt, "The Garage Business-Buildings, Equipment, Methods," *The Horseless Age*, December 1, 1915, 423.)

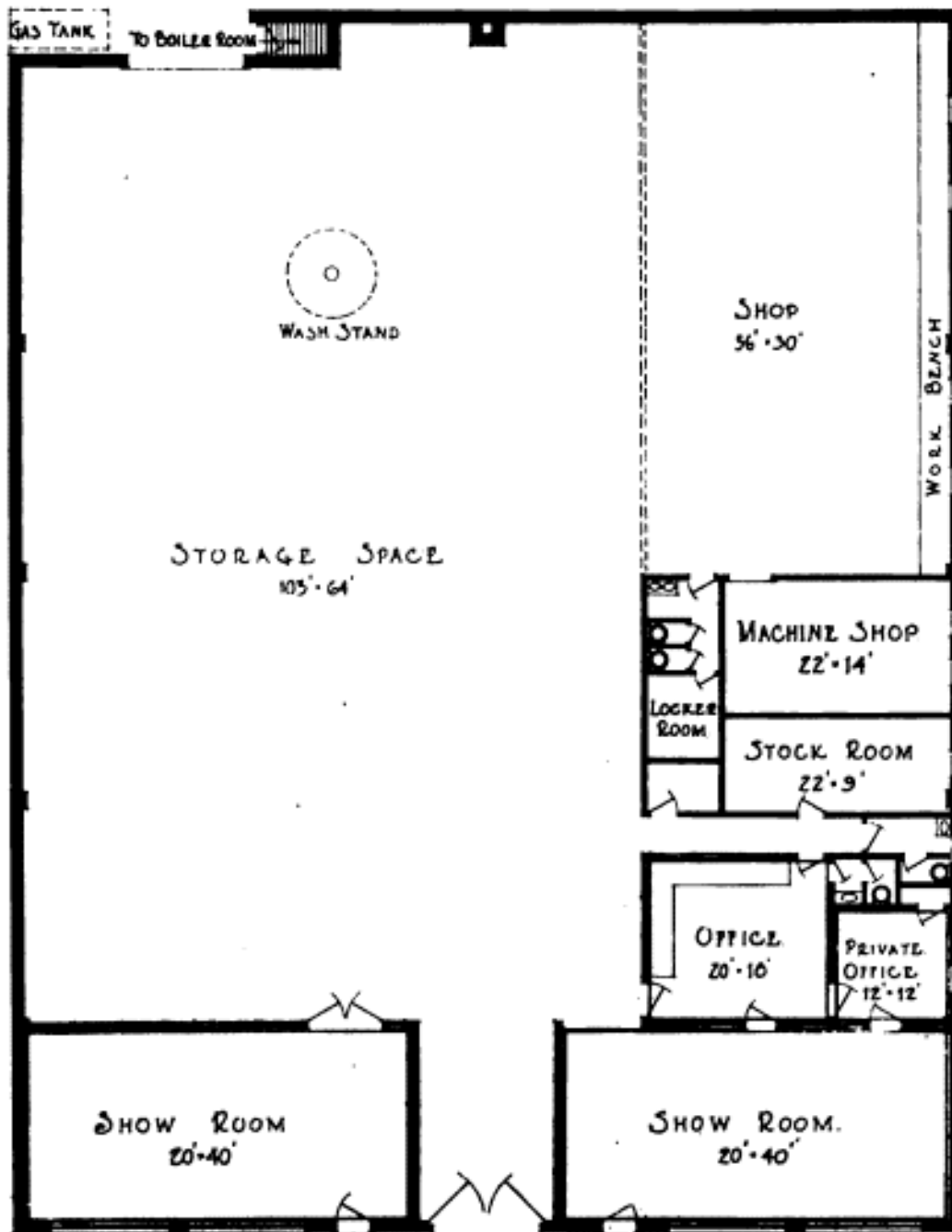


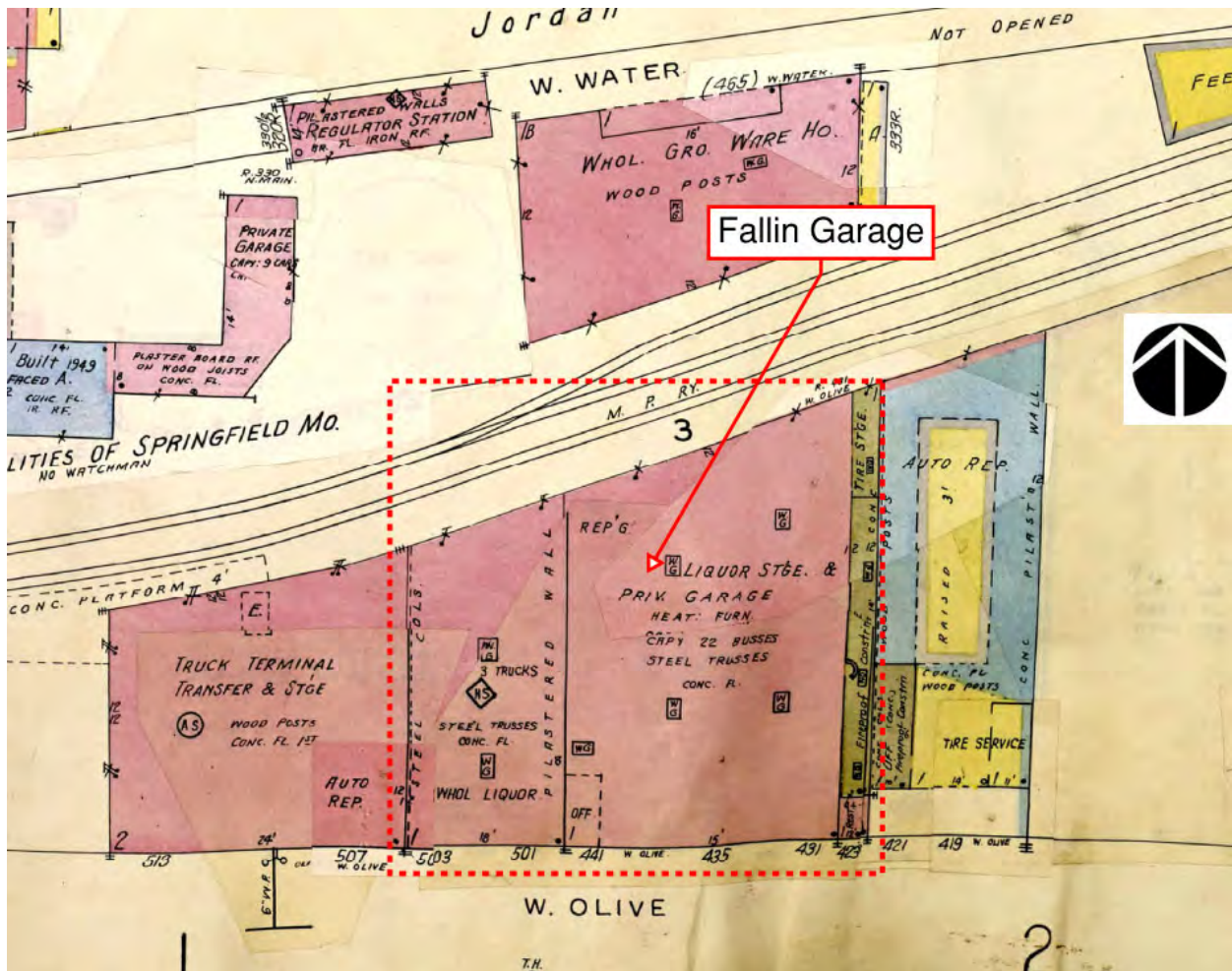
Fig. 12—Single Floor Garage with Two Show Rooms.

National Register of Historic Places
Continuation Sheet

Section number Figures Page 46

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Figure 15. 1950 Sanborn Map. (Sanborn Map and Publishing Co. "Springfield, Missouri," New York: Sanborn Map and Publishing Company, 1950, 12.)



National Register of Historic Places
Continuation Sheet

Section number Figures Page 47

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Figure 16. a. Other Early Twentieth-Century Garage Buildings in Springfield. (*Google Earth*, accessed April 2023; Sanborn Map and Publishing Co. "Springfield, Missouri." New York: Sanborn Map and Publishing Company, 1933, various sheets.)



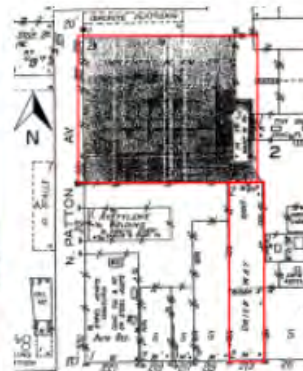
Fallin Garage, 441 West Olive, 1926. 100 + car capacity.

(Photo Debbie Sheals, 1933 Sanborn Sheet 12)



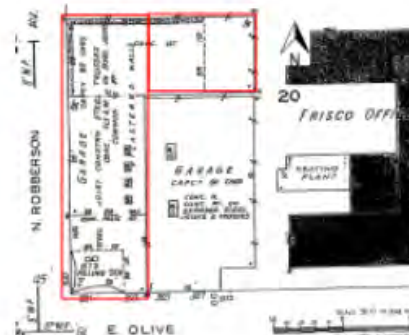
Oliver's Garage, 213 W Olive, current form ca. 1931. 120 car capacity

(Google Maps, 1933 Sanborn Sheet 13)



Yelloway Garage, 301 East Olive, ca. 1927. 80 car capacity.

(Google Maps, 1933 Sanborn Sheet 14)



National Register of Historic Places
Continuation Sheet

Section number Figures Page 48

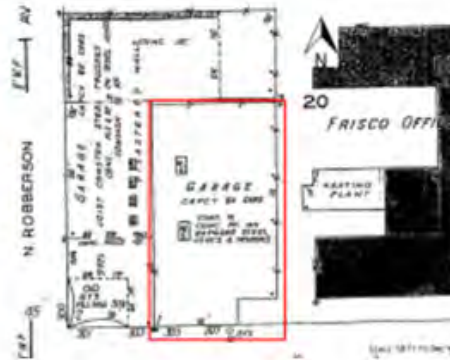
Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Figure 16.b. Other Early Twentieth-Century Garage Buildings in Springfield. (*Google Earth*, accessed April 2023; Sanborn Map and Publishing Co. "Springfield, Missouri." New York: Sanborn Map and Publishing Company, 1933, various sheets.)



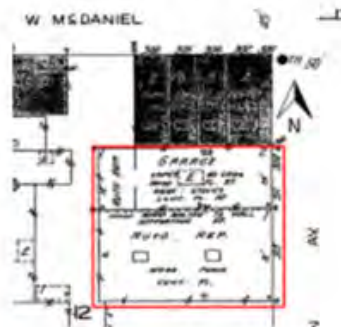
Singmar Garage, 311 E Olive, ca. 1927. 60 car capacity.

(Google Maps, 1933 Sanborn Sheet 14)



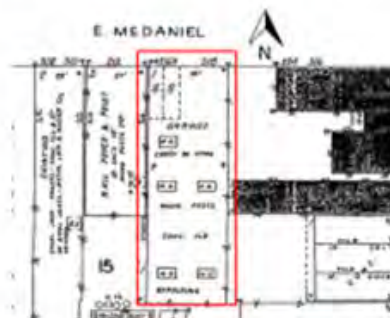
Guy Rogers, 313 S Patton, 40 car capacity.

(Google Maps, 1933 Sanborn Sheet 2)



The American Motor Car Company/Maxwell Automotive/Amis Car Rental, 318 McDaniel, ca. 1927. 30 car capacity.

(Google Maps, 1933 Sanborn Sheet 4)



National Register of Historic Places
Continuation Sheet

Section number Figures Page 49

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Figure 16.c. Other Early Twentieth-Century Garage Buildings in Springfield. (*Google Earth*, accessed April 2023; Sanborn Map and Publishing Co. "Springfield, Missouri." New York: Sanborn Map and Publishing Company, 1933, various sheets.)



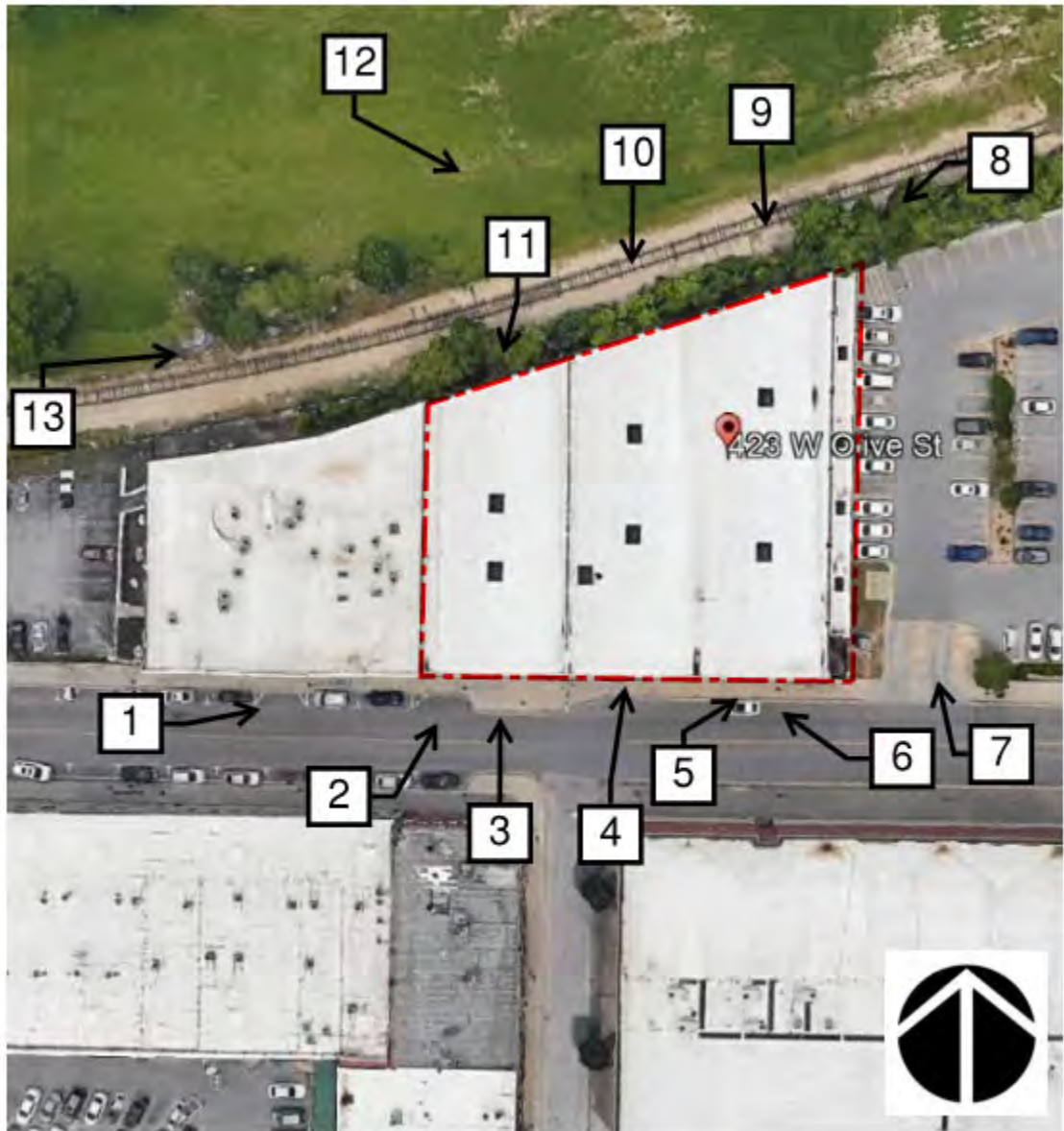
Proctor Motor Company, 312-314 E Olive, 8 car capacity (Google Maps, 1933 Sanborn Sheet 4)

National Register of Historic Places
Continuation Sheet

Section number Figures Page 50

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Figure 17. a. Photo Key, Exterior Photos



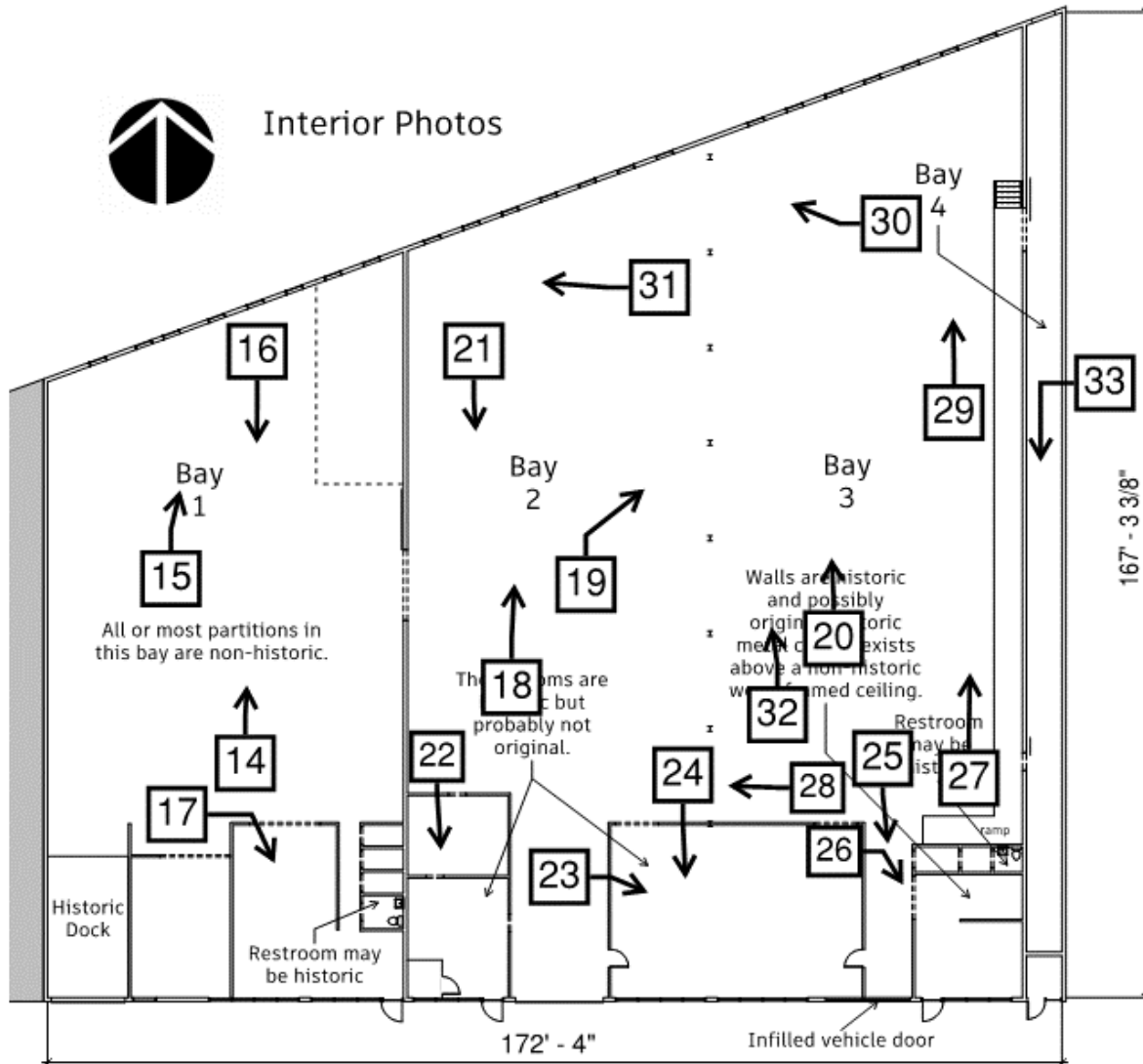
Exterior Photos

National Register of Historic Places
Continuation Sheet

Section number Figures Page 51

Fallin Garage
Name of Property
Greene, Missouri
County and State
Historic and Architectural Resources of Springfield, Missouri
Name of multiple listing (if applicable)

Figure 17.b. Photo Key Interior Photos











MORRIS
1884

MURNEY
COMMERCIAL
882-6222
murney.com
BRETT HEINTZ
417-861-1585
FOR SALE

Olive St 500 W

NO
PARKING
→





































23









