

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

1. Name of Property

historic name Schneider, Henry, Building

other name/site number Monarch Machine Company, Main Street Garage, Cities Service Company Station, Herrick and Edwards Tires

2. Location

street & number 600 College St./ 219-231 S. Main St. N/A not for publication

city or town Springfield N/A vicinity

state Missouri code MO county Greene code 077 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 nationally statewide locally. (See continuation sheet for additional comments.)

Mark A. Miles 03 AUG 2006
Signature of certifying official/Title Mark A. Miles/Deputy SHPO Date

Missouri Department of Natural Resources
State or Federal agency and bureau

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	Signature of the Keeper	Date of Action
<input type="checkbox"/> determined eligible for the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain:)	_____	_____

**Schneider, Henry, Building
Greene County, Missouri**

5. Classification

Ownership of Property	Category of Property
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)
<input type="checkbox"/> public-local	<input type="checkbox"/> district
<input type="checkbox"/> public-State	<input type="checkbox"/> site
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure
	<input type="checkbox"/> object

Number of Resources Within Property	
Contributing	Non-contributing
1	0 buildings
0	0 sites
0	0 structures
0	0 objects
1	0 Total

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

**Number of contributing resources previously listed
in the National Register.**

Historic and Architectural Resources of
Springfield, Missouri

N/A

6. Function or Use

Current Functions

Historic Functions

COMMERCE/specialty store

Vacant/ Not in use

7. Description

Architectural classification

Other: Garage/dealership

Materials

foundation _____ concrete

walls _____ brick

roof _____ not visible

other _____ limestone

See continuation sheet []

Narrative Description See continuation sheet [x].

**Schneider, Henry, Building
Greene County, Missouri**

Historic and Historic Archeological Resources of Route 66

**8. Statement of Significance
Applicable National Register Criteria**

A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

Property is:

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

See continuation sheet [x].

9. Major Bibliographic References

Bibliography See continuation sheet [x].

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Name of repository: _____

Areas of Significance

Transportation

Commerce

Period of Significance

Ca. 1928-1956

Significant Dates

ca. 1952

Significant Person(s)

N/A

Cultural Affiliation

N/A

Architect/Builder

unknown

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Schneider, Henry, Building
Greene County, Missouri
Historic and Architectural Resources of Springfield, Missouri

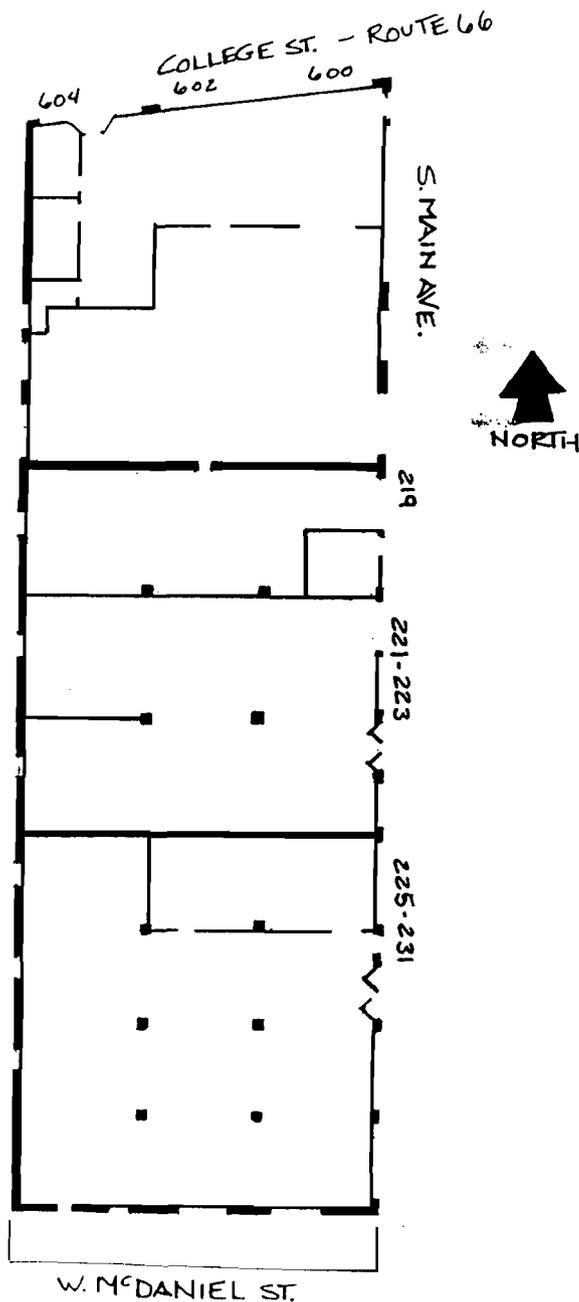


Figure One: Floor Plan. Sketch plan by Deb Sheals, after a measured drawing by Bates and Associates Architects, Springfield.

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Schneider, Henry, Building
Greene County, Missouri
Historic and Architectural Resources of Springfield, Missouri

Summary: The Henry Schneider Building, at 600 College Street in Springfield, Missouri, is a one-story commercial building with brick walls, a concrete foundation and a flat roof. It was built ca. 1928, and the façade was remodeled to its current form around 1952. It is a long, narrow building that occupies the southwest corner lot at the intersection of College Street and South Main Avenue. College Street was part of the first path of U.S. Route 66 through Springfield, and it continued to be an alternate route into the early 1960s. The Schneider building housed multiple automobile related businesses from the time it was constructed into modern times. The Schneider building is an intact, representative example of the Automobile Related Resource, Commercial Garage subtype as identified in a state-wide survey of U.S. Route 66 properties in Missouri conducted in 2003. It meets the registration requirements for "Automobile Related Buildings, ca. 1920-1948" as described in the Multiple Property Cover Document, "Historic and Architectural Resources of Springfield, Missouri." The building is made up of three large blocks, one that faces College Street, and two that face east to South Main Avenue. The front block has the College Street address, and the Main Avenue addresses range from 219 to 231 South Main Avenue. The front part of the building has two storefronts that face north to College Street, as well as an overhead garage door facing Main. One storefront occupies the western third of the façade and the other covers the remainder of that elevation and wraps around to include the first bay of the side wall as well. The brick wall above the storefronts features round limestone medallion with the letter "S". Each of the Main Street bays has at least one overhead garage door, along with large banks of metal -framed windows. The interior of the building is largely unfinished, with concrete floors, and bare brick or tile walls. This is the only resource on the property, and it occupies all of the lot. The building is in good condition and highly intact. It has seen no additions or changes of note in the last fifty years, and is immediately recognizable to its period of significance.

Elaboration:

The Schneider Building is located just two and one-half blocks west of the Springfield Public Square. The blocks surrounding the property house a variety of commercial buildings, most of which are less than fifty years old or greatly altered. Residential neighborhoods lie a few blocks to the south and west, and to the north and east, the properties are predominantly commercial.

The building sits at the southwest corner of the intersection, with College

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the street runs almost to the edge of the building. The west elevation faces a paved parking lot for the adjoining property (a 1960s radio station.) The back wall of the building is just a few feet from W. McDaniel Street, which borders the Schneider lot to the south.

The building is composed of three nearly equal units, each of which is roughly square in plan. The lot slopes gently up to the south, away from College, and the blocks step up to accommodate that change in grade. Brick and tile firewalls separate the bays on the interior of the building, and each block has slightly different patterns of fenestration. The front block started out as a drive-through filling station with a separate store space, and was converted to full retail use around 1952. The middle section housed the Main Street Garage and other automobile-related shops throughout its early history, and the back block was home to the Monarch Machine Shop from ca. 1930 to early 2006.

The front block is most visible from College Street, which was Route 66 during the period of significance. The wide north elevation is one story tall, with a stepped brick parapet above open storefronts. (See photo 5.) The parapet has raised corners and a wider raised center, and it is capped with smooth limestone coping. The same type of limestone was used for the "S" medallion that is centered in the upper wall. The medallion consists of a flat limestone "S" which is set into the brick wall, and surrounded by round smooth stone molding. (See photo 6.)

There are two main storefronts in the north end of the building. On the west edge of the north wall is a narrow storefront that appears to be original, and the rest of the north elevation has a storefront system that was installed ca. 1952. The 1950s storefront, which wraps around to the east wall as well, replaced a filling station drive-through that was part of the building when it was new. (See the Sanborn map in Figure Two.) That storefront has wide glass display windows, and a very low brick bulkhead. All of the display windows have milled aluminum framing. A wide flat band of stucco runs along the tops of the storefronts. A post at the northeast corner of the building is covered with the same material. (See photo 4.)

The front part of the building is adorned with unusual limestone capitals, which are set into the brick walls above the stucco band. There are four across the front wall, and one on the east side wall. The capitals are of very smooth limestone, with flared tops, and caps fashioned of bands of brick and molded limestone bands. (See photo 7.) The capitals probably topped brick posts when new; the capital on the west side of the façade lines up with a panel of early or original brick.

The center block of the building, which faces S. Main Avenue, has a much

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with three bays of garage doors and metal-framed windows. (See photo 2.) One garage door appears to be less than 20 years old, another is early, but not original, and the third set appears to be original. The first two are overhead doors, and the older one of those has square wooden panels with two rows of glazing about eye level. The last set consists of four tall narrow wooden doors that open accordion style. Each door has 14 rectangular lights over a single recessed panel. They are in poor condition, but little changed. All of the windows are early or original, and in fair to good condition. The brick wall along the top of the middle block has a recessed brick panel and a shallow stepped parapet.

The east wall of the back section is similar, but differs in that it appears to have been built for just one shop instead of three. It has one pedestrian door, and one accordion-style garage door, and the rest of the wall is filled with metal-framed shop windows. The garage door is very similar to the oldest door in the center section, except that it has 12 lights, and two lower wooden panels. It, too, is highly intact, although in poor condition. The upper part of this wall has a recessed panel as well. That panel bears part of an early painted "Monarch Machine Company, Inc." sign; it appears that the upper wall had to be rebuilt at some point, and only part of the sign survived that project.

The back wall of the building has another painted "Monarch" sign, which has fared better; although faded, it is fully intact. There is a smaller "Champion Spark Plugs" sign painted on the lower section of the same wall. That elevation also has large blocks of metal-framed windows, and a large opening on its west end appears to have originally held another garage door. That opening has been partly filled with concrete blocks and now contains just a single pedestrian door; the opening itself is unchanged. The west wall of the building is very similar on all three sections; it is a flat red brick wall with widely spaced metal-framed windows. As is the case elsewhere on the building, all of the windows there appear to be original, and all are in fair to good condition.

The interior spaces are also largely intact. The front section contains open retail space by the storefronts, with more utilitarian shop space further back. Flooring is concrete or newer tile, and the walls are plastered near the front and left as natural brick and tile in the back. The two back sections of the building have few to no interior finishes. They both have early concrete floors, simple square support columns, and exposed brick and tile walls.

The Schneider building has seen very few changes of note since the new storefront was installed ca. 1952, and the back blocks are much as they were in the

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Historic and Architectural Resources of Springfield, Missouri

Summary: The Henry Schneider building, at 600 West College Street, in Springfield, Missouri, is significant as an early and long-lived commercial garage on U.S. Route 66 in Springfield. West College Street served as part of the original route of that highway through Springfield, and it continued to see Route 66 traffic into the early 1960s. The Schneider building was built by or for local businessman Henry Schneider ca. 1928, shortly after the famed interstate highway was established, and it housed automobile-related businesses the entire time Route 66 passed through Springfield. The period of significance runs from the time the building was constructed, ca. 1938, to 1956, the arbitrary 50 year cut off date and just six years prior to the replacement of Route 66 by Interstate 44 through Springfield. The building is located just west of the Springfield Public Square, in an area that housed a concentration of automobile sales and service establishments during the period of significance. The front of the building originally held a Cities Service filling station and a tire dealership, and the back bays, which face a side street, housed commercial garages and related businesses. Those businesses included the Main Street Garage, which operated at 219 S. Main Ave. from c. 1932 to ca. 1963, and the Monarch Machine Shop, an automotive machine shop that occupied a full third of the building for more than 75 years. The original filling station drive-through at the front was enclosed and remodeled ca. 1952 to house an automobile glass business and the building has seen few changes of note since that time. The Schneider building is a good representative example of the Automobile Related Buildings property type as described in the "Historic and Architectural Resources of Springfield, Missouri" multiple property cover document, and is related to the historic context, "19th and Early 20th Century Commercial Buildings." The property was also identified as an example of Automobile Related Resources, Commercial Garage subtype in a state-wide survey of U.S. Route 66 properties in Missouri conducted in 2003. It is significant under Criterion A, in the areas of Commerce and Transportation with a local level of significance for its long association with Route 66 in Springfield and for its association with the development of automobile related businesses in Springfield between 1920 and 1948. The building today looks very much as it did during the period of significance, and it clearly reflects its long association with "America's Main Street," Route 66, in Springfield.

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Elaboration:

U.S. Highway 66, or Route 66, has been an important part of our nation's cultural, economic, and transportation history since its inception in 1926. Initially proposed by a joint board appointed by the U.S. Secretary of Agriculture in March of 1925, Route 66 played an important commercial role for the cities it bisected or touched during its peak years, circa 1926-1985.² Route 66, from the beginning, had strong links to southwest Missouri and, specifically, Springfield. Cyrus Avery of Tulsa, Oklahoma initially proposed a highway running diagonally across the western half of the country from Chicago, Illinois to Los Angeles, California. Avery was a member of the original committee charged with assigning route numbers to the nation's new interstate highway system; others in that group of five included B. H. Piepmeier, Missouri State Highway engineer, and Frank T. Sheets of Illinois, both of whom naturally had a keen interest in the Chicago to Los Angeles route. It was during a meeting in Springfield that Cyrus Avery and B. H. Diepmeier accepted 66 as the designated number for the new highway, on April 30, 1926.³ To many, Springfield serves as the "birthplace" of Route 66 because of that meeting.

The route that would become 66 in Springfield was already in place when the new highway was established in 1926. The new highway route through the city utilized a series of roads that took travelers from the east side of the county, into Springfield, through the public square, and westward along College Street. The property located at 600 West College Street sat directly on the new Route 66, and the corner location, just blocks from the public square, became prime commercial real estate with the creation of the new highway system. Talk of the upcoming highway system, along with a general increase in automobile traffic, spurred speculative development along the proposed route. One such speculator in Springfield was local businessman Henry Schneider. Schneider bought what had been residential property at College and Main in 1925, and appears to have converted it to commercial use within a couple of years.⁴ Schneider served as president of the McDaniel National Bank but spent most of his days in the retail clothing business. He owned the Schneider Clothing Company for over half a century in Springfield and was involved in several fraternal and civic organizations.⁵

² Cassity, and Becky Snider and Debbie Sheals, Route 66 in Missouri: Survey and National Register Report. (On file with the Missouri Historic Preservation Office, Jefferson City, MO.)

³ Ibid., pp. 21-22, 24, and Skip Curtis, Birthplace of Route 66, (Springfield, MO: Curtis Enterprises, 2001) pp. 11-14.

⁴ Greene County Deed Book 475, p. 588, (Greene County Archives, Springfield, Missouri), and Springfield City

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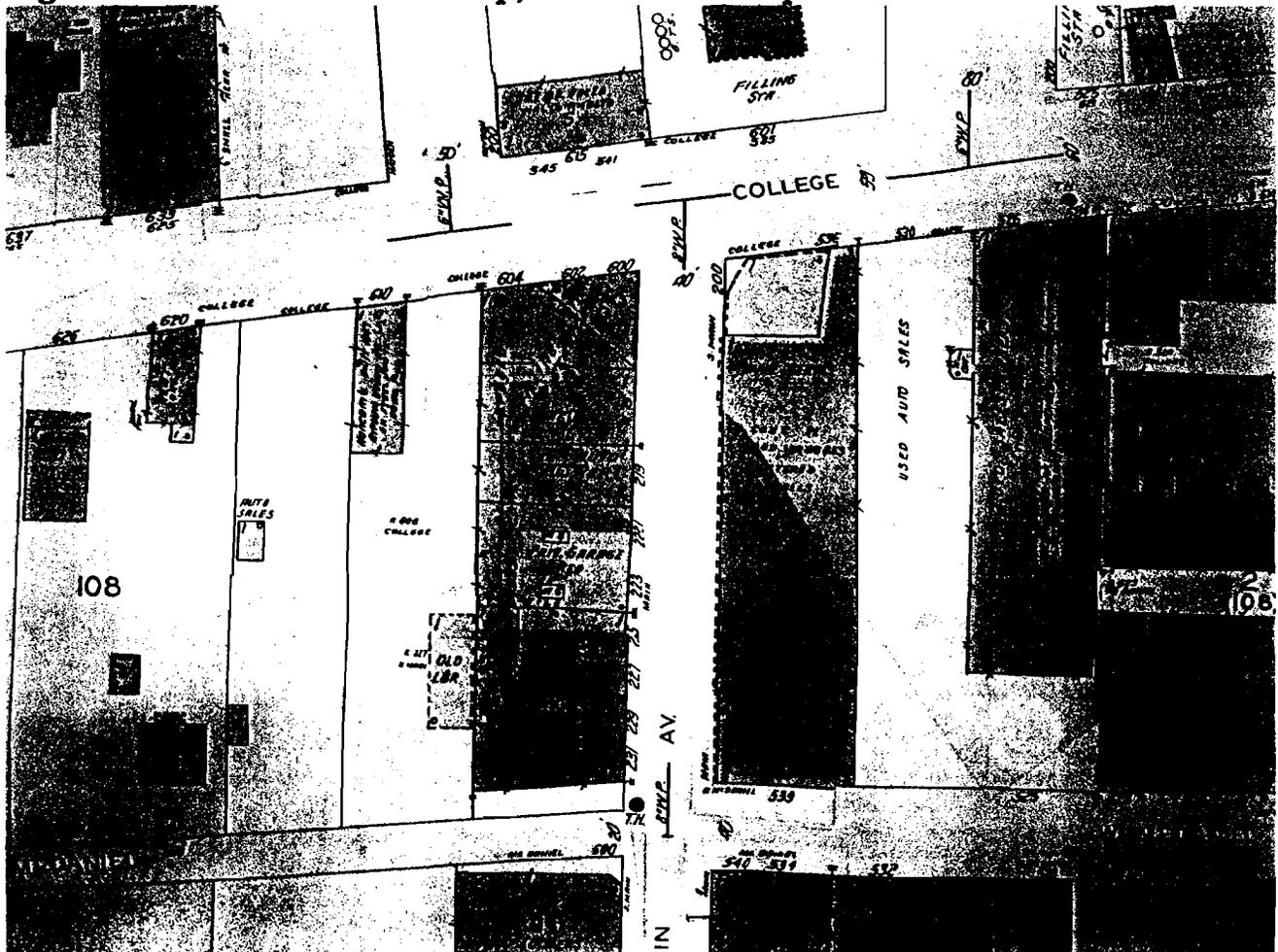
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The College Street building appears to have served only as an investment property for him. Although it remained in his family throughout the period of significance, there is no evidence that he was ever involved with any of the businesses located there. The "S" on the building presumably is for Schneider.

By 1928, Schneider's building on College housed a pair of businesses that catered to automobile owners. The drive-in filling station spot was occupied by the Cities Service Oil Company Filling Station, and the smaller side space was home to Herrick and Edwards Tires. Both of those companies were well-established in the automotive industry.

Figure Two. 1933 Sanborn Map, with ca. 1950 updates.



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The Cities Service Station Company had two locations in Springfield that year—one at 600 W. College and another at 997 S. Jefferson, on the east side of town. Cities Service Company, one of the major fuel companies of the early century, had formed in 1910 by Henry L. Doherty. In 1927, the company consolidated all of its gas and transportation activities into the Cities Service Gas Company. Today, Cities Service Company, known by the name CITGO, continues to be a major provider of fuel and gasoline.⁶ The station on College Street, as indicated by Sanborn insurance maps of 1933, housed three gas pumps at the corner of College Street And Main. The building front faced on a diagonal to the road, allowing space for cars to drive up to the pumps, either from College Street or Main Avenue. (See Figure Two.)

The Herrick family, who were part owners of the tire company at 602 College, played a significant role in Springfield's automobile history, and they operated other highway-related businesses in the neighborhood in that time period. They opened the first auto dealership in the city just across Main Avenue from this property, at 524 College, and sold cars there into the 1950s.⁷ (See Figure Two.) Sam Herrick also owned Herrick and Sons Transfer Company, just a couple of blocks to the east, at 427 West College, for many years. A small change in the tire store at 602 West College took place by ca.1930, when Herrick and Edwards Tires became known as Ideal Tire Company, owned only by Ira Herrick, one of the "sons" in Herrick and Sons.⁸

By the early 1930s, the rear sections of the Schneider building were also occupied by automobile-related businesses. Around 1930, the Monarch Machine Shop opened in the rear third of the building. That shop, which was described in the 1931 city directory as a "Motor Rebuilding" business, was to remain in operation there for the next 75 years. The company, which still functions as an automotive machine shop, just moved out of the building in early 2006. The 1931 city directory listing for the Monarch Machine Shop shows that the original officers were Jas. Pringle, president; H.L. Devore, secretary; and Ernest Brandt, vice president and manager. Ernest Brandt was still involved with the business three decades later; the 1962 directory listed him as the president of the company.

The center section of the building housed commercial garages for much of the

6 "CITGO History," Citgo Company Website, <<http://www.citgo.com/AboutCITGO/CompanyHistory.jsp>>. December 29, 2005.

7 O. G. ...

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period of significance, including one business that was in operation there for decades. Claude German and Morris Mink opened the Main Street Garage, at 219 South Main, around 1933, and the shop remained at that location until the mid-1960s.⁹ Both of those men had prior experience in the business; directories show that in 1928, Claude German was a mechanic at Felini Motor Company, and Morris Mink was a car-washer at the nearby Springfield Tractor Co. Mink disappeared from directory listings for the shop within a few years, but it remained in Claude German's name the entire time it was in operation on Main Avenue.

The establishment of the Main Street Garage meant that travelers along Route 66 had one-stop automotive shopping at Main and College. They could get gas and tires right off the highway, go to the middle section of the same building for minor repairs, or all the way to the back for a rebuilt engine. And if that did not work, they could go across the street to the east to the Herrick Car Dealership for a whole new vehicle. They also had the option of going across the street to the north to 601 West College, where Continental Oil (Conoco) had built a station ca. 1931. The Conoco Station remained at that location until 1958.¹⁰

As the volume of traffic from Route 66 on College Street increased, the final bays on the east elevation of the Schnieder building found tenants as well. According to city directories, by 1934 the space at 221-223 Main Avenue was shared by John Otte's auto repair shop and Letsch, a blacksmith. The blacksmith shop took over that whole space shortly after, and stayed there until around 1940. Those two sections of the building had a variety of tenants in later years, primarily auto repair shops.

Throughout its history, Route 66 often changed course, diverting cars away from busy downtown areas by offering alternate routes around city centers. A new Springfield route that was launched in 1935 gave tourists the option of by-passing the congestion around the Square by remaining on a northern route around Springfield, along Kearney Street on the city's northern edge. (See Figure Three.) As a result, Kearney Street also began to see new automobile-related commercial developments. Some businesses, such as the Conoco Company that had a station at 601 West College, opened a second location on Kearney Street. The Kearney St. Conoco station remained in business from 1935 until 1953.¹¹ Even with the opening of the new bypass route, however, the original road through the square

⁹ It disappeared from directory listings between 1962 and 1967.

¹⁰ Continuation 120

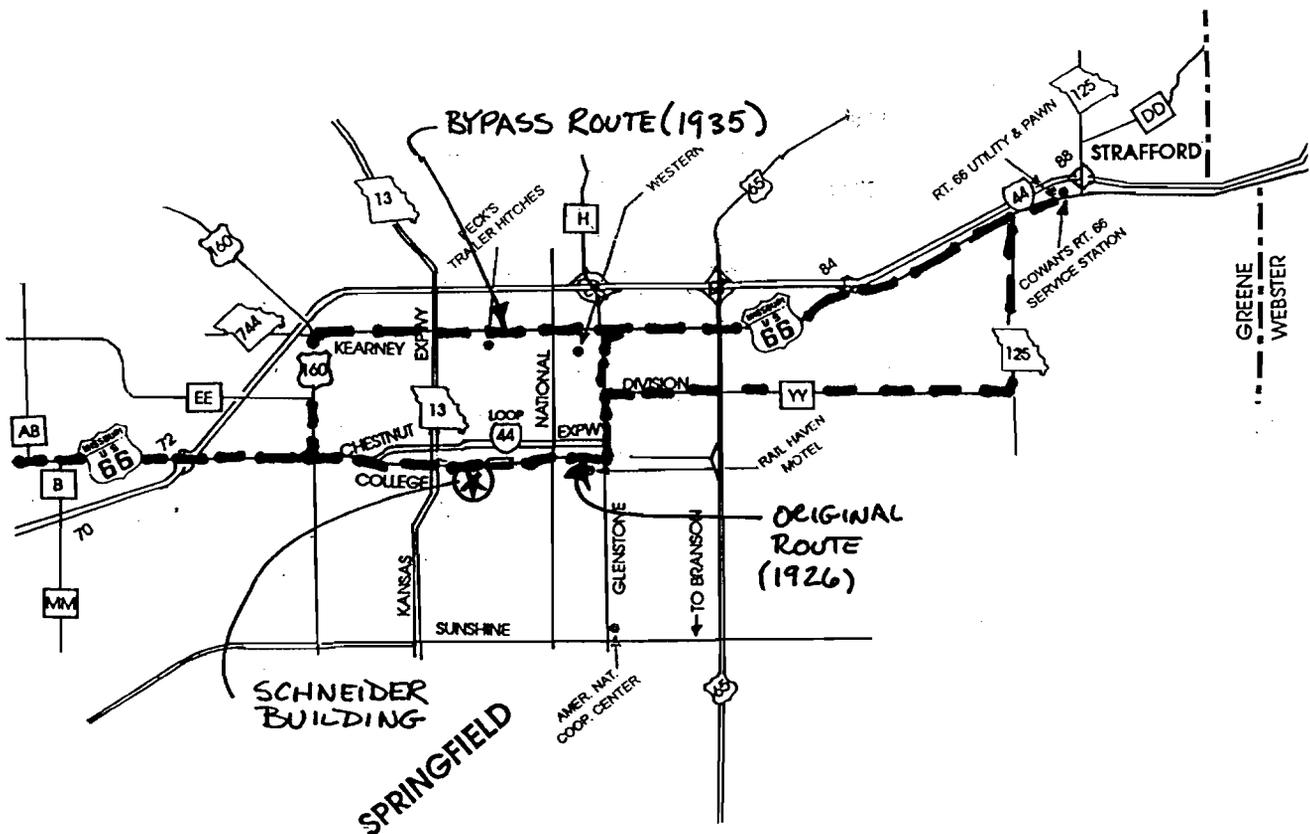
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along College Street continued to thrive. Proof of this prosperity rests in the fact that tourist motels and motor courts continued to open on College Street through the mid 1940s. One such tourist court is the Rock Fountain Court at 2400 West College Street, built ca. 1945 and listed in the National Register, 04/02/03.

Figure Three. Historic Routes of Route 66 in Springfield.



Perhaps due, in some part, to the addition of the bypass route around the city, the Cities Service Company at 600 College closed and a new filling station, the Max Rupert Filling Station, opened ca. 1936. The Ideal Tire Company at 602 College Street also closed around that time. The space did not sit empty though; by 1937 the entire north end of the building, 600-604 West College, was home to the J.A.

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combined the existing facilities of a tire shop and filling station into one service station, could better supply the needs of travelers as they motored east or west along College Street's Route 66. Koch and Sons remained at that location until around 1950, when the last auto-related business during the period of significance moved into the Schneider building.¹²

The auto glass department of Capitol Glass Company moved into the front section of the Schneider building around 1950. It was not a long move for them; they had another shop just a block to the south at this time, at 540 W. McDaniel. The move to the College Street location represented an expansion of their existing glass company, and they continued to operate at the McDaniel Street location after occupying the space on College Street. The new storefronts in the former gas station drive-through were most likely installed for Capitol Auto Glass.

Although the glass company is listed in the 1950 directory at 600-604 W. College, the building may not have been altered for them for another year or so. The Sanborn map from 1950 still shows gas pumps and the drive-through in place. (See Figure Two.) The current configuration was in place by the time the next Sanborn was published in 1957, and it is likely that the change was made shortly after the glass company moved in. A check of the 1952 phone book indicates that Capitol only had phone service at the McDaniel Street location then but it also confirms that Koch and Sons had moved further west on College. It is possible that the new front was being installed at that time, and that Capitol was using its old location for phone service, etc. The alteration date for the front corner has thus been set as ca. 1952. Capitol Auto Glass occupied the College Street space, under the management of Sharon McFadden, until the early 1960s; it disappears from city directories about the same time as the Main Street Garage, between 1962 and 1967.

Those two businesses closed about the time Route 66 ceased to exist in the city of Springfield. Because of heavy traffic on 66 and growing disrepair, Congress took action in 1944 and passed the Federal Aid Highway Act, allowing for the future building of an interstate highway system that would ultimately replace Route 66. In 1956, Missouri contracted funding to begin building such an interstate across the state. As each section of the interstate was completed, portions of Route 66 were systematically decommissioned.¹³ In 1962, Interstate 44 opened at Springfield,

¹² The 1952 Springfield phone book shows that Koch and Sons simply moved further West on College; they were at 254 I

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connecting Glenstone Avenue to Hazeltine Road, west of the city.¹⁴ Traffic immediately diverted away from both Historic Route 66 and Bypass 66 as the nation's new interstate highway system became a faster and smoother, though arguably less personable, method of automobile travel.

The Schneider building housed several different automobile-related businesses during the time Route 66 passed by its front wall, and it has seen no changes of note since the front corner was remodeled ca. 1952. Two of the three sections of the building housed automobile repair businesses for decades, and the building provides a notably well-preserved example of the Garages/Dealerships Property Type, as discussed in the Multiple Property Submission cover document "Historic and Historic Archeological Resources of Route 66." Except dealerships, it served nearly every type of auto-related industry over the years, from filling station to glass repair, and housed commercial garages throughout the period of significance. It strongly reflects its long and continued association with Route 66 in Springfield, Missouri.



¹⁴ "I-44 Opened for Traffic," *Springfield Leader and Press*, October 5, 1962.

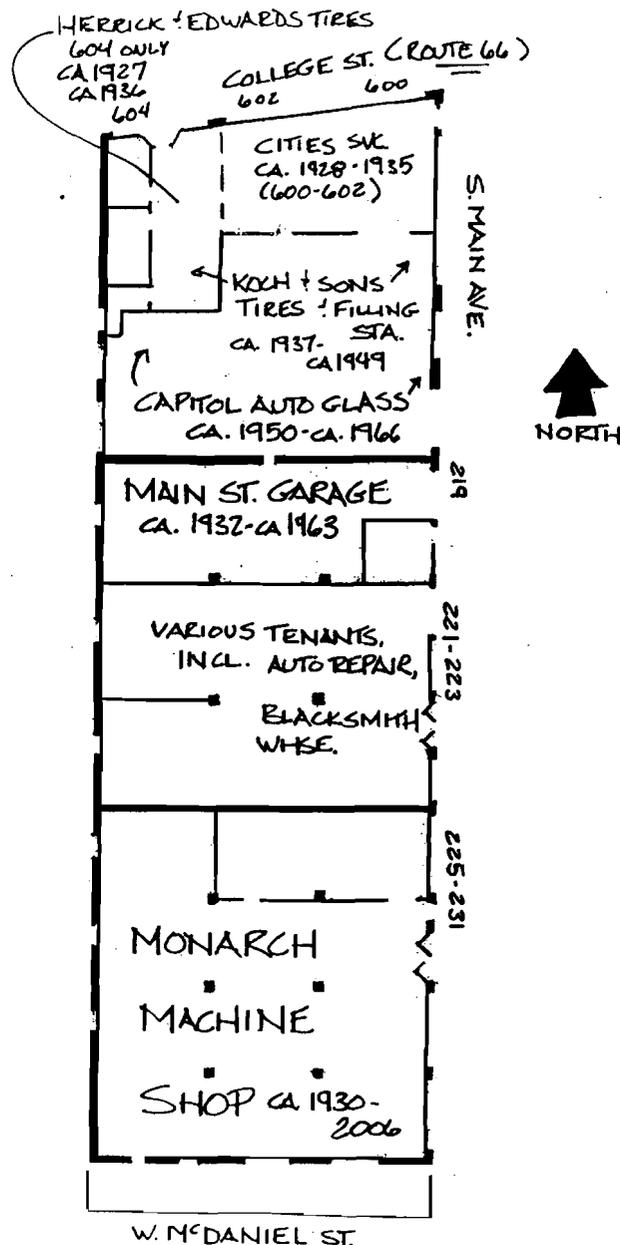
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Figure Four. Summary of Tenants during the Period of Significance.



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Historic and Architectural Resources of Springfield, Missouri

The Henry Schneider Building is a representative example of the Automobile Related Building, c. 1920-1948 property type in Springfield. Springfield changed drastically during the decade of the 1920s as the population boomed and the automobile became the primary mode of travel. The increase in local automobile ownership caused a related rise in the construction of automobile related buildings, notably in the fringes of the downtown area.¹⁵ The development of auto-related buildings and businesses was especially heavy along the routes of significant highways such as US Highway 60 and 65, and the original alignment of U.S. Route 66 through the heart of Springfield.¹⁶

According to the multiple property cover document, representative auto-related buildings often included both pedestrian entrances and garage bays. It was also common to have a "roll up" design with gas pumps and drive-through lanes recessed under the main roof of the building.¹⁷ This general design pattern is seen in the Schneider Building, which had drive through service lanes at the corner until the 1950s remodeling of the corner business.

The earliest auto-related buildings in Springfield tend to be clustered near the Public Square. This is true of the Schneider Building, located just one and a half blocks west of the square. These early buildings are typically one-story brick edifices, and many have undergone alterations such as "the addition of modern garage doors and enclosures of original storefronts."¹⁸ This type of alteration can be seen on the Schneider Building, though they occurred within the period of significance of the property and were undertaken by an automobile related business.

The Henry Schneider building meets the registration requirements for Automobile Related Buildings in Springfield. It is closely associated with the historic context and represents the early development of the property type both in location and in general design. Its construction just a few months after the designation of the Route 66 alignment along College St. is also indicative of the boom in business development along with the roadway and to service the increased number of tourists traveling the route through the community.

¹⁵ Philip Thomason, "Historic and Architectural Resources of Springfield, Missouri," Multiple Property Documentation Form, 1998, Section E, p. 13.

¹⁶ Ibid.

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Appendix: Chronology

1910: Cities Service Company formed by Henry L. Doherty. Sanborn map for area shows this lot with a large frame house, under the address of 604 College.

1925: A Joint Board created to formulate an "interstate marking system" for highways. Board included Cyrus Avery of Tulsa, OK, who promoted an interstate stretching from Chicago, diagonally, to L.A.

1925: Henry Schneider buys the property at Main and College.

1926: U.S. Route 66 is born, and named as such after agreement was made by Cyrus Avery and Missouri State Highway Engineer B.H. Diepmeier in Springfield, Missouri.

1926: No listing in city directory for 600 College.

1928, ca. The building now at Main and College is constructed by or for Henry Schneider, presumably as investment property. The property remained in his family well into the 1950s.

1928, ca. Cities Service Company and Filling Station opened at 600 College Street, on the original Route 66. Right next door, at 602 W. College, Herrick and Edwards Tires opened shop.

1928 and 1929 Directories--

600 College: Cities Service Company Filling Station

602 College: Herrick and Edwards Tires

No listings for this block of Main.

1930:

Directory—

600 College: Cities Service Company Filling Station

602 College: Ideal Tire Company (owned by Ira Herrick alone)

No listings for this block of Main Ave.

1931: Directory—

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602 College: Ideal Tire Company (owned by Ira Herrick alone)
**225-31 South Main Ave. Monarch Machine Co. (Jas. Pringle Pres,
H.L. Devore Sec., Ernest Brandt vp/mgr "Motor Rebuilding" in white page
listings. Opened ca. 1931—still there in 2006, Brandt was president in 1962.**

1933 Directory—

600 College: Cities Service Company Filling Station
602 College: Ideal Tire Company (owned by Ira Herrick alone)
219 Main: Main Street Garage (Claude German, Morris Mink)
225-231 Main: Monarch Machine Company

Directory listings now include three Cities Service Company Filling Stations in Springfield, 600 W. College, 942 S. National, and 997 South Jefferson.

1934, ca. New businesses in the rear bays include John Otte Auto Repair, and Letsch Blacksmith.

1934 Directory—

600 College: Cities Service Company Filling Station
602 College: Ideal Tire Company (owned by Ira Herrick alone)
219 Main: Main Street Garage
221-223 Main: Letch Blacksmith and John Otte Auto Repair
225-231 Main: Monarch Machine Company

1935: Bypass Route 66 created.

1936 Directory:

600 College: Max Rupert Filling Station
602 College: Ideal Tire Company (owned by Ira Herrick alone)
219 Main: Main Street Garage (Claude German)
221-223 Main: Letch Blacksmith
225-231 Main: Monarch Machine Company

1937: The whole front portion of the building becomes J.A. Koch and Sons Tires and Filling Station. That business remained in operation until the late 1940s:

1937 Directory

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219 Main: Main Street Garage
221-223 Main: Letch Blacksmith
225-231 Main: Monarch Machine Company

1939 Directory

600-604 College: J.A. Koch and Sons Tires and Filling Station
604 College: Thompson Cycle Shop
219 Main: Main Street Garage
221-223 Main: Letch Blacksmith
225-231 Main: Monarch Machine Company

1944: Federal Aid Highway Act commissioned, allowing for the future building of an interstate highway system.

1947 and 1948 directory:

600-604 W. College: J. A. Koch and Sons Tires and Auto Repairs
219 S. Main: Main Street Garage
221-223: Kroger Gro. and Baking Co. Warehouse.
225-231: Monarch Machine Co.

1950: Re-publication of 1933 Sanborn shows drive-thru still in place, but directory listings show some changes in occupants. The Auto Glass department of Capitol Auto Glass opened at 600-604 College around 1950, and remained there into the early 1960s. **It is likely that the removal of the drive-thru was done by Capitol Auto glass to accommodate the new use shortly after this move.**

1950 Directory—

600-604 W. College: Capitol Auto Glass Company, Auto glass department
219 S. Main: Main Street Garage
221-223 S. Main: Kroger Company Garage
225-231 S. Main: Monarch Machine Co.

1952 Phone book: Capitol is not in the 1952 phone book at this location. They are at 540 W. McDaniel, which is on the next block south of here.

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ca. 1952. The College Street elevation is remodeled for Capitol Auto Glass. That remodeling project was the last exterior alteration of note that the building has seen.

1954 Real estate tax records still show J. M. Schneider as the owner of Lot 1 (except w 6 feet).

1955 directory:

600 W. College: Capitol Auto Glass (Sharon McFaden)
219 S. Main: Main Street Garage (Claude German)
221-231 Main: Monarch Machine Co. (Ernest Brandt)

1956: Missouri contracts funding for Interstate-44 bypass to begin construction. As I-44 opened, sections of Route 66 are systematically decommissioned.

1962 Directory:

600 W. College: Capitol Auto Glass (Gone by 1967)
219 S. Main: Main Street Garage (Gone by 1967)
221-231 Main: Monarch Machine Co. (Still there in 2006)

1962: The first stretch of Interstate 44 in Springfield opens, from Glenstone St. to Hazeltine Road. End of the period of significance for this property.

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Verbal Boundary Description

All of Lot One of Abbot's Subdivision in Springfield, Greene County, Missouri, except 6 feet of the west side of the lot.

Boundary Justification

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

Photographs

The following information is the same for all photographs:

Henry Schneider Building
600 W. College St., Springfield
Greene County, MO
Debbie Sheals
1-9, October, 2005; 10-11, February, 2006.

List of Photographs

See photo key for description of camera angle.

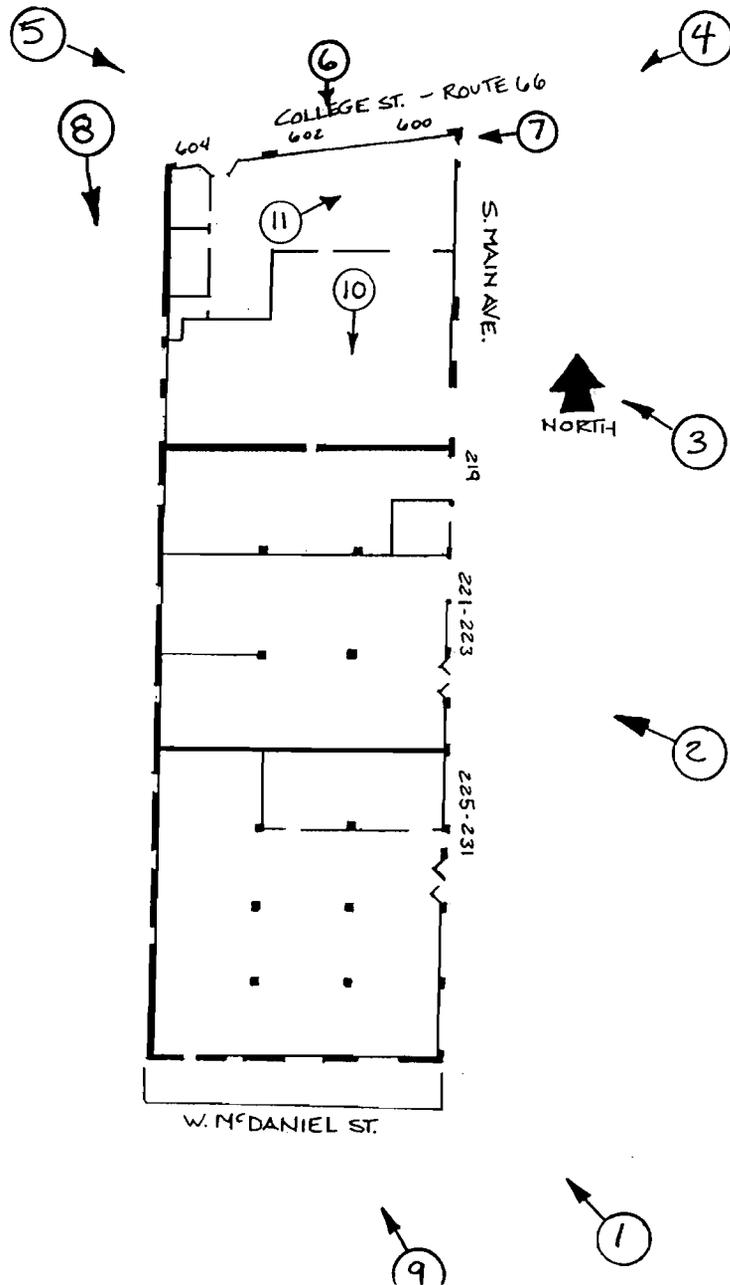
1. South east corner
2. Center section, east elevation
3. Front section, east elevation.
4. Northeast corner, from College St.
5. North elevation.
6. Detail, "S" medallion.
7. Detail, capitol, northeast corner.
8. West elevation, from College St.
9. North elevation and McDaniel Street, from S. Main.
10. Interior, 600 College, looking south.
11. Interior, 600 College, looking northeast, across former drive-thru.

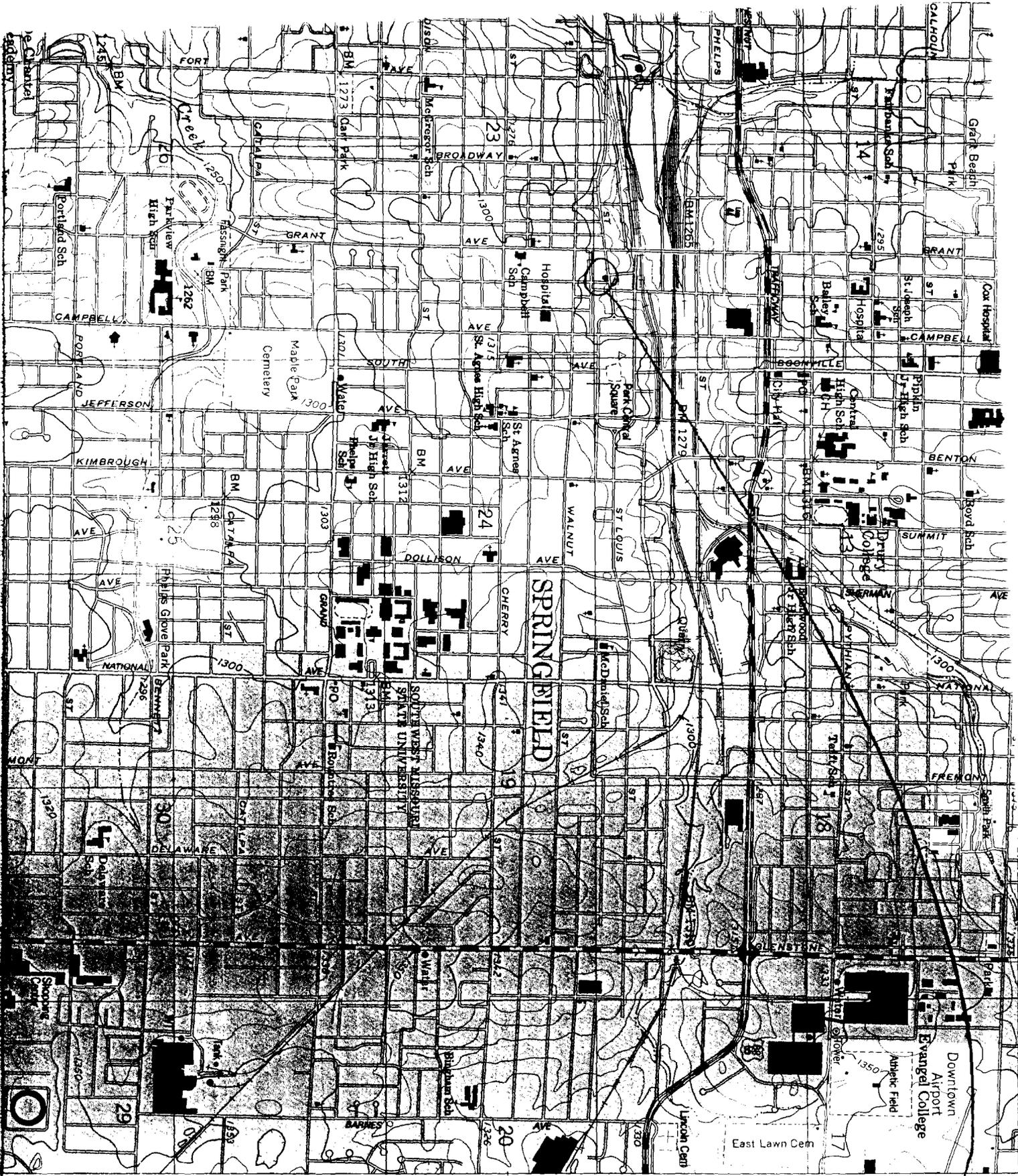
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Photo Key.





'20
 SCHNEIDER,
 LENDER, BUILDING-
 1000 W. LOUGHEE ST,
 SPRINGFIELD,
 GEORGE WOODRUFF
 '19
 MO
 UTM'S (PER GIS SYSTEM)
 15473029E/4118000N

1230'

'17

'16

NY INC

MONARD
LAW

FAVORITE
CHAMPION
PLUGS
AUTOMOTIVE PARTS
CHASSIS WORK

MURNEY
823-2300







TYPE
CENTER
INC.
QUALITY
PREPARED
REPRODUCTION



K O Z

MATT MILLER
CAR SALES
TRUCKS
SUVS
CARS



NO
PARKING

MATT WILKER
833.231.1111

JIA

NO
PARKING







MONARCH MACHINE COMPANY INC

MONARCH

FAVORITE
CHAMPION

AUTOMOTIVE PARTS
CHASSIS WORK

MURNEY
822-3100

NO
PARKING





