

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 International Harvester Truck Sales and Service Station

other names/site number _____

Name of Multiple Property Listing n/a

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

2. Location

street & number 601 West Second Street not for publication

city or town Davenport vicinity

state Iowa county Scott zip code 52801

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance: national statewide X local

Applicable National Register Criteria: X A B X C D

Signature of certifying official/Title: Deputy State Historic Preservation Officer Date
State Historical Society of Iowa

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

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5. Classification

Ownership of Property

(Check as many boxes as apply.)

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

Category of Property

(Check only **one** box.)

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

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		Buildings
		Site
		Structure
		Object
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.)

Late 19th & Early 20th Century American Movements/
Commercial Style

Materials

(Enter categories from instructions.)

foundation: Concrete
walls: Brick
roof: Synthetics
other: _____

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Narrative Description

Summary Paragraph (Briefly describe the current, general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

The International Harvester Truck Sales and Service Station is located in downtown Davenport, Iowa, near the Mississippi River. Placed in service in 1928 as a vehicular retail and service center and occupying about one quarter of a city block, this one-story building features steel columns and brick walls for support, large storefront windows, and Romanesque and Gothic Revival ornament showing the influence of the Commercial Style of architecture on its design. The building's roof employs innovative steel bowstring trusses to clear span a vast interior space for unimpeded vehicular operations. The low height and placement of a 1979-built one-story addition at the rear of the building does not negatively impact the property's historic integrity because the addition's visual impact is minimal. Overall, the International Harvester Truck Sales and Service Station possesses good historic integrity.

Narrative Description (Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable.)

(**Iowa SHPO Additional Instructions:** After the main **Narrative Description**, discuss any physical alterations since the period of significance under the subheading **Alterations**, and the seven aspects of integrity as it applies to the resource in a **Statement of Integrity** with each aspect discussed in its own paragraph.)

Setting

The International Harvester Truck Sales and Service Station is a building placed in service in 1928 with an addition constructed in 1979. The building is situated in an urban area about three blocks to the west of downtown Davenport, Iowa, about three blocks north of the Mississippi River and two blocks north of the Modern Woodmen Park baseball stadium. U.S. Highway 61 runs one-half block to the south of the sales and service station. That highway intersects North Gaines Street one block to the west. In 1940, this street became the entrance and exit to the Rock Island Centennial Bridge, a span over the Mississippi River linking Iowa with Illinois. (Figure 3) Retail businesses in Davenport, historically centered along West Second Street, and industry stayed nearer the riverfront to the east and west of the downtown core.

Site

Original Town, Lots 5 & 6, Block 4, City of Davenport, Iowa, is the legal description of the International Harvester Truck Sales and Service Station site.

The site occupies the full northeast quarter of Block 4 on the southwest corner at the intersection of West Second Street and Western Avenue. The main block occupies about 63% of this site. The 1979 addition, located at the south end of its west side, occupies 15% of the site. The building is situated directly adjacent to the public right-of-way on the southwest corner of West 2nd Street and Western Avenue. On street parking is allowed on both the south side of West 2nd Street and the west side of Western Avenue.

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Concrete public pedestrian walks are situated between the adjacent streets and the building. Those portions of the walks nearest the streets are edged in brick pavers installed in the late 20th or early 21st century.

A series of curb cuts provides vehicular access to the property. One curb cut on West 2nd Street is situated near the west property line and provides access to a parking lot standing to the west of the building. Two curb cuts on Western Avenue provide access to overhead vehicular doors on the east elevation of the building. The drives from these curb cuts to the property flare outward by the street. An alley running east and west stands directly adjacent to the building's south elevation. Originally this alley was brick surfaced but is now extensively patched with concrete and asphalt. This alley provided access to a dock door on the south elevation of the 1979 addition.

The parking lot associated with this property was laid out in 1990. (Scott County Assessor's Office) It features an asphalt surface.

At the time International leased this site from the Merchants Transfer & Storage Company in 1927, three older buildings occupied the property. They included a building on the corner, a one-story barn, and an eight-family apartment building. (*Quad-City Times*, May 22, 1927) A multi-story commercial building also occupied the western portion of this site. It was razed to build the 1990 parking lot. (William V. Nielsen)

Exterior of Main Block

Placed in service in 1928, the International Harvester Truck Sales and Service Station is a one-story, masonry edifice covered with a roof clad with rubber membrane. The building measures 100' x 150' with the narrower dimension facing West Second Street. This elevation also serves as its front facade.

The building has no basement but rests on a poured concrete slab. This slab is situated at grade, providing a level surface for vehicular entrance to the building. Where the topography of the site slopes to the south, the depth of this slab increases to keep the building's floor level. A cast stone water table surmounts the concrete slab.

Bearing walls employ brick and clay tile for all four elevations. Face brick is laid in a common bond with one course of header brick alternating with six courses of stretcher brick. The brick is polychrome in shades of green, yellow, blue, and red with a roughly textured surface and a slightly glazed finish. Mortar joints are raked. The north and east elevations of the building feature pink-colored mortar. The south and west elevations feature gray-colored mortar. This difference in mortar color changes the appearance of the building. Those elevations with the pink-colored mortar appear darker and denser than those elevations pointed with gray-colored mortar. (It should be noted that mortar deterioration is more evident on the walls laid in pink mortar than those laid in standard gray.) A coping of cast stone surmounts all four elevations of the building. When under construction, this 15,000 square foot edifice was advertised as fireproof because of its masonry construction. (*Quad-City Times*, May 22, 1927)

The north elevation of the building serves as one its two principal facades. This elevation features a symmetrical configuration of two bays with the building's main entrance centering them. Storefront windows occupy the bays. All of these original window openings remain intact, but the original windows were removed in the late 20th century and replaced with a row of glass lights in the center of each opening with greenish-blue

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metal panels set in metal frames occupying the lower third and upper third of each opening. The predominance of metal over glass in these replacement windows lends an opaque feeling to these storefronts, which originally possessed a transparent quality. (Figure 13)

The north entrance of the building is its most detailed architectural feature. Brick buttresses surmounted by cast stone dripstones and geometric detailing, flank this entrance. The door opening is edged with cast stone columns and a Romanesque arched lintel centering a keystone. Late 20th century double doors have replaced the original single wood door and sidelights as pictured in a 1964 photograph. (Figure 13) The brick wall above this entrance rises one tall and one short step higher than the rest of this elevation, giving a clear and distinct signal to the visitor where to enter the building. This design also nicely accents the symmetrical order of this elevation. The cast stone parapet, which surmounts the entire building, also caps this stepped entrance with a geometric keystone centering it.

The east elevation serves along with the north elevation as the building's other principal facade. The east elevation repeats the water table and matches the brick pattern, roofline, and parapet of the north elevation but differs in other aspects. The north section of the east elevation features one bay with six windows in like design with those on the north elevation. The south section of the east elevation features two vehicular doors, three large windows, and two passage doors. The window adjacent to the south of the large vehicular door was altered sometime during the mid-20th century to include one passage door. An historic photograph (Figure 5) pictures this window before the conversion. The conversion itself was carefully crafted, matching existing materials. The vehicular door on the north of the west elevation originally was a window, converted sometime during the 20th century into a door. This is evident by the opening's brickwork, which does not match the rest of the elevation. All of the windows feature cast stone sills. The water table on the east elevation steps down slightly in concert with the sloping grade of the site between the vehicular door on the south of the west elevation and the adjacent man door.

The south elevation of the building is clad with the same brick as its other elevations, but the mortar is gray in color instead of pink. As noted above, this renders the south elevation lighter in color than those pointed in pink. Because of a slope in the grade, the concrete slab on which the building rests is exposed on the south elevation and rises higher than on the water tables elsewhere. This gives a finished look at the southeast corner of the building where its water table meets the concrete slab. The south elevation shows noticeable mortar deterioration. There are six window openings in this elevation. A coal chute is situated near the east end of the south elevation. The middle window on this elevation is surrounded by infill brick of a different color than the rest of the elevation. Two windows are situated, one above the other, near its west end. Electrical conduit is attached to the south elevation to provide power to the building. At the top of the south elevation, its brick wall rises above the building's parapet to reflect the arched profile of the building's vaulted roof. A brick chimney is situated on the southeast corner of the building. The 1979 addition stands adjacent to the building in the same plane on its southwest corner.

The west elevation of the building is clad with the same brick as its other elevations, and the mortar is gray like the south elevation. As noted above, this renders the west elevation lighter in color than those pointed in pink. The west elevation is a solid brick wall. A steel door is centered in the original portion of the building. At one time, it served as a fire door to an adjacent, nonextant building to the west. The 1979 addition stands to the south of this door.

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A complex roof system covers the building. (Figure 4) A flat roof covers the north and west portions of the building with a series of four skylights situated on its west side. A barrel-vaulted roof covers the balance of the building, extending all the way to its east and south walls. This vault is supported internally by four steel bowstring arches. Four steel columns support the bowstring arches on the west. Four brick piers and the building's east wall support them on the east. Originally, a portion of this barrel vault included a large, 60 x 12 foot skylight. The base of this skylight remains extant, situated on a north-south axis centered on the building's footprint. The skylight's superstructure featured a nonextant front gable roof of glass and metal, removed circa 1979 because of water leakage. (William V. Nielsen) All the exterior surfaces of this building's roof are covered today with synthetic membrane, including the skylight base. This membrane also extends over the parapet of the building and down its west wall to the roof of the 1979 addition. A large HVAC chiller is situated near the southwest corner of this roof.

Exterior of Addition

In 1979, Florist Supply, Inc., of Des Moines, Iowa, built a new warehouse for its business on the southwest corner of the International building at its rear. This is a 1-story, concrete block addition covered with a flat roof clad with synthetic membrane. The addition measures 60 x 60 feet.

The addition's exterior walls feature 8-inch concrete block now painted white. These walls were laid on the foundation of a previous building on this site. Mortar is gray in color where flaking paint has exposed it and is raked. The north elevation includes one vehicular entrance with an over-head door and one passage door. The vehicular door features 12-panels. The west elevation is a solid wall. The south elevation features one dock door with an over-head matching that on the north elevation. The east elevation abuts the main block. The 1979 addition is in good condition, having been well maintained over the years.

For convenience, this report sometimes will abbreviate the name of this building with the acronym IHC for International Harvester Corporation, its owner.

Interior of Main Block

Although the interior of the main block has evolved somewhat over the years, most of its interior remains as originally designed with an open space unimpeded by structural obstructions. (Figure 6) Entrances to the 1979 addition are situated unobtrusively in its southwest corner.

A vestibule is situated inside the pedestrian entrance to the main block on West Second Street. The height of this vestibule has been raised and now partially blocks the transom window above this entrance. The vestibule leads into an open space. A large office flanks this space on the west. A smaller office and a large display room flank this space on the east. All of these spaces feature vinyl tile floors, concrete block partitions, and dropped acoustical tile ceilings. All of these spaces date from the late 1960s, when Eastern Iowa Community College occupied the building.

When originally built, the eastern section of these front rooms served as the IHC Sales Room. It measured 50 x 80 feet and faced West Second Street and Western Avenue. This room could display about ten trucks and was illuminated by thirty 200-watt lamps.

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The rest of the main block's main floor remains today, as in the past, a vast open space with a concrete floor. This space served as the IHC service and parts department. Walls are of brick now painted white. Originally, a series of wire partitions on the west side of this space separated the service department from the parts department. These partitions are nonextant. Another space, partitioned off on the south from the parts department, provided an area where vehicles could be washed and painted. (Figure 7) Although these walls are nonextant, a floor drain exists in front of the erstwhile entrance to this space. Contemporary advertisements called these spaces "Sales Room," "Receiving Room," "Waiting Room," "Store Room," and "Reconditioning Room." (*The Daily Times*, February 2, 1928)

In addition to the storefront windows on the north and east elevations, the main block includes three windows on the east elevation and six windows on the south elevation. All feature steel, industrial windows with single-glazing and wire safety glass.

Men and women's restrooms are situated on the east side of the service department. They date to the late 20th century. The rear of the service department originally included, at its southeast corner, a boiler room and a coal room. A coal chute remains extant in its south wall for delivery service from the adjacent alley. A jerry-built set of stairs, situated adjacent to the coal room, leads to a similarly constructed mezzanine built in the 1960s by Eastern Iowa Community College. The mezzanine includes a short hall with two small offices. Early in the 21st century, a drywall partition was constructed near the south end of the service department to convert this space into an electrical breaker-box room.

The barrel-vaulted roof, whose exterior was described above, is hidden by a dropped ceiling with acoustical tile, installed sometime during the mid-20th century. A series of metal rafters, supported by the bowstring arches and running perpendicular to them, supports the original plaster surface of the ceiling. The open space above this ceiling includes loose insulation and HVAC ductwork running between the bowstring arch framework.

Interior of Addition

The interior of the 1979 addition contains only one large room occupying its entire 3,600 square foot space. The floor is of poured concrete with a natural finish. Two 6-inch metal poles, aligned to the east and west of each other and placed off-centered to the south of the room, support a steel I-beam, which in turn and in conjunction with the exterior walls, supports 13 metal trusses. These trusses run north and south to support a sheet metal ceiling and the roof.

A raised, concrete platform is situated in the southwest corner of the room. A metal railing edges its east side. A poured concrete ramp on the north end of the platform runs down to the main floor level facilitating deliveries. The platform and ramp together serve the dock door situated in the south wall. A mechanical door opener activates the dock door.

The addition's east wall includes two large openings connecting it to the main block. The opening near the south wall is smaller than the opening farther to the north. These openings are without doors. A smaller, passage door now infilled with brick is situated on the north end of the east wall. At one time, this door provided access to a nonextant 1-story building at the rear of 601 West Second Street. (Figure 12) This was likely a metal fire door similar to the extant fire door situated on the west elevation of the 601 property.

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The 1979 addition is illuminated by neon lights, original to the addition, and affixed to the metal trusses. A gas space heater is suspended from the ceiling near the east wall.

STATEMENT OF INTEGRITY

The exterior and interior of the International Harvester Truck Sales and Service Station retains historic integrity in its seven aspects. Historic images of the building picture its exterior and interior at several points of time. A comparison of these with the present-day building reveals that the building's original design remains largely intact except for the replacement of storefront windows.

While the construction of the 1979 Addition is beyond the period of significance of International Harvester Truck Sales and Service Station, the Addition is situated on the foundation of an earlier commercial building occupying the exact same footprint. As such, the Addition lends the feeling of an urban site commensurate with its historic use. At the same time, the Addition's deep setback from the street and its lower roofline than that of the main block reduce its visual impact as a more recent building.

Because this resource remains on its original site, its level of integrity as related to *location* is excellent. As noted by an architectural historian:

Although little evidence remains today of Davenport's earliest large commercial and light industrial sectors, concentrations of early twentieth century manufacturing and commercial businesses are found in the east and west ends of the Downtown Davenport, including the International Harvester Truck Sales and Service Station, evaluated as individually National Register-eligible in 2005 within this historic context. (AKAY Consulting 2005: F-18)

The integrity of the building's exterior and interior *design* is fair. When the 1979 Addition to the building was constructed, its design used materials and massing sympathetic to the Main Block. Although the building's original storefront windows have been replaced, the window openings remain intact, and, as a multiple property documentation for downtown Davenport notes, this building "relies on other elements (i.e. entrance, construction material and overall form) to define its character." (AKAY Consulting 2004: 1). The steel bowstring trusses remain intact over a dropped ceiling, which can be removed without negatively impacting them.

The integrity of the building's *setting* is fair. Although situated on its original site, the building's surroundings adjacent to the west have changed over the years. There, several buildings from the late 19th or early 20th century have been razed and parking lots substituted in their place. On the other hand, the remaining 19th and 20th century improvements on this city block remain extant, lending the urban feeling to the property that has characterized its setting and historic context. (AKAY Consulting 2005: F-18)

The integrity of the building as it relates to *materials* is fair. Although the building's original storefront windows have been replaced, the building's exterior brick, cast stone detailing, commercial style windows, and roofing materials remain extant. The integrity of interior materials remains good with most original floors and interior brick walls intact. Although now covered by a dropped ceiling, original steel bowstring trusses and rafters supporting the main roof remain in excellent condition.

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The integrity of the building's exterior and interior *workmanship* is excellent, evident in the skilled erection of its exterior masonry walls and the construction of the main roof with its bowstring trusses, steel rafters, and plaster ceiling, having served the building trouble-free since 1928.

The building retains a good *feeling* of its historic function. Viewers today perceive the function of this building as a commercial building and, with its overhead doors at the rear, as a facility associated with vehicles.

The building retains excellent integrity as it relates to *association*. Visitors from the building's period of significance would readily recognize it today.

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AERIAL MAP WITH PROPERTY BOUNDARIES



Figure 1

The red lines locate the boundaries of the International Harvester Truck Sales and Service Station.

Source: Google Earth, viewed January 8, 2019.

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MAP WITH BAR SCALE

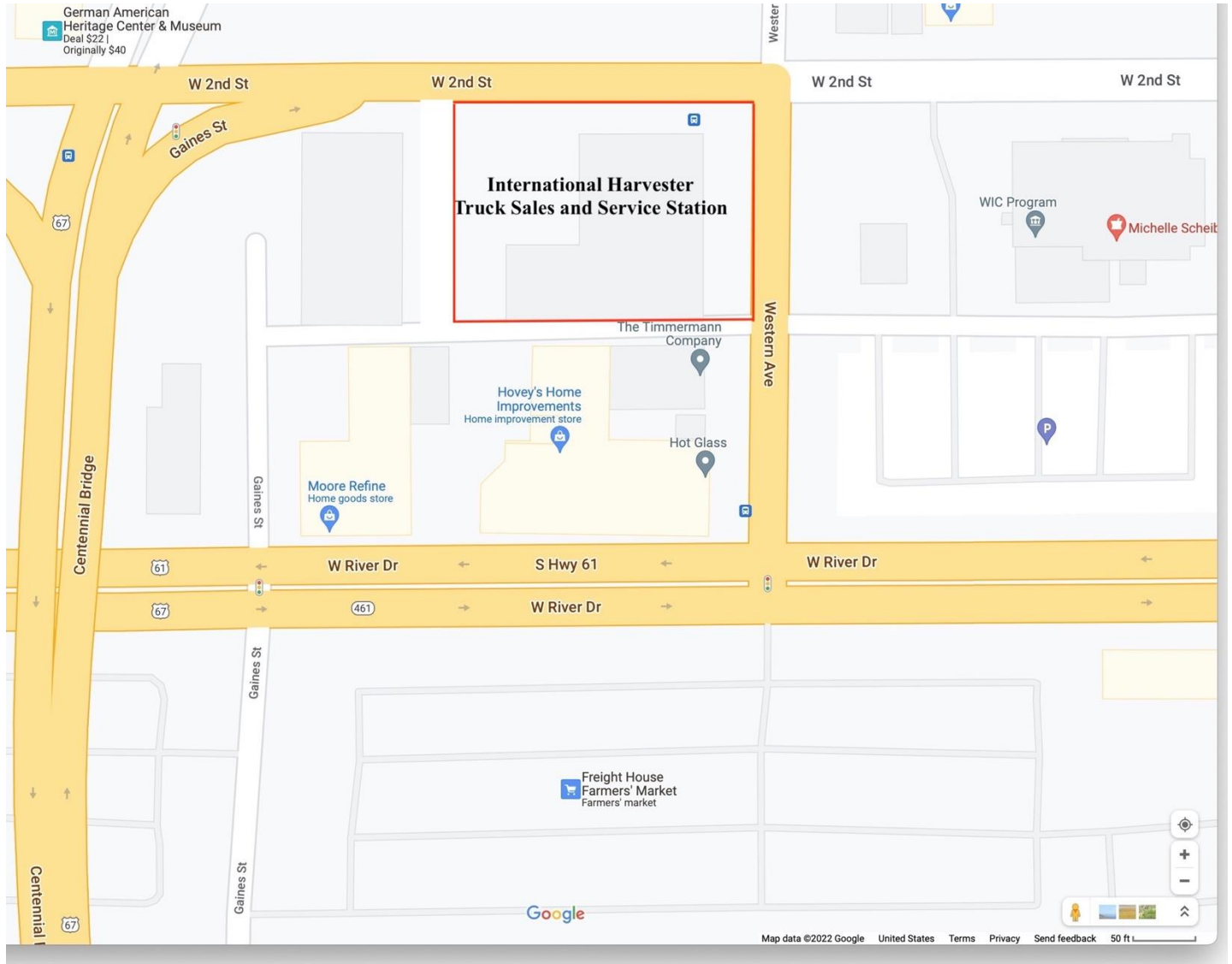


Figure 2

The red lines locate the International Harvester Truck Sales and Service Station. A bar scale is located in the lower right corner.

Source: Google Maps, viewed January 8, 2019.

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TOPOGRAPHICAL MAP LOCATES PROPERTY



Figure 3

The arrow locates the International Harvester Truck Sales and Service Station within context.

Source: USGS US Topo 7.5 Minute Map, Davenport East, IA-IL, 2015.

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ROOF SCHEME

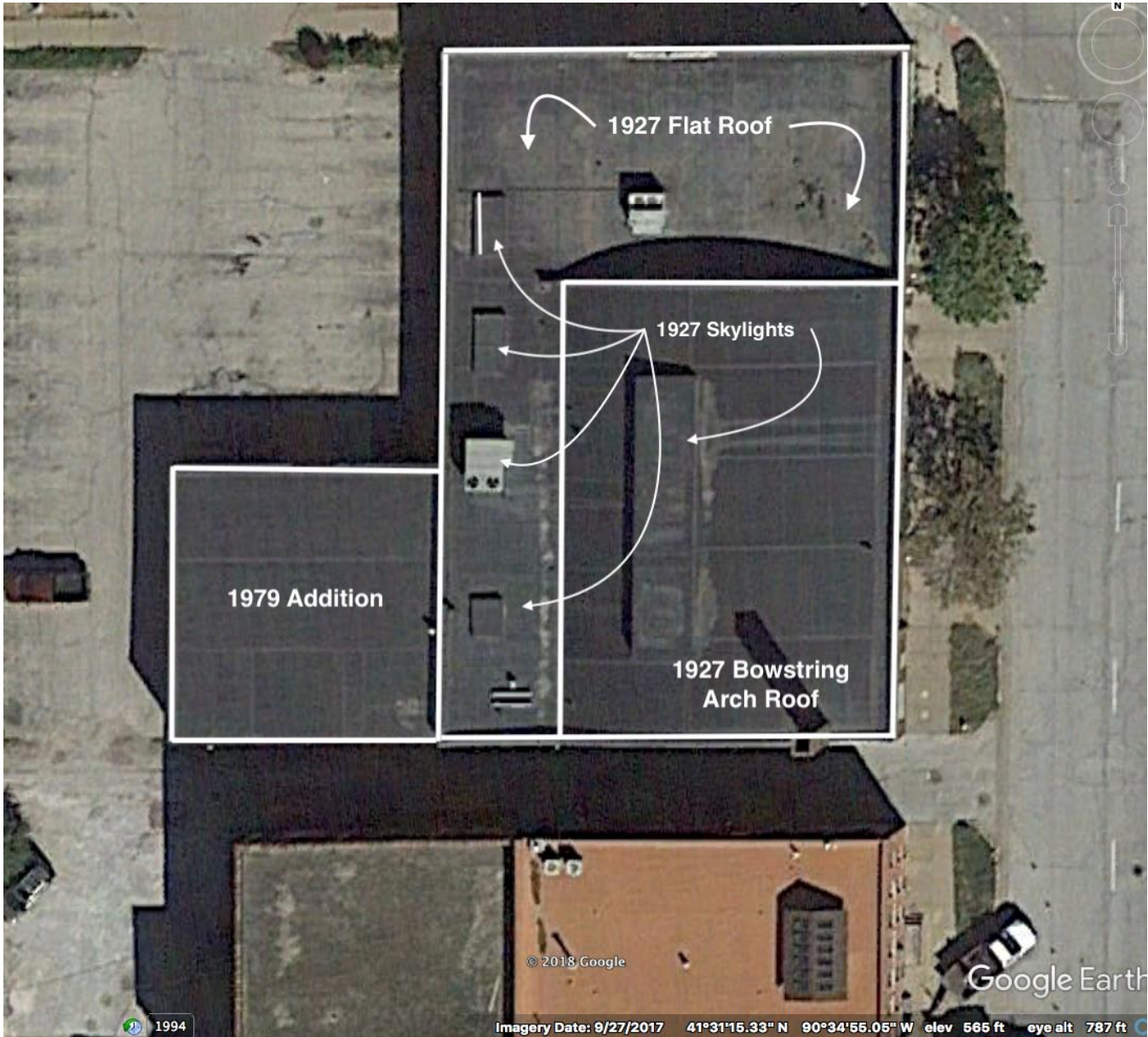


Figure 4

This aerial photograph clearly pictures the two components of the International Harvester Truck Sales and Service Station along with their roofs and skylights. One of the skylights is covered now with a HVAC chiller.

Source: Google Earth, January 8, 2019.



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EXTERIOR IN 1928

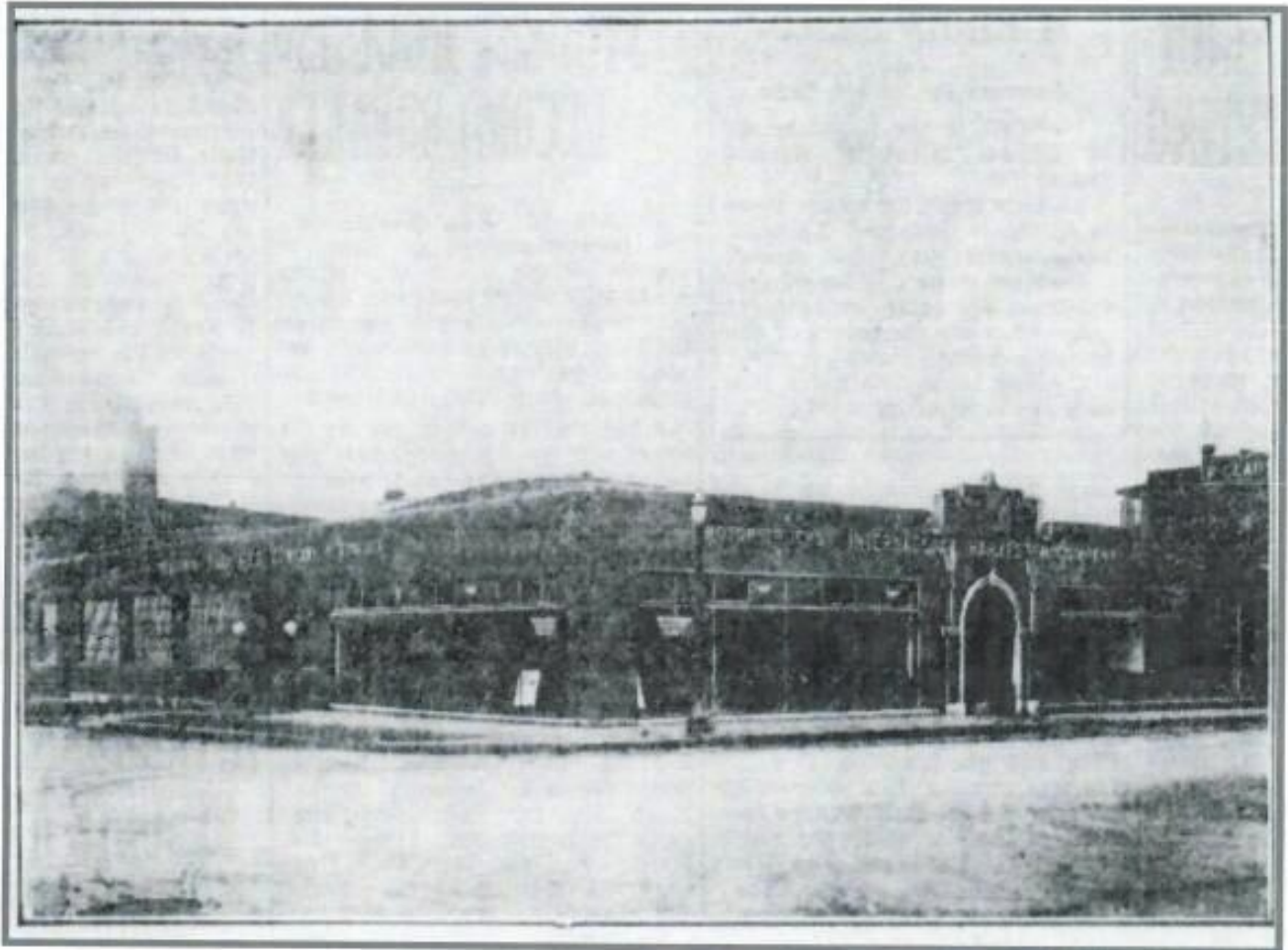


Figure 5

Looking to the southwest, this historic photograph pictures the exterior of the International Harvester Truck Sales and Service Station when newly completed. Storefront windows occupy almost all of the front façade and wrap around some of the east facade of the building. This location at the corner of West Second Street and Western Avenue offers excellent opportunity to display International products. The window at the far left appears slightly ajar, showing an awning style commercial window in operation. A smoke stack stands at the rear of the building; the arched roof over part of the building is also just visible. Although this photograph is fuzzy, it offers convincing evidence that the integrity of the building's design remains intact today.

This and the next two figures are taken from a newspaper advertisement announcing the formal opening of the International Harvester Truck Sales and Service Station on Friday and Saturday, February 3 and 4, 1928.

Source: *The Daily Times*, February 2, 1928.

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INTERIOR IN 1928



Figure 6

Looking to the northeast, this historic photograph pictures the soaring expanse of the bowstring truss ceiling and the orderly arrangement of workstations in the newly opened International Harvester Truck Sales and Service Station. The main skylight in the ceiling is visible in the upper left-hand corner, its lighter color and gabled configuration differentiated from the rest of the darker plaster-clad ceiling. Some of the building's thirty, 200-watt light fixtures hang from the trusses. Abundant natural light pours in through the steel, industrial windows facing the east and Western Avenue. Accordion-style doors with geometric-paned transoms lead to the sales and display area on the north end of the building.

Source: *The Daily Times*, February 2, 1928.

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INTERIOR IN 1928

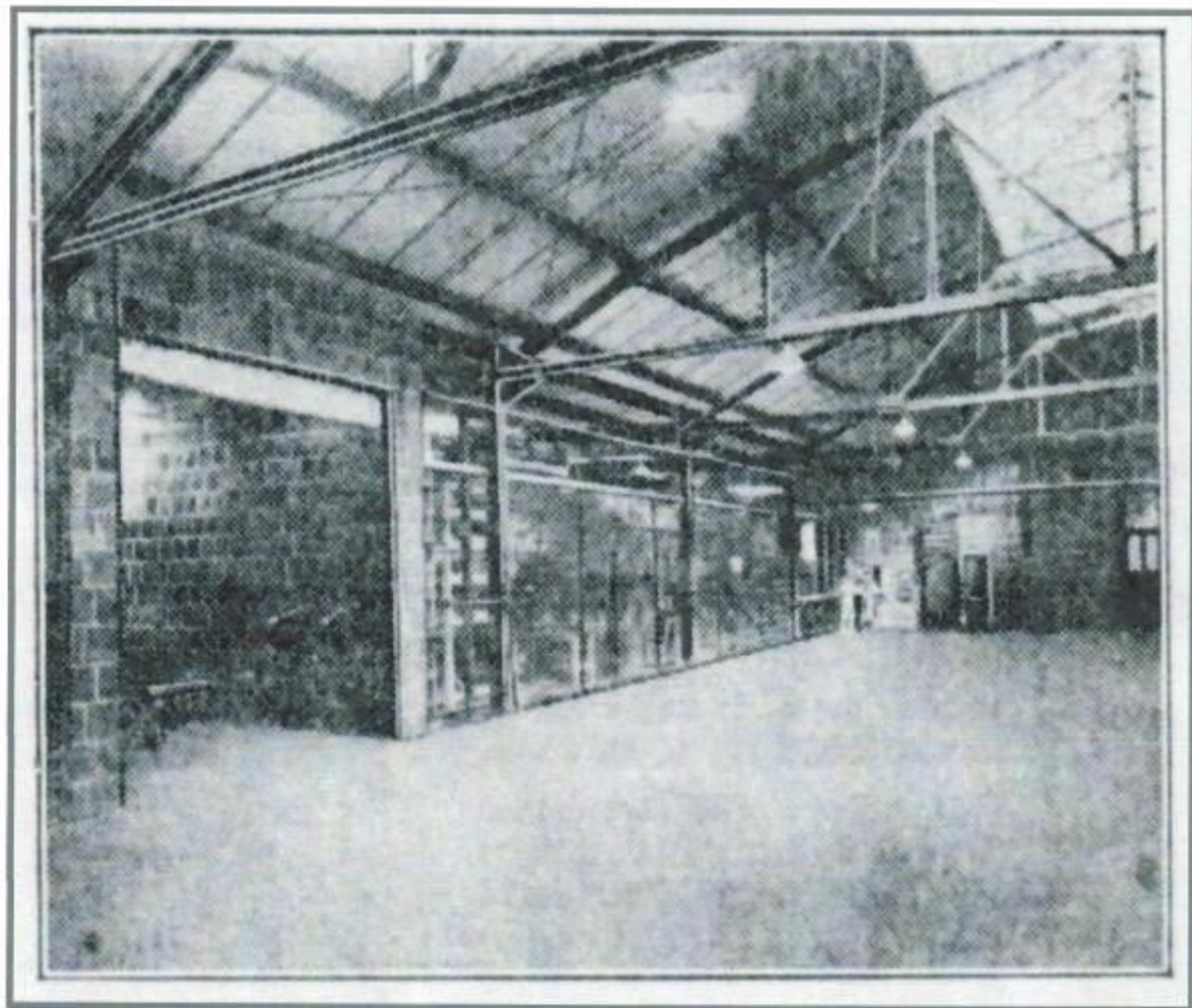


Figure 7

Looking to the northwest, this historic photograph pictures the Reconditioning Room, an alcove at the left, where vehicles were washed or painted using 500-pound pressure spray equipment. A drain in the floor in front of the doorway remains as evidence. The spaces enclosed with wire next to the right served as the Store Room, where an extensive inventory of International Harvester factory-made parts were kept at the ready for repairs.

Source: *The Daily Times*, February 2, 1928.

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INTERIOR IN 1928

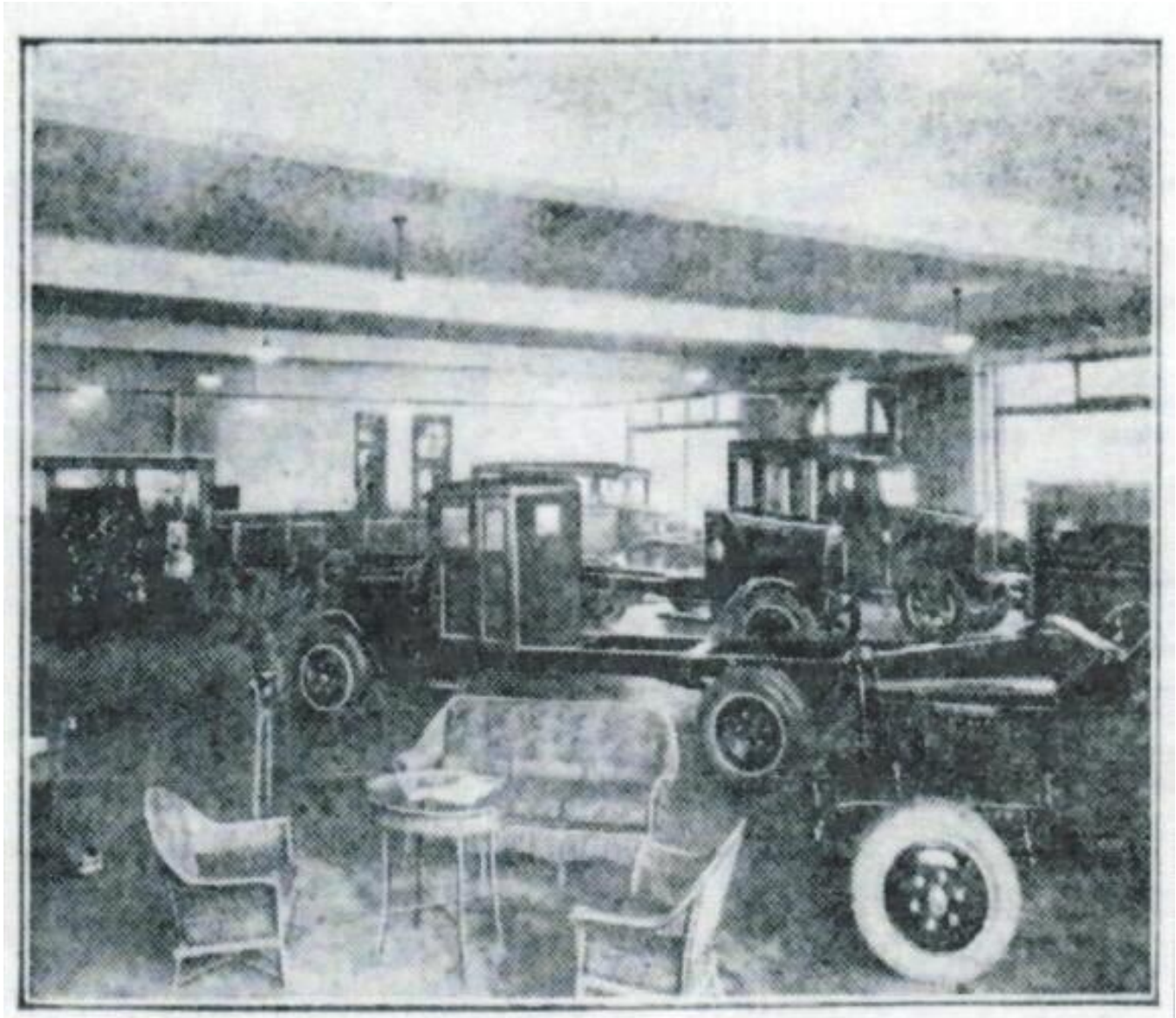


Figure 8

Looking to the northwest, this historic photograph of the Display Room (also called the Sales Room) pictures various IHC products, the customer waiting area, main entrance with transom, and vestibule. In the IHC tradition of trucks "built for the job," the beds of trucks on display remain unfinished, waiting for customized finishing.

Source: *The Daily Times*, February 2, 1928.

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SETTING IN 1910

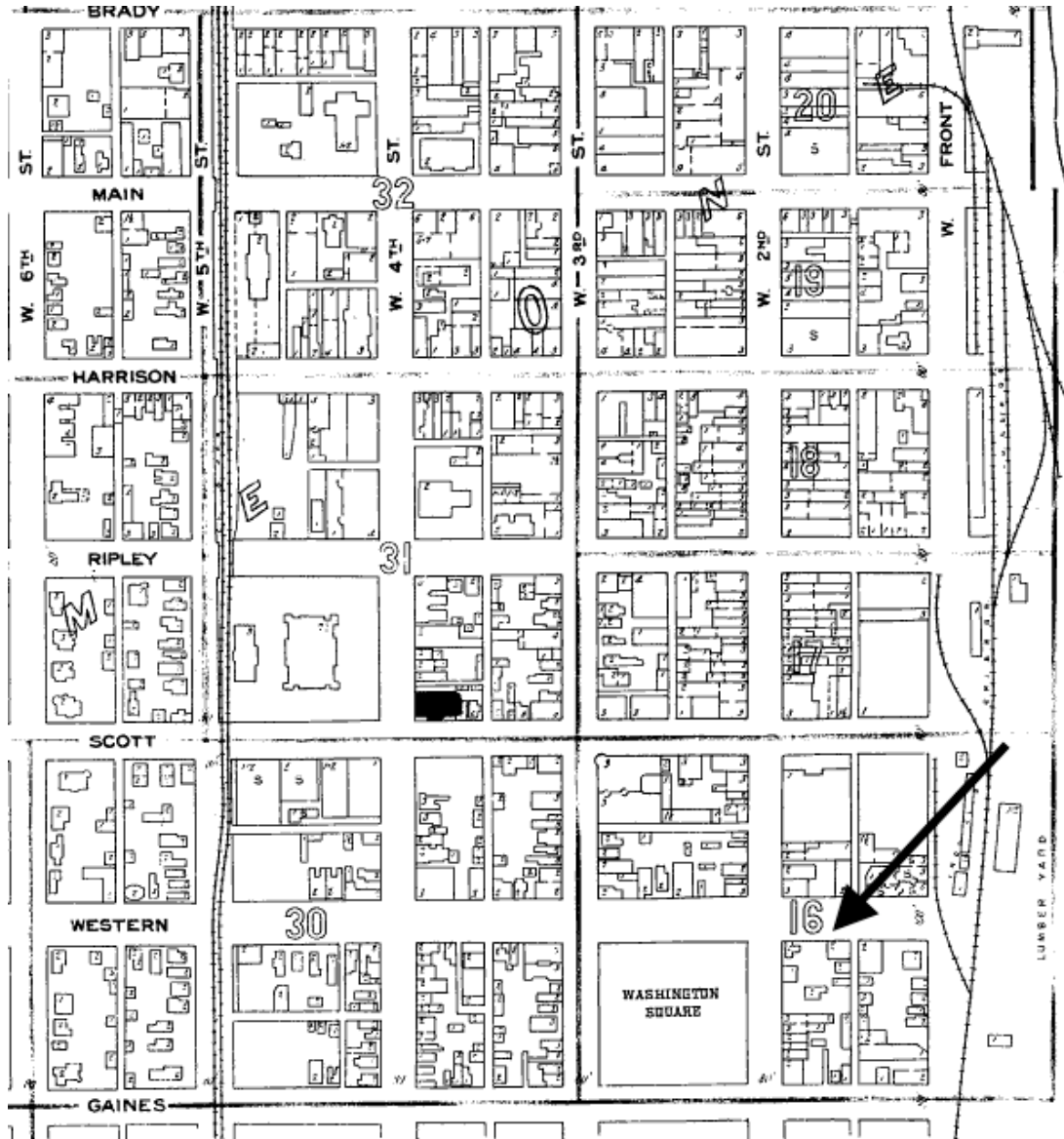


Figure 9

The arrow indicates improvements as of 1910 in the quarter block prior to where the International Harvester Truck Serve Station was placed in service in 1928. The scale of this new building far exceeded most of those in its surroundings, indicating an evolution of land use from residential to commercial taking place on the western edge of downtown Davenport during the prosperous 1920s. This evolution continued as a windshield survey of the area today attests.

Source: Sanborn Fire Insurance Map, Davenport, Iowa, 1910.

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SETTING IN 1950

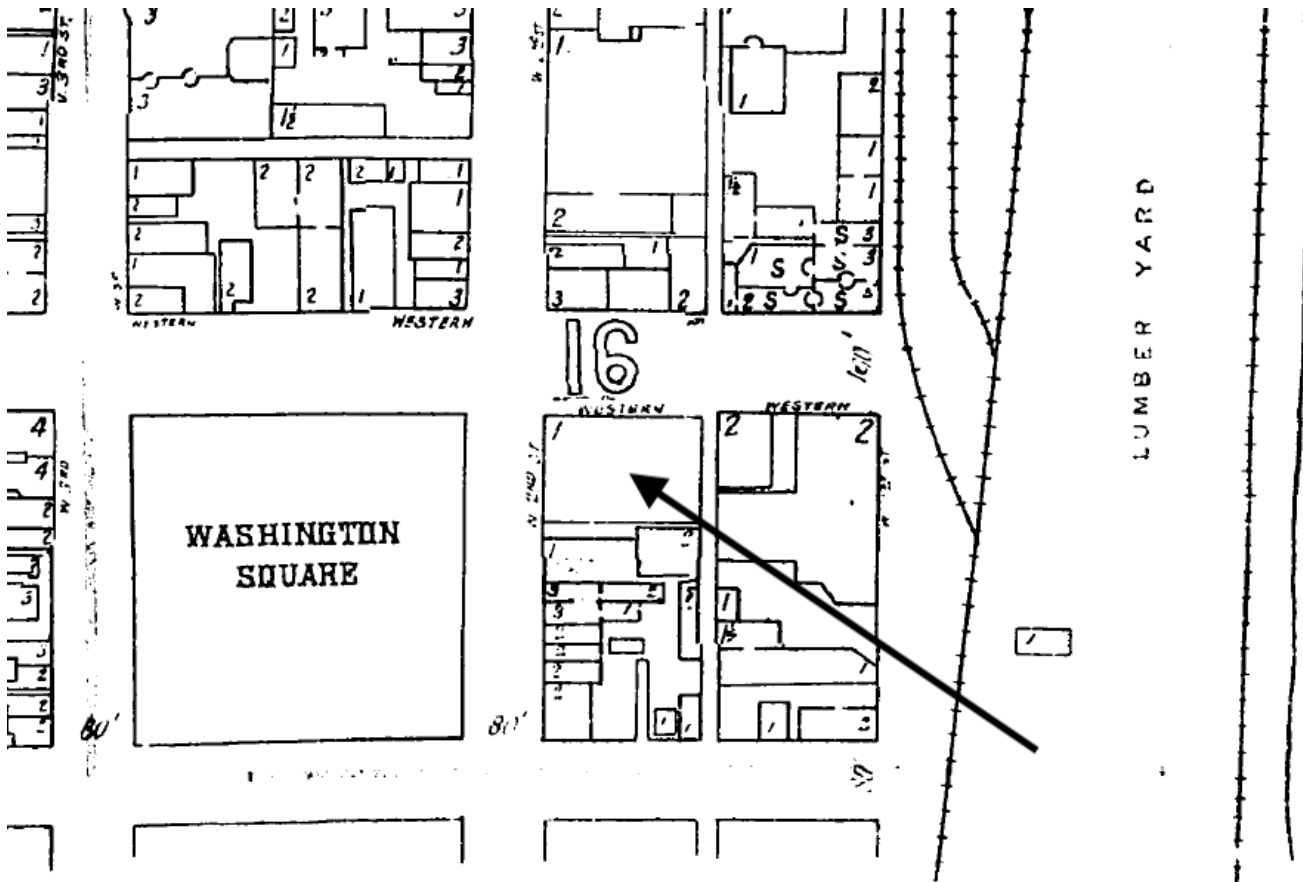


Figure 10

The arrow shows the footprint of the International Harvester Truck Sales and Service Station. The building's prominent location adjacent to Washington Square, a public park, lent it prestige. Although this map reveals little about the service station, it shows that this building is replacing many of the smaller buildings in the neighborhood. The Mississippi River flows through Davenport from the east to the west at this point, and its north bank is visible at the far right.

Source: Sanborn Fire Insurance Map, Davenport, Iowa, 1910-May 1950.

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MAIN BLOCK IN 1956

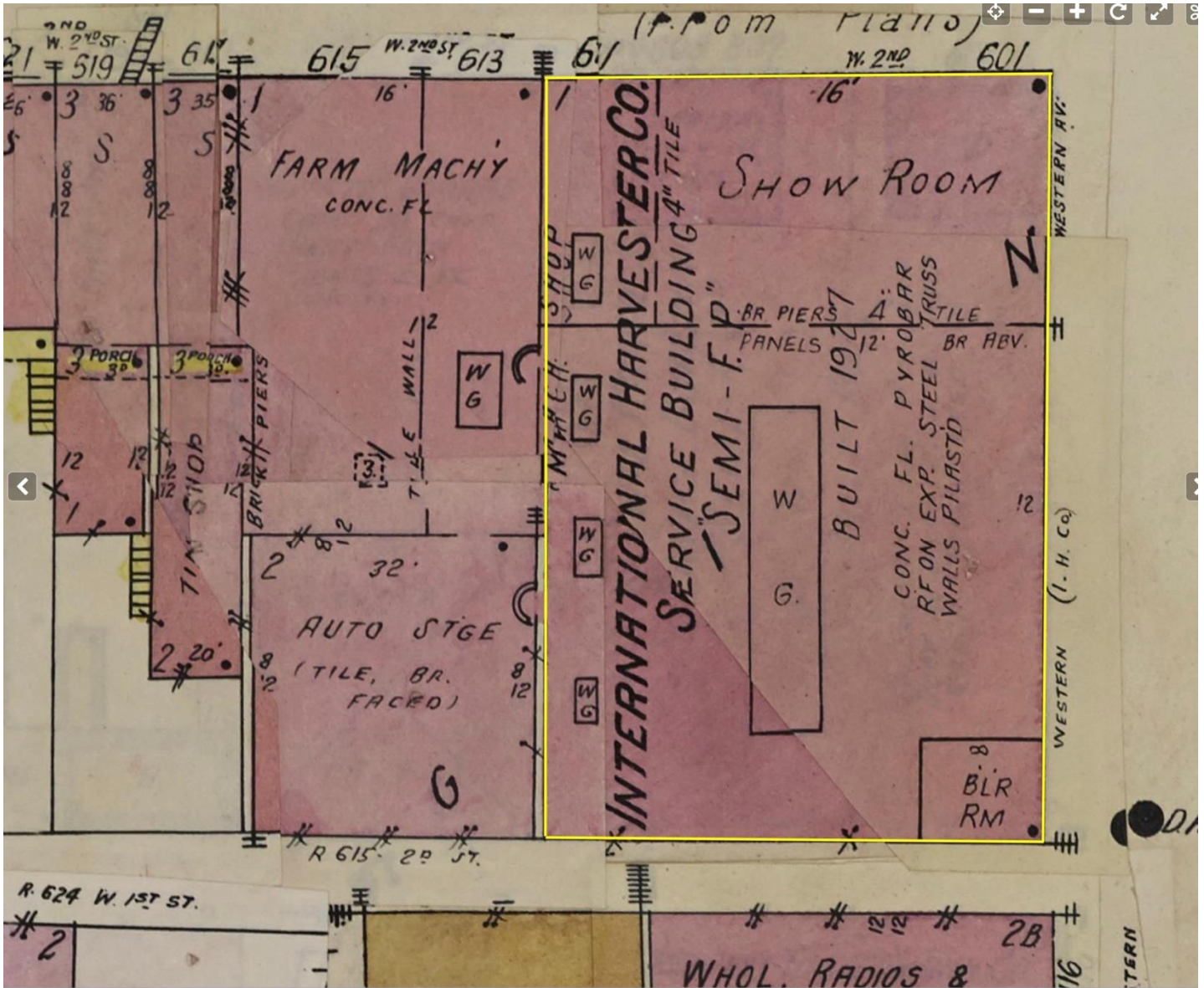


Figure 12

The yellow lines locate the International Harvester Truck Sales and Service Station and show its original floor plan.

Source: Sanborn Fire Insurance Map, Davenport, Iowa, 1956.



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NORTH FACADE IN 1964

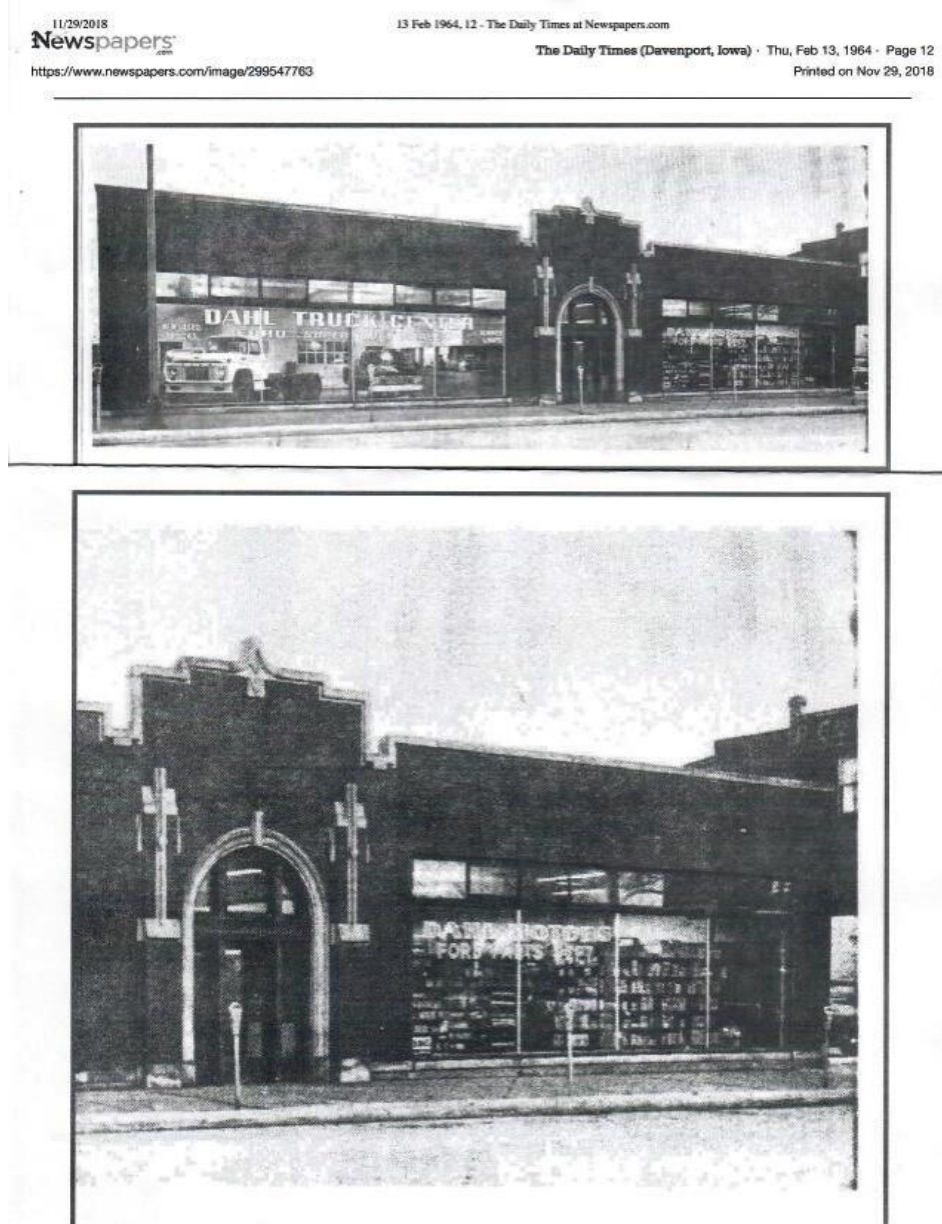


Figure 13

These two photographs picture the original storefront windows of the International Harvester Truck Sales and Service Station.

Source: *The Daily Times*, February 13, 1964.

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BOWSTRING TRUSS USED AT THIS PROPERTY

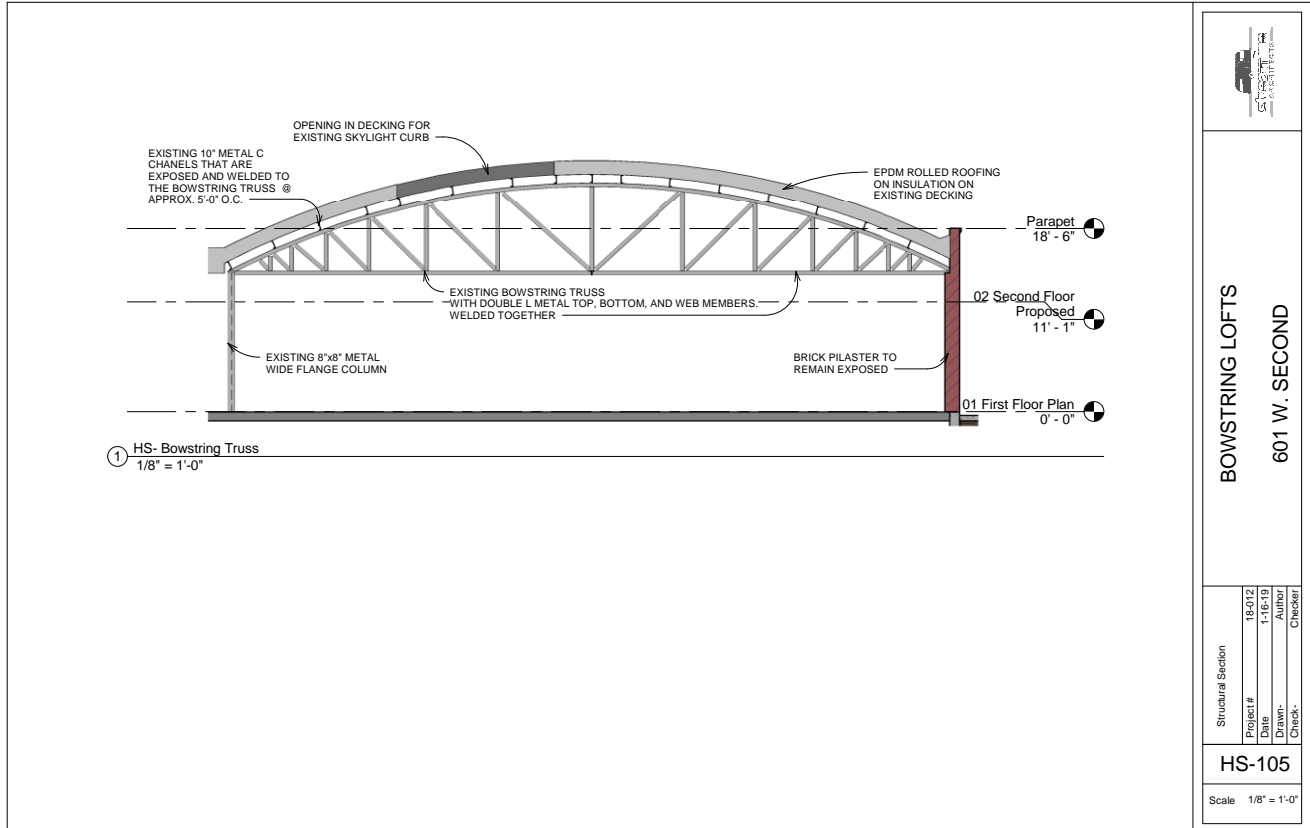


Figure 14

Source: Streamline Architects, Davenport, Iowa, 2019.

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HISTORIC FLOOR PLAN

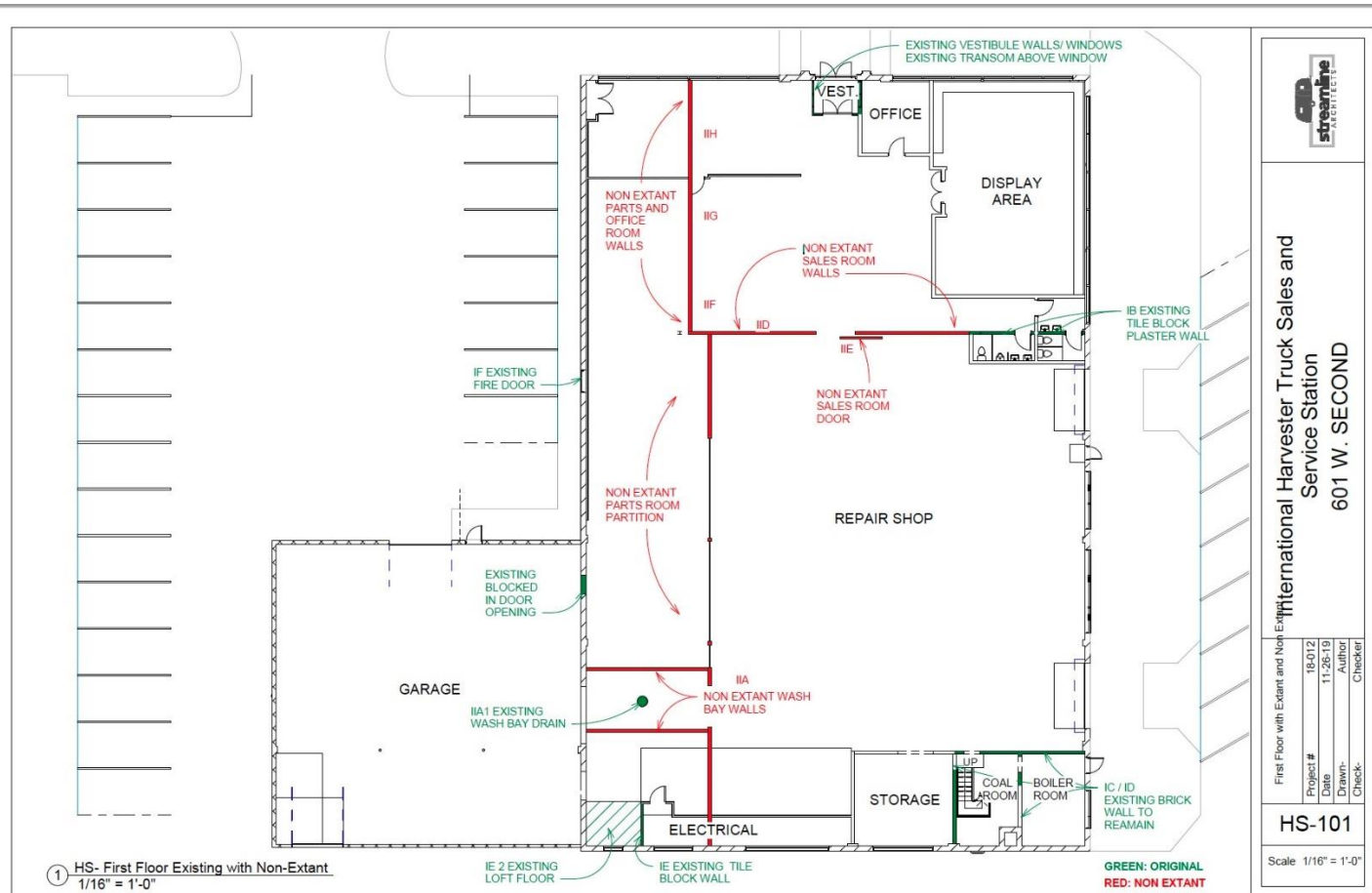


Figure 15

This drawing pictures the building's original and existing floor plan. Red lines indicate the building's original floor plan, including its nonextant Sales Room, Parts and Office Room, Repair Shop, Parts Room, and Wash Bay walls. If the viewer disregards the red lines, the building's existing floor plan becomes apparent. Figure 12 provides another drawing of the original floor plan.

Source: Drawing HS-101R, Streamline Architects, Davenport, Iowa, 2019.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions.)

Commerce

Architecture

Period of Significance

1928-1960

Significant Dates

1928

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation (if applicable)

Architect/Builder

Hunzinger, J. H.

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Statement of Significance

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations).

The International Harvester Truck Sales and Service Station is National Register eligible, locally and under Criterion A, because it calls attention to the rise of trucking as a new mode of transportation during the early 20th century in Iowa and the commercial opportunities created by it. Erected to retail and service lightweight motorized trucks, this facility and its new product line capitalized on Iowa's emerging hard-surfaced highway system and promoted trucks as an efficient and convenient means of transport while initiating competition with railroads for long-haul freight carriage, obtaining to the present day.

The International Harvester Truck Sales and Service Station is National Register eligible, locally and under Criterion C, because its architectural design. The building transformed the existing garage type building in Davenport by employing steel bowstring trusses to support a vaulted roof over a vast interior space unencumbered by structural impediments. This innovative technology provided motorized vehicles greater freedom than hitherto to move about on the sales and service floor. The building also calls attention to other safety and efficiency features and the influence of the Commercial style of architecture with Romanesque and Gothic Revival ornament.

“Davenport Central Business District, Davenport, Iowa,” a multiple property documentation (MPD) prepared in 2005 for resources in downtown Davenport, corroborates these determinations. According to this report, the International Harvester Truck Sales and Service Station is individually eligible, under Criterion A, within the context “The Impact of Commerce & Industry (c. 1836-1960).” (AKAY Consulting 2005: F-23) The building is also individually eligible, under Criterion C, within the context “The Impact of Architecture (c. 1880-c.1960).” (*Ibid.*: F-34) As to integrity, the MPD holds this building to a higher standard when considering its historic integrity because it is being nominated to the National Register as an individual rather than as a contributing resource. (*Ibid.*: F-17) Further, the report states that this building meets all registration requirements. (*Ibid.*: H-40)

The International Harvester Truck Sales and Service Station's period of significance, under Criterion C, is 1928, the time when the building was placed in service. The year 1928 is significant for this reason. The property's period of significance, under Criterion A, is 1928-1960, the time IHC occupied the site. The year 1960 is significant because IHC ceased operations at the site at that time.

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Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

(Iowa SHPO Additional Instructions: For properties not nominated under Criterion D, include a statement about whether any archaeological remains within or beyond the footprint of the property were assessed as part of this nomination under the subheading **Archaeological Assessment**.)

COMMERCE

International Harvester Trucks Emerge

The manufacturing of motorized trucks by International Harvester began in 1907. As this industrial giant developed this product line, IHC substantially contributed to the rise of trucking, now so common in the United States but distinct from river and rail shipping that had dominated shipping nationally in the 19th and early 20th centuries. It also foreshadowed the demise of the horse as a means for the American farmer to transport his agricultural products to market. Although prior to World War I trucks had not made inroads on the railroad carriage of these and other heavy products, by the 1920s trucks had begun competing with the railroads for that custom. (Thompson: 133)

The origins of IHC date to 1835 and Cyrus Hall McCormick's founding of McCormick Reaper and this company's manufacturing of farm equipment. The firm grew throughout the 19th century helping America to mechanize agriculture. In 1903, McCormick Reaper incorporated as International Harvester Company of America and subsequently launched research and development to produce motorized equipment, including trucks. The "Auto Wagon," the first of the firm's motorized vehicles, appeared in 1907. This air-cooled vehicle with a 2-cylinder engine featured high wheels designed to carry farm-to-market products over rough country roads. The name "motor truck" first appeared in 1910, and the trade name "International" was bestowed on these vehicles in 1914. At first, the auto-wagons were manufactured in Chicago, but production soon was relocated to Akron, Ohio. (International Harvester Company: 1-2)

By 1915, the utility of motorized trucks had become apparent across the nation, and IHC launched a new series of vehicles to meet the emerging market for them. IHC trucks were manufactured in Akron, Ohio, between 1915 and 1925, producing 56,685 trucks in ten different models during that time. This included the firm's first "heavy duty" truck with a capacity of five tons.

World War I proved to be a turning point for IHC and for truck manufacturers across the nation. The U.S. Government demand for war-related vehicles resulted in an industry-wide rise in truck production from 92,000 units in 1915 to 227,250 units in 1918. Only 49,000 units, however, were shipped overseas, and a vast surplus of vehicles became available for sale and civilian use when the war ended in 1918. This surplus stimulated the adoption of trucks for shipping across the nation and foreshadowed the decline of horsepower for farm-to-market transportation. The phrase "Ship by Truck" became commonplace. (*Ibid.*: 3)

This was an era of great expansion for the IHC line of trucks. In 1921, IHC's plant in Springfield, Ohio, was converted to truck production, and the company also introduced pneumatic tires for them. This innovation increased the performance of these so-called "speed" trucks at the same time that agitation by the Good Roads Movement promoted hard-surfaced highways across the nation.

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Speed trucks gained so much popularity and the truck industry expanded so rapidly that International production leaped from 7,183 motor trucks in 1920 to a new record of 39,008 trucks in 1928. Introduction of a new line in 1929 boosted production to 49,797 units. (*Ibid.*)

IHC also offered “built to the job” trucks—customizing them for specific needs. (International Harvester Company: 1-2) An historic photograph of the International Harvester Truck Sales and Service Station in Davenport pictures truck cabs and chaises without beds, possibly awaiting customer directives. (Figure 8)

IHC continued to expand and develop its truck line, introducing heavy-duty trucks in the 1930s. During World War II, IHC contracted with the U.S. Government to build all-wheel-drive military vehicles and other war materiel. Following the war, IHC introduced new product lines as the nation’s economy and over-the-road truck transportation boomed. Then, as the 20th century moved on, IHC lost its position in truck production to Detroit’s giant truck manufacturers and its leadership in agricultural machinery to competitors like Deere & Company. Then, during a mid-1980s national agricultural recession, International shocked many Americans by merging in 1984 with J. I Case Company to be known as Case IH.

International Harvester at 601 West Second Street

The opening of the International Harvester Truck Sales and Service Station in Davenport in 1928 and the subsequent success of its business calls attention to the emergence of trucking industry as a new mode of transportation in Iowa. By 1929, Davenport had emerged as the third largest city in Iowa and the fifth in terms of manufactured goods. (*AKAY Consulting 2005: E-5*) Trucks, as exemplified by the IHC facility in Davenport, played an important role in this development; and, following World War I, began competition with the railroads for the delivery of long-haul carload freight, which remains to the present day.

As hard-surfaced roads had improved overland transportation in the 1920s and 1930s, Davenport’s strategic location bridging the Mississippi River favored economic development. Already in 1899, 50,000 vehicles were crossing the Government Bridge across the Mississippi River between Davenport and Moline, Illinois. By 1923, that traffic had increased to 5,000,000. (*Svendsen: 3-9*) These statistics call attention to the massive increase in vehicular traffic locally during the period and the commercial opportunity for retailing and servicing cars and trucks.

A second bridge across the Mississippi River—the Centennial Bridge—opened in 1939, linking Rock Island and Davenport and serving U.S. Highway 6 between Greater Chicago and Omaha, Nebraska. This route--favoring Davenport when the rise of trucking in the 1930s sought highways of convenience--became a popular national route to the western agricultural areas of the Upper Midwest.

The development of a paved system of roadways and the 1939 construction of the four-lane Rock Island Centennial Bridge opened the city [of Davenport] to a greater influence from the surrounding areas and signaled a significant increase in heavy truck traffic, an indication of the health of city’s manufacturing base. (*The Palimpsest* quoted in *AKAY Consulting 2005: E-5*)

In 1928, IHC had located its new truck center in Davenport exactly because of this growing volume of traffic. All in all, this new facility stimulated the use of trucks for local and regional purposes, while promoting “heavy

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truck traffic,” now known as over-the road transportation. The Davenport facility stood among the earliest of IHC’s branch operations in Iowa. Already by this time, IHC had developed a widespread network of authorized, independent dealerships across the nation to retail and service the company’s agricultural machinery. An extensive, online inventory of these dealers has identified more than 1,200 of these IHC dealers working during the life of the company in Iowa alone. (Michael F. M. Haynes) While some dealers served as agents for IHC’s trucks, “many of them were small outfits that sold trucks as a sideline to their tractor and farm implement business.” (Foster: 46)

In Davenport, IHC’s new building and the speed of its construction captured public attention. Scheduled for completion within five months of start (*Quad-City Times*, May 2, 1927), construction began on August 1, 1927 and was rushed to completion by December 19, 1927. (*Quad City Times*, December 30, 1927) The building opened to the public on February 2 and 3, 1928. In addition to this speed of construction—boasted as a sign of efficiency—the International Harvester Corporation also touted its service department’s modern equipment and vast on-site inventory of factory-made replacement parts—another signal of efficiency.

The new building and the stock and equipment to be carried here will be valued at well over the \$200,000 mark. So expensive is the stock and equipment, it was stated, that it will represent almost two-thirds of that figure. (*Ibid.*, December 30, 1927)

The service department occupied an area 100’ x 70’ in size. The parts department occupied an area 20’ x 110’ in size. These facilities, complimented by a showroom 50’ x 80’ in size with a lounging area for customers to wait while repairs were made, rendered the new building a modern innovation in Davenport, Iowa.

Actually, Merchants Transfer & Storage Co., the titleholder of this site, had contracted for the building’s construction, leasing the edifice to the International Harvester Company in 1927 for ten years. J. H. Hunzinger and Company served as the general contractor for its construction at a published cost of \$45,490. (*The Daily Times*, August 13, 1927) This new International Harvester Company sales and service branch served an 18 county area, including four counties in Illinois and 14 in Iowa. (*Ibid.*)

During the early 20th century, IHC also established branch operations directly associated with the home office in Chicago. In addition to Cedar Rapids (1924) and Davenport (1928), these branches included Fort Dodge (1930), Council Bluffs (1931), Sioux City (1931), Cedar Falls (1931), and Dubuque (1933). (*Ibid.*) A branch office had been established in Des Moines in 1916. These branch operations carried the IHC name “International Harvester Company.” By way of contrast, IHC’s independent dealerships usually carried the dealer’s name or the place name of its location: “McGuire Farm Equipment” in Albia, for example, or “Burlington Farm Machinery Company” in Burlington.

As IHC expanded its truck production during this era, the opening of these branch centers allowed customers like Iowa farmers to view IHC products without relying on catalogs as at independent dealerships. (Ford: 8-5) The inclusion of “International Harvester” in the name of these corporate branches, as at Davenport, distinguished them from their independent peers and lent status to their operations. Customers could purchase over-the-counter spare parts at branch operations, for example, rather than waiting for a delivery order.

During World War II, IHC concentrated its industrial might to win the war. Although the government allowed the production of a restricted number of motor trucks for essential home front industries, the firm focused on

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manufacturing military trucks and other war materiel. (Foster: 68) By the end of the war in 1945, the nation's fleet of civilian trucks had taken a beating. (*Ibid.*: 74)

Following the war, the demand for new truck sales soared. (*Ibid.*) To accommodate local demand, in 1958 International Harvester built a new facility for truck sales at 2160 West River Drive in Davenport, thus ending more than three decades at its original location on West Second Street. (*The Daily Times*, June 3, 1960) That site shifted to selling used equipment. Later in 1960, IHC ceased operations at this site altogether.

Other businesses subsequently occupied the West Second Street property. In 1963, the building was serving as a venue for auction sales. By 1964, Dahl Motors, a Ford Motor Company franchise, occupied the building. In 1968, Eastern Iowa Community College purchased the building and remodeled the front office. Some demising walls from that remodeling still exist. Florist Supply, Inc., leased the building in 1978 from Builders Lime and Cement. Then, in 1982, O.V. Nielsen and Eileen C. Nielsen purchased the property from the Alter Company. The O.V. Nielsen Family Trust holds the title presently.

Progressive Ideals

The International Harvester Truck Sales and Service Station reflects many of the ideals associated with the Progressive era in which it was built. These ideals include cleanliness, convenience, health, natural light, innovative technology, and fire protection, as noted elsewhere in this nomination.

The building also calls attention to the Progressive ideals of efficiency, standardization, and education. According to one local newspaper report:

Designated and executed with an eye to the greatest possible amount of efficiency is the new \$200,000 sales and service building which has just been completed by the International Harvester Co. for trucks at 601 West Second street. Every feature that has ever been used in many innovations have been incorporated in arrangement of the service station proper which occupies a large part of the 100 by 150 foot building. (*The Daily Times*, February 28, 1928)

International Harvester's public relations emphasized standardization and the ready availability of its factory-made inventory—"repair parts will be instantly available from an immense stock, systematically stored." (*Ibid.*)

Speed was another merited characteristic of the era associated with efficiency. The "instantly available" note in the above quote reflected this quality. Reporting on the construction of the new International Harvester Truck Sales and Service Station in 1927, one local newspaper reported: "Work is being rushed day and night to install the service station equipment. . ." (*Quad-City Times*, December 30, 1927)

As to education, IHC emphasized that its repairmen were "highly trained factory service men" (*Ibid.*) appealing to the respect for education, which characterized the Progressive era.

Through publicity like this, IHC signaled to customers the quality of its products and services in unspoken contrast with many of the era's smaller independent vehicle repair shops.

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ARCHITECTURE

The International Harvester Truck Sales and Service Station is National Register eligible, locally and under Criterion C, because of its architectural design. The building's use of steel bowstring arch trusses to support its barrel ceiling calls attention to a new architectural form emerging in the early 20th century—the motorized vehicle sales and service facility. Enabled by this innovative structural engineering then emanating from Chicago, the interior of this building features a vast interior space, allowing free vehicular movement within it unencumbered by internal structural impediments. (Figures 6, 7) Further, the building calls attention to the influence of the Commercial style of architecture on its design, blending Romanesque and Gothic Revival ornament with structural functionalism.

Structural Engineering

New facilities for motor vehicle indoor sales and service required a roofing system capable of spanning large, unimpeded interior spaces for display, repair, and movement. The employment of bowstring trusses to support such roofs admirably served this purpose. During the early 20th century, new industrial technology emanating from Chicago popularized the engineering capability of the bowstring truss for roofing. Throughout the rest of the century, bowstring trussed roofs served many uses, including bowling alleys, warehouses, armories, supermarkets and drugstores, indoor sports facilities such as skating rinks, and airplane hangars, among others.

The bowstring truss has the capability to span wide spaces. This engineering solution provided a structurally efficient method to support the International Harvester Truck Sales and Service Station's expansive roof. The bowstring truss uses an arrangement of triangles to transfer tension from its linear bottom and the compression from its curved top chord. The two chords meet at the ends of the arch and transfer the compression forces within the top chord to force the load bearing walls outward as well as downward. The roof of the International Harvester Truck Sales and Service Station possesses four bowstring trusses. Each truss features a double metal top chord, bottom chord, and web members with 28 triangular units between the chords. (Figure 14) The east ends of these bowstring trusses rest on and are supported by load-bearing brick pilasters, which form part of the east wall of the building; the west ends of the bowstring trusses are supported by steel columns within the building.

It should be noted that while the use of steel trusses for the roof was innovative at the time, the building's solid masonry walls providing the rest of its structural support remained traditional in design. As such, the International Harvester Truck Sales and Service Station calls attention to the transition from solid masonry load-bearing walls to what later emerged in the construction industry as steel frame and curtain walls.

During an era when fire safety was ever-present in the public's consciousness, the use of steel trusses for the International Harvester Truck Sales and Service Station offered greater protection from fire than standard wood trusses. Further, the building's rafters above the trusses also were constructed of steel rather than wood. These fireproofing measures added an important quality to this building in an era of raised public consciousness of the danger of gasoline and fire.

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Other practical concerns for this type of building included provisions for abundant natural and artificial light to aide repairmen. The skylight in the barrel-vaulted roof and the smaller skylights over other spaces in the building served this purpose along with the series of commercial windows on the building's east elevation, The barrel vaulted ceiling drew gasoline fumes up from the floor for ventilation through operable skylight windows.

By way of comparison, other early 20th century garages in Davenport exhibit barrel roof design. They include the Joehnke & Lage Garage (built circa 1925 at 210-214 Iowa Street) and the Rehder Motor Company (built circa 1930 at 207 Western Avenue). While these buildings employ bowstring arched trusses to support their roofs, these trusses are constructed of wood with limited span. The Rehder roof, for example, spans 40-feet. The International Harvester Truck Sales and Service Station roof spans 84-feet.

Other early 20th century garages in Davenport also employed steel roof trusses. Examples include the Black Hawk Chevrolet Co., Inc., at 221-223 East 2nd Street; Mack International Motor Truck Corp. at 728-732 West 1st Street; and Schwind Motor Car Co. at 420-422 Harrison Street. But these garages featured linear rather than arched designs, and the distances they spanned were modest by comparison with the International Harvester building. The Black Hawk Chevrolet trusses, for example, spanned 44-feet. Again, the steel arched trusses at the Internantional Harvester Truck Sales and Service Station offered greater unencumbered interior space than its peers in Davenport at the time.

Other Up-to-Date Features

The building offered many innovations for efficient service with an eye to safety, efficiency, and customer comfort. The building's masonry construction contributed its claim as fire-proof, furthered by the use of plaster rather than wood to clad its roof deck. This floor plan reflects a careful regard for the division of labor, spatial efficiency, and safety. The spare parts department was located in a separate section of the building. The showroom included an area for customers waiting while their vehicles were repaired, a convenience to the public. These and other specialized spaces provided an efficient layout for mechanical repairs and for customer comfort, all of which IHC touted with pride when the building first opened. (*Ibid.*, February 2, 1928)

According to one local newspaper:

The display room, 80 feet on Second street by 50 feet on Western avenue, is exposed to outside view from both thorofares, and the interior decoration has been worked out to give the best lighting effect. At night, the show room is flooded with 30 concealed 200 watt reflectors, an innovation creating everything desired from a lighting standpoint. (*Quad-City Times*, December 30, 1927)

The light fixtures (actually electrical sockets) fronting Western Avenue remain extant above the showroom's dropped ceiling. (William V. Nielsen)

This emphasis on specialization affected other aspects of the business. "Every tool and machine known to modern repair service is included. Men who are experts in their line are assigned to repair certain parts of the trucks." (*The Daily Times*, February 2, 1928)

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When International leased this site in 1927, the firm had envisioned a \$47,500 facility to be erected within five months. As planning for it continued, this radically changed; and, although it took about eight months to build, its final cost of \$200,000 far exceeded that initially publicized. While this 6-figure number included equipment and furnishings, the difference still indicates a substantial commitment by International to upgrade its new facility.

In addition to mechanical repairs, this service station also offered facilities for bodywork. The Reconditioning Room included spray equipment with 500-pound pressure for washing vehicles and for spray-painting them.

Commercial Style

Influenced by the Commercial Style of architecture, the exterior of the International Harvester Truck Sales and Service Station nicely blends the utilitarian look of its fenestration with architectural ornament to render a commercial building attractive to early 20th century eyes.

The building's exterior walls and parapets frame the storefront windows, anchor them in space, and provide a counterpart to their functionalism. These brick surfaces feature a panoply of polychrome and textures. This rich array of brick coloration includes green, yellow, blue, and red. The use of green and blue is uncommon. Additionally, the brick features a rough and slightly glazed surface. These characteristics point to a quality product purchased at a premium over typical face brick common to the period. The fact that this face brick is used throughout the exterior—not just on the primary facades—further testifies to a commitment to quality. The use of pink mortar to bind this brick serves as another notable design feature. Pink mortar is used on the north and east primary elevations, while natural gray color is used on the south and west secondary elevations. This pink color lends a deeper, richer, and more substantial feeling to the north and east elevations than the gray-colored mortar on the south and west elevations. There, the lighter-colored mortar renders a checkerboard effect to the walls, breaking up the visual strength affected by the darker colored mortar on the primary facades.

The International Harvester Truck Sales and Service Station exhibits other stylistic features associated with the Commercial Style. As the Pennsylvania Historical & Museum Commission notes:

Some examples of this style employ decorative elements of other popular styles of the era, such as Romanesque or Gothic Revival ornament. (Pennsylvania Architectural Field Guide)

This description fits the exterior design of the International Harvester Truck Sales and Service Station. Its north facade is conceived in a symmetrical fashion with its main entrance centering the facade. This entrance is flanked by Gothic-like buttresses and surmounted by a prominent Romanesque arch.

These exterior design elements conveyed a stylish and contemporary feeling to the building, assuring customers that the occupant-business was both trustworthy and up-to-date. By the same token, the over-arching volume of the barrel vaulted service department must have impressed any customer with its industrial technology.

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Architect

To date, the architect or architectural firm responsible for the design of the International Harvester Truck Sales and Service Station remains unidentified. During the 1920s, a number of well-regarded and experienced architects practiced in Davenport. Local newspapers frequently published stories about new construction in the city. Numerous stories appeared in the local press about the construction of the IHC building, as well as identifying its general contractor. All of this suggests that the building's architectural design emanated internally from IHC headquarters in Chicago.

General Contractor

J. H. Hunzinger and Company served as the general contractor for the International Harvester Truck Sales and Service Station. A local newspaper account published this information obtained from a building permit for the building. At this time, the cost for this construction was said to be \$45,490. (*The Daily Times*, August 13, 1927)

Three brothers founded J. H. Hunzinger and Company in 1907. Frank, Fred, and Charles Hunzinger wished to leave their family farming background in Iowa so they established the firm to engage in construction. Their contract for the construction of the International Harvester Truck Sales and Service Station in Davenport in 1927 might have served as a turning point for the firm. In any case, Frank and Fred relocated their business to Milwaukee, Wisconsin, the following year, specializing in schools, churches, and, later, office buildings and manufacturing plants. The Hunzinger Construction Company remains in business to the present day.

(<https://www.hunzinger.com/who-we-are/>)¹

SELECTION OF HISTORIC NAME

When originally opened to the public in 1928, IHC named this building the "International Harvester Truck Sales and Service Station." When IHC relocated this branch dealership in Davenport in 1960 to a new site, IHC employed nearly the same name: "International Harvester Truck Sales and Service Center" (*The Daily Times*, June 3, 1960), showing the longevity of this rather complicated but highly descriptive name. The earlier name was chosen for this nomination because it served as the building's original name.

¹ For further information, the Richardson-Sloane Special Collections Center of the Davenport Public Library archives a collection of photographs and information regarding specific projects associated with J. H. Hunzinger and Company while still located in Iowa. (<https://archives.davenportlibrary.com/repositories/3/resources/66>)

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9. Major Bibliographical References

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AKAY Consulting

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Gowans, Alan

1992 *Styles and Types of North American Architecture: Social Function and Cultural Expression*. Icon Editions, Harper Collins, New York, NY.

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Sanborn Fire Insurance Co.

1929 "Davenport, Iowa." Sanborn Fire Insurance Co., New York, NY.

Scott County Assessor's Office

2018 Property Record Card, 601 West Second Street, Davenport, IA.

Svendsen, Marlys; John Pfiffner; Martha H. Bowers

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1987 *Davenport, A Pictorial History*. Bradley Publishing, Inc., New York, NY.

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1989 *Transportation in Iowa: A Historical Survey*. Iowa Department of Transportation, Ames, IA.

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Daily Times, The

1927 Building Permit for International Harvester Truck Sales and Service Station, August 13, 1927.

Daily Times, The

1928 "Many Innovations At Service Plant Of Harvester Co." February 2, 1928.

Daily Times, The

1928 "Formal Opening of A New International Harvester Truck Service Station." Advertisement w/photographs, February 2, 1928.

Daily Times, The

1960 "You're Invited to the grand opening of our new International Truck Sales and Service Center." June 3, 1960.

Daily Times, The

1963 "Extraordinary Estate and Closing Out Sale." June 18, 1963.

Quad-City Times

1927 "\$7,500 Building Will Be Erected on Second St. For International Harvester Co." May 22, 1927.

Quad-City Times

1927 "Increases Size Of Structure." July 13, 1927. This concerns the IHC Moline-East Moline plant, another contemporary structure in the Quad Cities constructed by the firm and indication of the company's expansion during the 1920s.

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Internet

Haynes, Michael F. M.

2019 "International Harvester Dealers of the Past." <http://www.ihdealerspast.net/states/ia_id.pdf>
Comprehensively listing of IHC dealerships, last updated on March 2, 2019 showing more than
1,200 Iowa dealerships and viewed on March 16, 2022. Author died in 2003 and status of on-going
project unknown.

Oral History

Nielsen, William V.

2019 Oral informant interview with William C. Page, January 15, 2019. Nielsen is the son of O. V.
Nielsen, president of the former Florist Distributing Co. William was actively involved in various
rehabilitation projects for the IHC building, including the construction of the mezzanine offices.

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 # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office
 Other State Agency
 Federal Agency
 Local Government
 University
 Other
 Name of repository: _____

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property Less than one acre.

(Do not include previously listed resource acreage; enter "Less than one" if the acreage is .99 or less)

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1	<u>41.311533</u>	<u>90.345605</u>	3	_____	_____
	Latitude	Longitude		Latitude	Longitude

2	_____	_____	4	_____	_____
	Latitude	Longitude		Latitude	Longitude

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

West Second Street at corner of Western Avenue, south along Western Avenue to first alley, west along alley to first alley, north along alley to West Second Street, and east along West Second Street to point of beginning, in Davenport, Iowa. This boundary embraces Lots 5 and 6 in Block 4 in the City of Davenport's original plat.

Boundary Justification (Explain why the boundaries were selected.)

Contains the site historically associated with the building known as the International Harvester Truck Sales and Service Station.

11. Form Prepared By

name/title	<u>William C. Page, Public Historian</u>	date	<u>July 1, 2022</u>
organization	<u>William Colgan Page, Inc.</u>	telephone	<u>515-243-5740</u>
street & number	<u>520 East Sheridan Avenue</u>	email	<u>page@dwx.com</u>
city or town	<u>Des Moines</u>	state	<u>IA</u> zip code <u>50313</u>

Additional Documentation

Submit the following items with the completed form:

- **GIS Location Map (Google Earth or BING)**
- **Local Location Map**
- **Site Plan**
- **Floor Plans (As Applicable)**
- **Photo Location Map** (Key all photographs to this map and insert immediately after the photo log and before the list of figures).

, Iowa

Name of Property

County and State

Photographs:

Submit clear and descriptive photographs under separate cover. The size of each image must be 3000x2000 pixels, 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 does not need to be labeled on every photograph.

Photo Log

Name of Property: International Harvester Truck Sales and Service Station

City or Vicinity: Davenport, Iowa

County: Scott **State:** IA

Photographer: William C. Page; William V. Nielsen (2-9, 20)

Date Photographed: January 8, 2019; April 14, 2020, ; May 15, 2022

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

Photo 1 of 25:

1. North elevation looking SW
2. North elevation looking SE
3. Main entrance, north elevation looking SW
4. East elevation (north side) looking SW
5. East elevation (south side) looking SW
6. South elevation (left) & east elevation (right) looking NW
7. South elevation looking NW
8. Addition west elevation looking NE
9. Addition west and south elevations looking SE
10. Main block and addition looking SE
11. Exterior brick looking W
12. Lobby with entrance vestibule looking NW
13. Main office with entrance vestibule looking NE
14. Main lobby looking NW
15. Showroom looking NW
16. Main floor looking SSE
17. Main floor looking SE
18. Main floor looking NE
19. Main floor looking NW
20. Typical commercial window looking E
21. Roof trusses exposed looking N
22. Skylight exposed looking N
23. Bowstring trusses exposed looking N
24. Addition interior looking NE
25. Addition interior looking SW