

United States Department of the Interior
National Park Service

National Register Listed
7-5-2011

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 10-9000a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name Yingling Brothers Auto Company
Other name/site number 015-436

2. Location

Street & number 411 S. Main Street not for publication
City or town El Dorado vicinity
State Kansas Code KS County Butler Code 015 Zip code 67042

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.)

See File

Signature of certifying official/Title Kansas State Historical Society Date _____

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 commenting official /Title _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is _____ Signature of the Keeper _____ Date of Action _____

- entered in the National Register. _____
 See continuation sheet.
- determined eligible for the National Register _____
 See continuation sheet.
- determined not eligible for the National Register _____
- removed from the National Register _____
- other, (explain:) _____

Yingling Brothers Auto Company
Name of Property

Butler County, Kansas
County and State

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	
<u>1</u>	<u>0</u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>1</u>	<u>0</u>	total

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

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)

WORK IN PROGRESS

7. Description

Architectural Classification
(Enter categories from instructions)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN
MOVEMENTS: Commercial Style

Materials
(Enter categories from instructions)

Foundation - Concrete

Walls - Brick

Roof - Asphalt

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Yingling Brothers Auto Company
Name of Property

Butler County, Kansas
County and State

8. Statement of Significance

Applicable National Register Criteria

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

- 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 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 of age or achieved significance within the past 50 years

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Areas of Significance

(Enter categories from instructions)

COMMERCE

Period of Significance

1917 – 1940

Significant Dates

1917-construction; c.1920 additions

Significant Person

(Complete if Criterion B is marked above)

NA

Cultural Affiliation

NA

Architect/Builder

Unknown

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): Primary location of additional data:

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

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Butler County Historical Museum

Yingling Brothers Auto Company
Name of Property

Butler County, Kansas
County and State

10. Geographical Data

Acreage of Property- less than one

UTM References

(Place additional UTM references on a continuation sheet.)

1	1	4	6	8	9	2	7	0	4	1	8	7	1	6	0	3
Zone	Easting		Northing						Zone	Easting			Northing			
2																4

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

Name/title Brenda R. Spencer
Organization Spencer Preservation Date 30 August, 2010
Street & number 10150 Onaga Road Telephone 785-456-9857
City or town Wamego State Kansas Zip code 66547

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items (Check with SHPO or FPO for any additional items)

Property Owner

Name Richard W. Stumpf
Street & number 649 SW 70TH Street Telephone 316-315-0147
City or town Leon State KS Zip code 67047

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503

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Roadside Kansas MPS

**Yingling Brothers Auto Company
El Dorado, Butler County, Kansas**

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7. Narrative Description

The Yingling Brothers Auto Company building is in place on the 1917 Sanborn map. The two-story brick building has a concrete foundation; it is rectangular in form with two rear additions. The exterior facade is dark red wire-cut brick and the Commercial Style building features a traditional historic commercial facade with three sets of windows on the upper facade and a shaped parapet with cast-stone cap. The storefront reflects former alterations but maintains the basic components and proportions of a historic commercial storefront. The building is representative of the Progressive Era in which it was constructed and it a good example of a two-part commercial block structure built as an early auto dealership.

Site

The building is located on South Main Street in downtown El Dorado within a two-block automotive cluster that developed from 1915-1930 at the southern edge of El Dorado's downtown commercial district. Located in a traditional commercial setting, the building faces east with no setback; it is bordered by a public sidewalk and Main Street. The north wall is exposed, although an auto garage and station historically spanned from this building to the corner; this lot (north of the building), is now vacant. A one-story commercial building abuts the Yingling building on the south, with a shared parting wall. With two early rear additions, the building spans from the front property line west to the rear alley. The rear garage addition is a one-story structure with the south and west facades exposed. A paved alley abuts the rear of the lot on the west providing access into the rear garage from the west.

Exterior

The building is rectangular in form with two rear additions. The original building is distinguished by wood framing and a tapered roof obscured by the front parapet. The building had taken its current form by 1923 (Sanborn Map) however, physical inspection suggests that the building was expanded with two separate additions. The first addition was a two-story brick addition, distinguished from the original construction by metal roof trusses but aligning with the roof of the original structure. A one-story concrete block garage was built on the rear/west of the former addition. The garage features a vaulted roof with metal trusses.

Characterized by its traditional commercial facade, the front/east facade is comprised of three bays defined on the upper facade. The parapet features a center pediment flanked by two small pediments over the end bays. An inset panel centrally located between the parapet and upper windows, likely featured an inscription that has formerly been removed. The upper facade has three sets of three 1/1 double-hung wood windows with simple cast-stone sills and a vertical brick header course at the lintel.

The storefront is a c.1970s alteration. It is comprised of two bays, defined by brick piers. The transom area is covered by metal siding, formerly used for a signboard and covered by sheetrock on the interior; the transom windows have formerly been removed. The main entry is slightly off-center at the south end of the north half of the storefront. The south half of the storefront appears to retain its historic configuration with a brick bulkhead matching the brick facade. However, replacement brick is evident on the north end of the north half of the storefront. No historic photos have been found to document the original configuration of the storefront.

Although the Yingling Building was free-standing when constructed c.1917, by 1923, commercial buildings abutted Yingling Auto on the north and south. The north facade is exposed on the original

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structure and two-story rear addition and has a parged stucco coating and no openings. A one-story brick structure, The Smith Angle Motor Co. constructed in 1928, faces north (W. Olive Street) and spans south to the north facade of the rear garage of the Yingling Building. There is approximately one foot clearance between the north wall of the rear garage on the Yingling Building and the south wall of the Smith-Angle building. Despite the limited clearance, there are two multi-light steel windows on the north wall of the garage.

The neighboring building on the south extends west past the two-story rear addition on the Yingling Building. The south facade of the Yingling Building, being two-stories in height, is visible above the adjoining one-story building. The exposed south facade is red brick with no openings. The south facade of the one-story rear garage is exposed; it is painted concrete block and has three multi-light steel windows with operable hopper panels.

The west/rear facade of the one-story rear garage is red brick with a stepped parapet, corresponding to the form of the vaulted roof. A former over-sized opening has been downsized on the north half of the facade and a single door in the center of the rear facade provides exterior access into the rear garage. The west facade of the two-story rear addition is red brick and features two multi-light steel windows with large operable hopper panels.

Interior

The plan configuration reflects the construction of the original building and two early additions with no primary partition walls. The interior configuration also reflects the building's long-term use as an auto sales and service, and later auto parts retail business with open floor plans and utilitarian finishes.

The only partitioned rooms include a small bathroom in the rear garage and two small bathrooms adjacent to an old freight elevator at the rear of the ground floor retail space. The 2nd floor is accessed by an interior stairway on the north wall of the retail space.

Interior finishes reflect the building's long-term utilitarian function as auto related sales and service. The floor is concrete on the ground floor, wood on the 2nd floor. Walls in the retail space are generally plaster on masonry substrate with sheetrock installed on the interior of the storefront. The rear additions generally have exposed masonry (brick in the central addition and block in the rear garage). Most masonry has a painted finish. The retail space had an applied fiber-panel ceiling while the rear additions have no finished ceiling with the structure exposed.

The 2nd floor also has exposed masonry walls in most areas although there are remnants of former plaster walls and evidence of a partitioned room in the southeast corner, likely a former office. A former owner started construction of apartments on the 2nd floor but abandoned the project before completion. There are some wood-stud partition walls extant and some exterior walls have stud wall furring out the perimeter. The ceiling is exposed wood structure but likely originally had the applied fiber-panels like the ground-floor retail space.

As noted above, interior finishes are utilitarian, and there are no interior doors or wood trim. There are no significant, character-defining interior features except the location of the stair to the 2nd floor and the general configuration of an open retail space on the ground floor.

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Alterations

The primary alterations are the early expansions with the two rear additions, both of which were in place within five years of the building's construction and alteration of the storefront (date unknown). The interior has had few alterations and generally reflects the early building configuration following the early additions (pre-1923).

The only change in recent years was installation of stucco parging on the north wall, likely following the demolition of the former neighboring building.

Summary

The Yingling Brothers Auto Company Building retains a significant degree of historic integrity and is a good example of a Commercial Style building. It took its current form by 1923; the exterior of the building and the basic plan configuration reflect the original design and early expansions. The only major exterior alteration since the early expansions is the storefront, a common alteration in historic commercial buildings. The interior retains its utilitarian finishes representative of its long-time history as auto sales/service and auto parts businesses.

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Statement of Significance

The Yingling Brothers Auto Company Building in downtown El Dorado is being nominated to the National Register under the *Roadside Kansas* Multiple Property Nomination. The building is significant on a local level under Criterion A (Commerce) demonstrating the affect of the automobile and road improvements on the commercial development in El Dorado, Kansas.

Constructed in 1917 as Yingling Brothers Auto Company, the building served as a variety of auto dealerships until around 1940 and then as an auto supply shop until the early 1970s. Located on South Main Street in downtown El Dorado, the building was in a grouping of auto-related businesses from the time of its construction into the 1970s. Its period of significance spans from the building's construction in 1917 to 1940, reflecting its original function and early history as an auto dealership. The Yingling Brothers Auto Company Building is a good example of the *Auto Showrooms and Dealerships* property type (Downtown Dealership subtype) and meets the registration requirements set forth in the multiple property submission, *Roadside Kansas*.

The Automobile in Kansas and El Dorado

The *Emigrant's Guide*, published by Bronson & Sallee in 1869, called attention to the advantages of Butler County and to El Dorado in particular, resulting in an influx of settlers.¹ El Dorado was incorporated in 1871, and was soon prospering, and boasted the service of two railroads – Santa Fe and Missouri Pacific. Originally settled as a rich farming and ranching area, the region experienced rapid growth when oil was discovered locally in 1915. With a population of 3,266 in 1910, El Dorado grew to a population of 11,267 by 1920.² By 1934, the city had 45 miles of street, 25.8 miles of which were paved. A thriving commercial area grew from Main Street and Central Avenue.

El Dorado's rapid growth resulting from the local oil boom corresponded to the introduction of the automobile in cities and towns across the country. "Henry Ford's introduction of the mass-produced Model T in 1913 signaled the transformation of the automobile from a rich person's toy into a dominant form of transportation that would shape American society. With a price tag of \$528, the Model T was a vehicle built for 'Everyman'."³

The *Roadside Kansas MPS* defines the period 1900-1917 as the pioneering automobile period, during which Kansas roads remained primitive (mostly dirt) and not conducive to motor vehicle transportation. During this time, car ownership in Kansas grew at a rapid pace. Kansas had only 220 autos statewide in 1900; by 1912 Kansans owned 30,000 vehicles.⁴

Although initially, autos were sold and serviced by existing businesses such as livery stables and carriage shops, the popularity of the automobile resulted in a new trend of constructing buildings designed specifically for displaying and servicing automobiles.⁵ The first of the auto showrooms and

¹ Frank W. Blackmar. *Kansas: a cyclopedia of state history, embracing events, institutions, industries, counties, cities, towns, prominent persons, etc.* (Chicago: Standard Publishing Co., 1912) 569-570.

² Jessie Perry Stratford, *Butler County's Eighty Years*, 153.

³ James J. Flink, *America Adopts the Automobile, 1895-1910* (Cambridge, MA: MIT Press, 1970), 50. Ford Motor Company, "The Model T Put the World on Wheels," as quoted in *Roadside Kansas Multiple Property Nomination*.

⁴ Elizabeth Rosin and Dale Nimz. *Roadside Kansas Multiple Property Nomination to the National Register of Historic Places*, 2009, 8.

⁵ *Ibid.*, 19-20.

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dealerships, generally maintained the character and scale of the surrounding commercial buildings, using existing styles and materials as guidelines.⁶

The 300 and 400 blocks of south Main Street in El Dorado developed as a cluster of auto-related businesses as the automobile gained local favor. In 1912, the 300 and 400 blocks of South Main was comprised of three livery stables and a carriage house, but the 400 block was still primarily single-family dwellings. By 1917, The Yingling Brothers Auto Company at 411 S. Main was one of two auto businesses in the area. That number had expanded to six by 1923 and fourteen by 1930, including at least five car dealerships on South Main.⁷

411 S. Main

The building at 411 S. Main was in place on the 1917 Sanborn Map and Yingling Brothers Auto Company was listed at that address in the 1920 City Directory. The building remained an auto dealership for several years but went through a variety of owners. A review of El Dorado City Directories revealed the following businesses in the building at 411 S. Main.

- 1920-J.B. and E.V. Yingling operated Yingling Brothers Auto Company at 411 S. Main
- 1927- R.L and W.E. Dillenbeck operated the Chevy Dealership, Dillenbeck Motors
W.E. Dillenbeck and L.P. Marshall operated Dillenbeck and Marshall Tire Repair at 401 S. Main.
- 1929-1931 – Dillenbeck and Ramsey Auto
- 1935 – Rice Motor Company (Frank A. and Meirl Rice)
- 1937 – Thompson Motor Co.
- 1941 – 411 S. Main was vacant
The Tire Service Center was listed at 401 S. Main (through 1960)
- 1946-1958 – Hudson Battery and Electric Company, a wholesale auto parts and equipment company formerly located at 417 S. Main, moved to 411 S. Main
- 1962 – 1975 – Jarvis Auto Parts

The building later became home to Discount Building Supply, and was recently purchased by the current owner, after it had sat vacant for four years.

Yingling Brothers

Ernest V. Yingling was born August 17, 1892 in Kokomo, Indiana to parents E.E. and Harriet Yingling.⁸ By 1910, when he was 17, E.V. Yingling had moved to El Dorado with his brother and sister-in-law Jethro and Adele Yingling. Ernest married Ruth Simpson in El Dorado September 10, 1914 and was managing a garage by 1920.⁹ Yingling Brothers Auto Company operated by J.B. (Jeb) and E.V. (Ernest) Yingling, was listed at 401-411 S. Main in the 1920 El Dorado City Directory (building extant on 1917 Sanborn Map). Jeb and his wife Adele lived at 1030 W. 3rd Street; Ernest and his wife Ruth lived at 330 N. Atchison, according to the 1920 directory. Although the Yingling Brothers were clearly the first auto company at the 411 S. Main location, their involvement in the business was short-lived. By 1927, the auto shop at 411 S. Main was in operation as Dillenbeck Motors.

⁶ Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture* (Boston, MA: Little, Brown, and Company, 1985), 75-76 cited in *Roadside Kansas* pg 20.

⁷ Sanborn Fire Insurance Maps for El Dorado, 1912, 1917, 1923, 1930.

⁸ 1900 U.S. Census.

⁹ 1910, 1920 U.S. Census.

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The 1928 *Wichita Eagle Beacon* announced that E.V. Yingling of El Dorado had purchased the Dahl Chevrolet Company for the price of \$75,000 (Friday, November 16, 1928). Ernest and his son, E.V. Jr., operated Yingling Chevrolet Company in Wichita for over forty years. Ernest V. Yingling Sr. died in December 1960. E.V. Jr. was president of the dealership at the time of his father's death and sold his interest in the company (to others in the family) in 1966. A disastrous fire in November 1968 resulted in the death of four local firemen. Although the dealership rebuilt, it terminated its Chevy Dealership in 1972 and closed in 1974. E.V. Yingling Jr. founded Yingling Aircraft, the Wichita Cessna dealership, in 1946 after returning from WWII as an Army pilot. Yingling Aircraft remains in Wichita today.¹⁰

The Yinglings of El Dorado and Wichita may have been related to the Yinglings of Topeka. Larry Yingling, and his son Brian, currently operate Yingling's Auto Service in North Topeka. Larry started the original Yingling Oil Company in Topeka in 1956, a Champlain Gas Station in North Topeka. Larry came to Topeka with his parents Darwin and Sarah, from Adrian Missouri in the 1930s. Darwin's father was Ernest S. Yingling. Although no direct link was found between the two Ernest Yinglings, earlier generations of both Yingling families were located in Pennsylvania.¹¹

Auto Showrooms and Dealerships Property Type

The *Roadside Kansas MPS* describes the Auto Showrooms and Dealerships Property type and provides registration requirements.

...auto dealerships typically featured large plate glass windows at the showroom and vehicular bays on one or more elevations. Primary building materials were fireproof, including brick, hollow clay tile, concrete, and steel and the design often featured a unique structural system, such as barrel vaulted trusses that accommodated a wide, column-free expanse...Abundant windows, typically multi-light industrial metal sashes, brought light into service areas and featured operable pivot sashes to expel fumes. Multi-story auto dealerships were equipped with freight elevators or ramps that carried vehicles between floors. A significantly higher level of finishes in the showrooms distinguished them from the utilitarian service areas.¹²

The MPS explains that the first generation of purpose-built auto dealerships resembled traditional Main Street commercial blocks, typically occupying one- and two-part commercial blocks with brick facades.

The Yingling Brothers Auto Company at 411 S. Main is consistent with the parameters of the property type outlined above. Constructed in 1917, the building is a traditional two-part commercial block, a two-story red brick building. Two early rear additions (extant by 1923) are also consistent with the property type. The second addition was a one-story garage with a vaulted roof and multi-light steel windows. Although no historic images have been found, the storefront clearly featured large display windows into the front showroom.

The interior of the Yingling Building had minimal utilitarian finishes throughout. Plaster walls distinguished the showroom from rear and 2nd floor service areas with exposed masonry walls but concrete floors were located throughout the ground floor, in the showroom and rear service area. Wood floors were exposed on the 2nd floor. Ceilings were an applied fiber-panel in the showroom, with no finished ceilings in the rear service areas. A freight elevator was apparently used to transport heavy

¹⁰ *Wichita Eagle Beacon*. November 16, 1928; December 26, 1960; March 11, 1972, March 26, 1972, and December 6, 1978.

¹¹ U.S. Census Records and Yingling's Auto Service in Topeka, Kansas website yinglings.com.

¹² *Roadside Kansas*, F-58.

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parts to the 2nd floor for storage. The size of the elevator and lack of structural reinforcement of the floor suggest that autos were not stored or shown on the 2nd floor.

Summary

A traditional Progressive Era, Commercial Style historic commercial building, the Yingling Brothers Auto Company Building featured fire-proof construction and a vaulted roof and operable windows in the rear garage. All of which are characteristic of the Auto Showrooms and property type Dealerships (Downtown Dealership subtype) as defined in the *Roadside Kansas* Multiple Property Submission.

Completed in 1917 as the Yingling Brothers Auto Company, the building at 411 S. Main was among the earliest auto-related business on South Main Street in downtown El Dorado. Through multiple owners, the building continued to function as a car dealership until 1940, followed by another 30+ years as an auto parts business.

The building retains integrity of location, design, materials, and workmanship reflecting its original design and character. The Yingling Brothers Auto Company Building is nominated to the National Register of Historic Places under the multiple property documentation form *Roadside Kansas* as a representative of the *Auto Showrooms and Dealerships* property type.

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9. Bibliography

1931 Classified Business Directory. El Dorado, KS: C.C. Sheldon, Jr., 1931.

El Dorado City Directory 1915-1916. Wichita, KS: Calmon-Cramer Publishing, 1916.

El Dorado City Directory 1920. Springfield, MO: Page Directory Co., 1920.

Mooney, Vol. P. History of Butler County. Lawrence, KS: Standard Publishing Co., 1916.

Polk's El Dorado City Directory. Kansas City, MO: R.L. Polk & Co. Publishers, 1927, 1931, 1935, 1941, 1946, 1949, 1955, 1960, 1963, 1965.

Rosin, Elizabeth and Dale Nimz. *Roadside Kansas Multiple Property Nomination to the National Register of Historic Places*. 2009.

Sanborn Maps for El Dorado, Butler County Kansas, 1912, 1917, 1923, 1930, 1946.

Stratford, Jessie Perry. Butler County's Eighty Years 1855-1935.

Tihen, Dr. Edward N. Dr. Edward N. Tihen's Notes from Wichita Newspapers, Special Collections and University Archives, Wichita State University Libraries.

The Wichita Eagle-Beacon.

U.S. Census 1900, 1910, 1920, 1930.

10. Geographic Data

Verbal Boundary Description

The property is comprised of two tracts with the following legal description:

Tract 1 - Commencing at the NE Corner of Lot 4, Block 15, Original town, now City of El Dorado; thence W 81.25 feet, more or less to the center of a brick wall; thence S 89.7 feet; thence E 81.25 feet, more or less, to the E line of Lot 3 in said Block 15; thence N to the point of beginning, Butler County, Kansas.

Tract 2 – The S 43 feet of Lot 3, Block 15, Original Town, now City of El Dorado, Butler County, Kansas.

Boundary Justification

The boundary reflects the site on which the building is located and described by the legal description above.

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Photographs

Photographer: Brenda R. Spencer

Date: July 30, 2010

Original Files: Original digital image files provided on disc with nomination.

<u>Photo #</u>	<u>Camera Direction</u>	<u>Description</u>
1	SW	View of Yingling Brothers Auto Co. Building looking southwest on S. Main Street in downtown El Dorado – North and East facades
2	NW	Front/East and South facades, looking NW along S. Main Street
3	W	Front/east facade
4	W	Detail of upper facade, front/east facade
5	SE	West/ Rear facade (rear garage addition) from rear alley
6	NE	South facade of rear garage addition
7	W	Ground floor retail space, looking W inside storefront entrance
8	E	Interior view of ground floor in 2-story rear addition
9	W	Rear garage addition, looking west toward rear
10	NE	Detail of windows and truss in rear garage addition
11	E	Rear garage, looking E toward front of building
12	E	Ground floor retail space, looking east toward storefront
13	E	2 nd floor of original building, looking E toward front of building
14	W	2 nd floor of original building, over retail space looking W toward rear wall
15	NE	2 nd floor of 2-story rear addition, looking NE toward original rear wall
16	W	Detail of 2 nd floor rear window