

Baumbauer Blacksmith Shop
Lot 5, Block 2
Original Town of Evansville
Randolph County
Illinois

IL HABS No. R-1996-3

PHOTOGRAPHS,
WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Illinois Historic American Buildings Survey
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, Illinois 62701

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ILLINOIS HISTORIC AMERICAN BUILDINGS SURVEY

BAUMBAUER BLACKSMITH SHOP

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Location: The Baumbauer Blacksmith Shop is located on Lots 5, Block 2 of the Original Town of Evansville, in western Randolph County, Illinois.

Evansville is located in Evansville Township in western Randolph County, Illinois. The town is situated on the east bank of the Kaskaskia River approximately 5 miles from the bluff crest of the Mississippi River Valley, ten miles upriver from Kaskaskia, and approximately forty miles southeast of East St. Louis. Illinois Route 3 passes through Evansville, as does the Missouri-Illinois Railroad.

Present Owner: Village of Evansville
Village Hall
Evansville, Illinois

Present Occupant: None

Present Use: Vacant

Statement of Significance:

The Baumbauer Blacksmith Shop is a relatively large, timber-frame building that housed a combination blacksmith and wagon manufactory during the nineteenth century. By the early twentieth century, the building housed a family-owned blacksmithing business that operated through the 1950s. The building is one of several blacksmith shops remaining in Evansville, and of those, it is believed to be the oldest. The significance of the building is heightened by the fact that the original shop, family's 1930s residence, and gas filling station all survived through the flood of 1993. Together, these buildings document the physical and technological evolution of the blacksmith trade from the middle nineteenth through middle twentieth centuries.

The building retains its integrity of location, design, setting and materials. Although modest in character, this

structure embodies the distinctive characteristics of a type, method and period of construction and is eligible for the National Register of Historic Places as per Criterion C.

Part I. HISTORICAL INFORMATION

A. Physical History:

1. Date(s) of Erection:

As with many vernacular buildings, the actual date of construction of the Baumbauer Blacksmith Shop is unknown. Based on an analysis of deed and tax records, and published histories, it would appear that this building was constructed by at least 1870. Based on a physical examination of the building, it is possible that the shop may have been constructed as early as ca. 1855-60. Although this building was not the one, the tax records suggest that a building was on site by the late 1840s.

2. Architect: None.

3. Original and Subsequent Owners:

The following is a list of the owners of the lot on which the Baumbauer Blacksmith Shop is located between the date of the platting of Evansville and the present.

Cadwell Evans (1834 to ca. 1838)
William McNeil (ca. 1838 to ca. 1845)
Henry Mittler (ca. 1845 to January 1866)
Louisa Mittler (January 1866 to March 1878)
Peter Baumbauer, Jr. (March 1878 to January 1892)
Mary Baumbauer (January 1892 to April 1919)
Ralph L. Moll (April 1919 to March 1958)
Ralph J. Moll (March 1958 to post-1970)

4. Builders, Contractors, and Suppliers:

The builder of the Baumbauer Blacksmith Shop has not been identified.

5. Original Plans:

No original plans exist for the building.

6. Alterations and Additions:

Shortly after its construction, the shop had a single-story, flat-roofed addition constructed onto its west end, causing the reorganization of the lower or basement floor of the original structure. Initially used as a wood shop, this addition was eventually converted into living quarters for the blacksmith and has gone through several remodelings. A lean-to garage was constructed on the west end of the shop ca. 1924.¹

B. Historical Context:

1. Regional Historical Context:

Although nearby Kaskaskia was the economic and social center of the Illinois Country since the early 1700s, it was not until after the end of the Revolutionary War that settlers began to filter into the Kaskaskia drainage. The first Euro-American improvement known to have been made in the vicinity of Evansville occurred around 1780 on the east side of the Kaskaskia River. During that year, a number of George Rogers Clark's soldiers settled near the mouth of Nine Mile Creek, four miles south of the site of Evansville.² Additional settlers gradually filtered into the area in the years following the conclusion of the Revolutionary War. Many of these newcomers settled on Plum Creek, several miles north of Evansville in an area that became known as the "Irish Settlement" in reference to the Scotch-Irish ancestry of many of its inhabitants.

In 1811, Andrew White established a farm on the current site of Evansville. White later sold his farm to Adam Henderson, who in turn, sold the property to Adam North. In 1826, North began a ferry service across the Kaskaskia River at this location. This operation represented the nucleus of future Evansville, and for a number years, the town site was known locally as "North's Ferry".³

North's Ferry and the surrounding real estate was eventually purchased by Cadwell Evans, who platted out the town of Evansville in 1834.⁴ At the time of its founding, Evansville consisted of little more than Evans' residence, his blacksmith shop, and the ferry.⁵ In 1837, Evans constructed a horse mill on his land holdings and was joined, in the nascent community, by Paul Craddock, a cooper. The following year, a tanyard

was constructed by Edmund Eccles and Joseph Bratney. Shortly thereafter, Evans added a hotel to his business holdings. By 1840, a saddlery shop and dry goods store had been established in Evansville. Although the late 1830s were a period of rapid growth in the community, it was cut short by the financial panic of 1837 which ushered in a nation-wide depression that had lingering effects for a decade or more. The village, like so many surrounding it, experienced little growth during the early to middle 1840s.⁶

Economic conditions in the United States had improved by the late 1840s, and in 1847 Evansville's prosperity received a boost with the erection of a new store house by Volien Weirham. A dry goods store was erected by Jonathan Chesnutwood in 1854. That same year, a steam-powered flowering mill was placed in operation by Evans and Weirham. Milling was to play a significant role in the community development during the late nineteenth century. Three years later, in 1857, a brewery was constructed. Additional business interests during this period included two wagon "manufacturies", two blacksmith shops, five cooper shops and one saddlery shop.⁷

Evansville's prosperity continued through the remainder of the nineteenth century. Improvements in navigation on the Kaskaskia allowed for the easy shipment of goods, and steamboats made regular trips between Evansville and Chester, often carrying flour that was produced at the mill.⁸ By 1883, the town's population had grown to some 500 people, the majority of whom were of German decent. As the county history noted,

The citizens are mostly of German descent, and exhibit the social traits peculiar to the race, enjoying the pic-nic and the dance. They are also highly moral and cultivated. Attending to their own business, conservative in politics and religion they constitute a pleasant community.

Businesses located in Evansville in 1883, included two dry goods stores, a blacksmith and machine shop (operated by Peter Baumbauer, Jr.), one shoemaking shop, a harness shop, one coopery, three hotels, one drug store, and a limestone quarry. In addition, the town also had a number of saloons and feed stables. The flour mill, which had been acquired by the Sauer

Family during the late 1860s, was Evansville's most important business during this period.⁹

In 1894, the Centralia and Chester Railroad was extended from Sparta to Evansville. This railroad reached its western terminus at Chester in 1898. Once active rail service had been established, Evansville quickly developed into a busy transportation center for grain and flour shipping. The flour mill expanded its operations, and in 1899 Nicholas Sauer officially organized it as the Sauer Milling Company. Evansville currently has a population of approximately 800-900 individuals.¹⁰

2. Blacksmithing and Wagon Manufacturing in Randolph County:

Blacksmiths were an essential ingredient of the nineteenth century community and functioned in the manufacture and repair of a wide range of everyday household and industrial items as well as the care and maintenance of the community's horses. Blacksmiths often were some of the first industries established on the pioneer landscape and quickly became a ubiquitous feature associated with nearly every village no matter how small. Although everywhere present during the nineteenth century, changes in the mass production of goods, the interchangeability of parts, and the rise of the "horseless carriage" (automobile) eventually resulted in the disappearance of the village smithy. By the 1930s, few blacksmiths plied their trade.

Much has been written about the blacksmith trade and the techniques of the craft. Manuals such as Appleton (1850), Barnum (1832), Holmstrom (1941), Moxon (1703), Nicholson (1831), and Richardson (1978) are useful for understanding the mechanics of blacksmithing as well as the tools and spatial requirements of the trade. The social history of the blacksmith and his relationship to the community has been discussed in such works as Hawley (1976), Dunshee (1957), Robins (1953), Webber (1972), Watson (1968), as well as Gunnion and Hopf (1976). These works lend much to our understanding of the blacksmith and the community in which he lived and worked. Similarly, oral histories and folklife studies such as Wigginton (1979) and Lasansky (1980) are very enlightening. Other primary sources of economic

Table 1

Industrialized Blacksmith Operations,
 Randolph County in 1850 and 1860
 (U. S. Industrial Census)

	Type of <u>Business</u>	Capital <u>Invested</u>	Power <u>Source</u>	No. of <u>Employees*</u>	Annual <u>Product</u>	Product <u>Value</u>	
<u>1850</u>							
	W. R. Brown	Wagon and Carriage	\$ 1,000	Hand	5	Work	\$ 2,500
	A. Burlinghame	Wagon and Carriage Maker	\$ 1,000	Hand	5	Work	\$ 2,500
	Robt. Little	Plow, Blacksmith Factory	\$ 500	Hand	4	400 plows	\$ 2,400
<u>1860</u>							
	James Sproul	Wagon Factory	\$ 6,200	Hand	5	52 wagons	\$ 4,160
	J.J. Sloan	Wagons and Plows	\$ 1,850	Hand	4	125 wagons/plows	\$ 4,500
	A.W. Burlinghame	Carriages	\$ 8,000	Steam	5	50 carriages	\$ 6,000
						200 plows	\$ 1,500
	P.B. & C.M. Gault	Wagons and Buggies	\$ 2,000	Hand	4	40 wagons	\$ 3,200
						20 buggies	\$ 1,500
	F. Crothers	Plow	\$ 500	Hand	2	125 plows	\$ 1,000
	Brown & Castello	Wagon and Smithing	\$ 500	Hand	2	6 wagons	\$ 600
						misc.**	\$ 200
	Isaac Rust	Wagons	\$ 1,000	Hand	2	6 wagons	\$ 540
						misc.**	\$ 300
	Kurtz & Brachen	Plows and Wagons	\$ 500	Hand	3	15 plows	\$ 750
						2 wagons	\$ 180
	Fred Rabbe	Wagons	\$ 200	Hand	2	15 wagons	\$ 1,200

* = The 1850 and 1860 returns listed "Number of Employees"; the 1880 returns listed both "Greatest Number of Employees" and "Average Number of Employees". We have listed the latter.

** = Refers to "Other Articles" and "Other Work" as listed in original document.

interest include numerous account books detailing the everyday tasks of the village blacksmith (cf. Appendix IV in Mansberger, Halpin and Sculle 1992). Similarly, context statements such as those written by the State Historical Society of Wisconsin (1986:13-1 to 13-8) for "Carriage and Wagon Manufactures" as well as various period catalogs (Spivey 1979) help interpret blacksmith sites and the lifestyles of the individuals that

Table 2
 Industrialized Blacksmith Operations,
 Randolph County in 1850 and 1860,
 Raw Materials
 (U. S. Industrial Census)

	-----Raw Materials-----						Paint Value	Total Material Costs
	Iron		Timber		Coal			
	Tons	Value	Feet	Value	Bushels	Value		
<u>1850</u>								
W. R. Brown	-	-	-	-	-	-	-	\$ 500
A. Burlinghame	-	-	-	-	-	-	-	\$ 500
Robt. Little	-	-	-	-	-	-	-	\$ 500
<u>1860</u>								
James Sproul	15	\$1,500	10,000	\$250	1,000	\$150	-	\$1,900
J.J. Sloan	14	\$1,400	35,000	\$900	600	\$ 60	-	\$2,360
A.W. Burlinghame	15	\$1,700	10,000	\$400	1,000	\$100	\$200	\$2,400
P.B. & C.M. Gault	15	\$1,500	10,000	\$250	600	\$ 50	\$150	\$1,950
F. Crothers	1.5	\$ 250	4,500	\$140	500	\$ 60	-	\$ 450
Brown & Castello	1	\$ 100	-	\$100	-	-	-	\$ 200
Isaac Rust	1	\$ 100	4,000	\$100	-	-	-	\$ 200
Kurtz & Brachen	1	\$ 160	3,000	\$ 90	300	\$ 60	-	\$ 310
Fred Rabbe	3	\$ 300	2,000	\$ 50	300	\$ 50	-	\$ 400

occupied them.

Blacksmith shops were a necessity for the pioneer farm family of Illinois. Often farmers did their own blacksmith chores, but it wasn't long prior to the establishment of independent shops which catered to the rural farm community. Such was the case with Cadwell Evans, who platted the community of Evansville in 1834. Besides operating a ferry, Evans established a "shop for repairing wagons, stocking and repairing plows" in Evansville.¹¹ The inventory of Evans' personal property at his death included "Wagon timber, near the shop" (valued at \$6.00) and "blacksmith billows, anvil, vise screw plate, etc." (valued at \$25.00).¹² Montague

Table 3

Blacksmith Operations,
 Randolph County in 1880
 (U. S. Industrial Census)

	<u>Type of Business</u>	<u>Capital Invested</u>	<u>Power Source</u>	<u>No. of Employees*</u>	<u>Material Costs</u>	<u>Product Value</u>
Wm. Finke	Wagons and Etc.	\$ 200	n.a.	1	\$ 200	\$ 600
Frederic Hartley	Blacksmithing	\$ 250	n.a.	1	\$ 110	\$ 700
August Schad	Blacksmithing	\$ 75	n.a.	0	\$ 75	\$ 500
Fritz Rabbe	Blacksmithing	\$ 500	n.a.	1	\$ 150	\$ 600
Robt. Herschbach	Blacksmithing	\$ 1,100	n.a.	1	\$ 800	\$ 3,780
H. Herschbach	Wagonmaking	\$ 1,500	n.a.	1	\$ 400	\$ 1,500
Frank Gausmann	Blacksmithing	\$ 1,100	n.a.	2	\$ 900	\$ 1,800
Jos. Podkosminski	Blacksmithing	\$ 900	n.a.	1	\$ 900	\$ 1,700
Adam Brachen	Wagonmaker	\$ 500	n.a.	1	\$ 400	\$ 900
Fritz Welga	Blacksmithing	\$ 600	n.a.	1	\$ 800	\$ 2,000
Grace and ?	Carriage Shop	\$ 2,000	n.a.	8	\$2,400	\$ 8,000
Henry Lortz	Blacksmithing	\$ 1,000	n.a.	1	\$ 600	\$ 2,000
James H. Kennedy	Carriage Shop	\$ 2,500	n.a.	2	\$2,500	\$ 4,000
John Kennedy	Blacksmithing	\$ 2,000	n.a.	1	\$ 500	\$ 2,000
Augustus Ridgeway	Wagon and Carriage	\$ 400	n.a.	1	\$ 500	\$ 1,000
Mathias Treffts	Wagon and Carriage Shop	\$ 1,800	n.a.	2	\$ 600	\$ 2,100
Armor & Craig	Blacksmithing	\$ 200	n.a.	1	\$ 700	\$ 1,500
Chas. Theobald	Blacksmith	\$ 500	n.a.	0	\$ 100	\$ 600
Mikel Rodmier	Wagonmaker	\$ 500	n.a.	0	\$ 175	\$ 550
Adam Becker	Blacksmith	\$ 400	n.a.	0	\$ 100	\$ 800
Peter Bambauer	Blacksmith	\$ 1,800	n.a.	1	\$ 400	\$ 800
Fred Dudenbostel	Blacksmithing	\$ 600	n.a.	2	\$ 600	\$ 3,000
William Kurtz	Blacksmithing	\$ 650	n.a.	2	\$ 700	\$ 3,500
Ernst Naufing	Wagonmaking	\$ 1,000	n.a.	2	\$ 850	\$ 4,000
Claus Peterson	Wagonmaker	\$ 1,500	n.a.	2	\$3,000	\$ 5,000
Henry Hahlmann	Wagonmaker	\$ 1,500	n.a.	2	\$3,000	\$ 5,500
Henry Rienrolf	Wagonmaker	\$ 900	n.a.	2	\$1,200	\$ 3,500
William Floret	Wagonmaker	\$ 950	n.a.	1	\$1,100	\$ 2,500
Louis Schuedte	Blacksmith	\$ 2,000	n.a.	2	\$5,000	\$ 8,000
Peter Peterson	Blacksmith	\$ 3,000	n.a.	2	\$5,000	\$ 7,500
Wm. Whitchurch	Blacksmith	\$ 3,000	n.a.	2	\$5,000	\$ 7,000
Ernst Budde	Blacksmith	\$ 4,000	n.a.	2	\$5,300	\$ 8,000
John Lange	Blacksmith	\$ 1,500	n.a.	1	\$2,000	\$ 4,000
Henry Schuedte	Blacksmith	\$ 3,500	n.a.	2	\$4,000	\$ 6,500
Ernst Nagel	Wagonmaker	\$ 5,000	n.a.	3	\$6,000	\$10,000
Henry Sievers	Blacksmith	\$ 2,000	n.a.	1	\$2,000	\$ 5,000
George Cowell	Blacksmith	\$ 1,500	n.a.	1	\$1,800	\$ 4,000

Table 3 (continued)

	Type of <u>Business</u>	Capital <u>Invested</u>	Power <u>Source</u>	No. of <u>Employees*</u>	Material <u>Costs</u>	Product <u>Value</u>
Henry Heine	Blacksmith	\$ 1,500	n.a.	1	\$2,000	\$ 5,000
C. McCormack	Blacksmith	\$ 400	n.a.	1	\$ 300	\$ 1,000
Miller Bros.	Blacksmith	\$ 100	n.a.	1	\$ 400	\$ 1,800
Wm. Little	Blacksmith	\$ 200	n.a.	1	\$ 250	\$ 800
Perkins & Hundman	Blacksmith	\$ 1,000	n.a.	1	\$ 500	\$ 2,500
Conrad Gross	Blacksmith Shop	\$ 600	n.a.	1	\$ 350	\$ 1,000
E.F. Sickmeyer	Wagon Shop	\$ 500	n.a.	n.a.	\$ 300	\$ 800
F.R. Corruthers	Agricultural Implement Manufacturer	\$20,000 (Annual Product is 150 harrows and 1,000 plows)	Steam	10	\$5,000	\$15,000
A.H. Burlinghame	Agricultural Implement Manufacturer	\$ 8,000 (Annual Product is 30 harrows and 600 plows)	Steam	10	\$3,400	\$10,000

* = The 1850 and 1860 returns listed "Number of Employees"; the 1880 returns listed both "Greatest Number of Employees" and "Average Number of Employees". We have listed the latter.
 n.a. = Information not available.

(1859) suggests that blacksmiths like Evans were the focal point of many early communities.

By the middle 1820s, several blacksmiths had established their shops within Randolph County. The 1825 Census of Randolph County documents a wide range of industrial establishments in the region, including five blacksmith shops. A few short years later, the 1830 Federal Census documents ten blacksmiths as well as two wagon makers within the county. It is interesting to note the presence of W. T. Evans as one of the blacksmiths within this census, and question his relationship to Cadwell Evans.¹³

Montague (1859) indicates that most small villages in Randolph County had at least one blacksmith shop by the late 1850s. Additionally, many of the communities in Randolph County had more specialized wagon and/or carriage manufactories. Combining the specialized tasks of the blacksmith, wheelwright, and woodworker, wagon (as well as more sophisticated carriage and

buggy) manufacturies represent one of the more common industrial endeavors in middle nineteenth century agricultural communities. By 1859, Sparta had two wagon, one plow and four blacksmiths established in town. Similarly Redbud had three wagon manufactories and three blacksmiths. At that time, Evansville boasted two wagon manufactories and two blacksmith shops. Eden had its first foundry and machine shop established in ca. 1837. Only two years later, the first wagon shop was established in Eden by W. R. Brown, and since then, "several others have gone into operation." As Montague noted, "For many years, the shops of Eden have supplied a large portion of the southern part of Illinois with wagons, carriages and plows." In 1859, with a population of only 300 individuals, Eden boasted 4 wagon shops, one carriage shop and a single plow manufactory.¹⁴

The 1850 Federal Census of Industry for Randolph County indicates the presence of two "Wagon and Carriage Manufacturies" as well as a single "Plow, Blacksmith Factory". The two wagon and carriage manufactories (one operated by W. R. Brown, the other by A. Burlingame) each represented a capital investment of \$1,000 --fairly substantial investment-- and employed five individuals. Both factories were located in Eden and each produced approximately \$2,500 worth of product. The single "Plow, Blacksmith Factory" was operated by Robert Little at an unknown location.

By 1860, the Industrial Census lists nine specialized blacksmith operations in the county which produced a wide range of wagons, buggies, carriages, and plows. At that time, wagon and plow manufacturers were documented in Eden (Burlingame, Gault, Crothers), Coulterville (Sproul, Sloan), Steepleville (Brown and Castello) and Chester (Rust). Additionally, two other manufacturers (Kurtz/Brachen and Rabbe) were operating at an unknown location --potentially within Chester. The size of these industrial operations varied dramatically. On the smaller end of the spectrum was Isaac Rust's Wagon Manufactory which was located in Chester. Listed within the county directory as a "farmer and wagon manufacturer", Rust employed two workers, had \$1,000 invested in capital improvements, and produced only 6 wagons per year (which were valued at only \$540). Rust also did additional blacksmithing work which was valued at an additional \$300. A similarly sized shop was Fred Rabbe's wagon manufactory

which produced 15 wagons per year (valued at \$1,200) with an investment of only \$200 and the assistance of two employees.¹⁵

On the other end of the industrial scale is James Sproul's Wagon Factory (located in Coulterville) which produced 52 wagons per year (with a market value of \$4,160) with the assistance of 5 employees and a capital investment of \$6,200. The Gault Brother's Wagon and Buggy Manufactory located in Eden produced 40 wagons (valued at \$3,200) and 20 buggies (valued at \$1,500) with the assistance of 4 employees and a capital investment of only \$2,000. A. W. Burlingame's Carriage Manufactory (also located in Eden) produced 50 carriages (valued at \$6,000) and 200 plows (valued at \$1,500) with the assistance of 5 employees and an \$8,000 capital investment.

The 1880 Industrial Census documents 44 blacksmiths, wagon makers, and carriage makers within the county. The blacksmiths enumerated within this census range from small operations like August Schad's (with a capital investment of only \$75 producing \$500 worth of product with no employees) to the more industrialized establishment of Ernst Budde (who had a capital investment of \$4,000 and produced \$8,000 worth of product with two employees). The average capital investment for the 28 blacksmiths in the county at this time was \$1,285. Although generally more capitalized, the specialized wagon and carriage makers also varied in size. One of the smaller of the wagon makers enumerated was William Finke's shop which produced \$600 worth of product with a single employee and only \$200 of capital investment. In contrast, the largest wagon maker enumerated was Ernest Nagel who produced \$10,000 worth of product with three employees and a capital investment of \$5,000. The average capital investment of the 15 wagon and carriage manufacturers in 1880 was \$1,383.

By 1880, the specialized works of F. R. Corruthers and A. Burlingame (both located in Eden), were enumerated not with blacksmiths and wagon makers under "Manufactures" but as specialized "Agricultural Implement Manufactures". In 1880, both operations were steam powered and were producing \$10,000 to \$15,000 of product per year. Although the long established Burlingame works had only \$8,000 worth of capital improvements, Corruther's capital investments totaled

\$20,000.

In 1859, Montague (1859) suggests that there were two blacksmith shops and two wagon manufactories in Evansville at that time. Unfortunately, the city directory that accompanies Montague (1859) does not list any of the blacksmiths nor wagon manufactures by name. An inspection of the 1860 U. S. Census of Population indicates the presence of two blacksmiths (Nicholas Lampit and Charles Ohms) and two "wagon makers" (Fred Barlow and Henry Meynsott). Although Barlow originated from Massachusetts, the other three were German immigrants. By 1875, at least three blacksmiths were plying their trade in Evansville. According to Brink (1875), Adam Becker, Peter Baumbauer, and Henry Meyensott all were operating a blacksmith shop in the community. Becker, who operated a "General Blacksmith Shop" had emigrated from Germany and arrived in Randolph County in 1867. Peter Baumbauer, who was listed as operating a combination "Machine Shop and Blacksmith Shop," also emigrated from Germany, having arrived in Randolph County in 1857. Henry G. Meyensott, who operated a Wagon Manufactory, also was of German heritage having arrived in the county in 1853.¹⁶ The 1880 Industrial Census indicates that two blacksmiths (Adam Becker and Peter Baumauer) and a single wagon maker (M. Rothmeier) were located in Evansville at that time. Of the three working in Evansville in 1880, Baumbauer had the most invested in his shop (with a capital investment of \$1,800) and was the only one of the three that had an employee. Both Baumbauer and Becker produced \$800 worth of product in contrast to Rothmeier's \$500 worth of product. The 1883 county history notes that Peter Baumbauer operated a "Blacksmith, Machine Shop and Agricultural Implement Dealership" and had arrived from Bavaria, Germany in 1857.

In Illinois, only two blacksmith shops are presently listed on the National Register of Historic Places. These include the two-story brick Streibich Blacksmith Shop located in Newman (Douglas County) and the Millhouse Blacksmith Shop located in Clarksville (Clark County). Although not listed individually within the National Register, an operating blacksmith shop is a contributing structure within the Galena Historic District (Jo Daviess County). Other isolated shops, such as a two-story brick building in Lewiston (Fulton County) are located in various communities throughout

the state and have taken on a nostalgic air about them.

Similarly, few blacksmith sites have been investigated using archaeological techniques. One of the few such investigations conducted in Illinois is reported in the report "A Blacksmith Shop and Potential Stagecoach Station Along the Northern Illinois Frontier: Archaeological Investigations at Waddams Grove, Stephenson County, Illinois".¹⁷ The University of Illinois' 1962 excavations of the John Deere Blacksmith Shop in Grand Detour (Ogle County) is the only other archaeological investigation of a blacksmith shop undertaken within the State of Illinois.¹⁸ Herold's investigations led to the reconstruction of the John Deere Blacksmith Shop in the middle 1960s.¹⁹

3. Site Specific Historical Context:

The land on which the Baumbauer Blacksmith Shop is located was platted as Lot 5, Block 2 of the Town of Evansville by Cadwell Evans in 1834. Chain-of-title research failed to find a deed concerning the sale of Lot 5 by Evans. Tax records, however, indicate that by 1840 the lot was owned by William McNeil. McNeil is said to have established a saddlery shop in Evansville in 1839 and is listed as a resident of the community in the 1840 census.²⁰ While there is no direct evidence linking Lot 5 with McNeil's saddlery shop, it is possible that the building may have been located there. The 1840 tax list gives Lot 5 an assessed value of \$100, which is large enough to suggest that a significant improvement had been made to the lot by that time. Aside from Lot 5, McNeil is listed as owning Lot 6, Block 2 in 1840.²¹ By 1843, McNeil owned Lots 3 through 8 on the block

At some point between 1843 and 1848, ownership of Lot 5 passed from William McNeil to Dr. Henry Mittler, who was a Prussian immigrant. The 1848 tax list for Evansville documents Mittler as the owner of Lots 3 through 8, Block 2 and notes that the lots were then given an assessed value of \$120.²² Mittler's acquisition of the lots is of interest given his employment as a physician and the fact that he is known to have resided on a farm outside of Evansville, as opposed to in town.²³ Having neither an industrial/commercial background, nor the physical proximity to Lots 3 through 8 to directly oversee their development, Mittler is suspected to have purchased the

lots with the intention of renting them (and whatever buildings may have then existed on them) out to other parties.²⁴ Mittler retained ownership of Lots 3 through 6 until his death in January 1866.²⁵ According to the terms of his will, Henry Mittler's widow, Louisa, inherited all of his real estate.²⁶ Louisa Mittler subsequently moved in with her brother, Charles Tillman, who was a prominent local farmer.²⁷ Tax records from 1868 indicate that Lots 3 through 6 were given a joint assessed value of \$100, \$60 of which represented improved lots and \$40 of which was for unimproved lots.²⁸

On March 17, 1878, Louisa Mittler sold Lots 3 through 6, Block 2 to Peter Baumbauer, Jr. of Evansville for \$160.²⁹ Born ca. 1847 in Bavaria, Peter Baumbauer, Jr. immigrated to the United States with his parents in 1853.³⁰ The family arrived in Randolph County in 1857 and appear to have taken up residence in Evansville by the late 1860s. Peter Baumbauer, Jr. is included in the 1870 census of Evansville, which lists him as a 23-year-old cooper with a personal estate valued at \$150 but owning no real estate.³¹ Five years later, however, Baumbauer was listed in the patrons directory included in the county atlas as the proprietor of a "machine and blacksmith shop" in Evansville.³² Considering his subsequent acquisition of Lots 3 through 6 from Louisa Mittler, it's suspected that the shop Baumbauer was operating in 1875 is the building discussed in this report and that he was renting it at that time. If this is the case, it is quite possible that the shop may have been occupied throughout the Mittler ownership by another blacksmith or wagon maker.³³

The 1880 census of Evansville notes Baumbauer's occupation as "blacksmith" and indicates that his household then included his wife, Mary, and sons, Peter and Willie.³⁴ Residing with him was Philip Rothmeier, who, at that time, was assisting him in the operation of his shop. The 1880 Federal Industrial Census indicates that the Peter Baumbauer blacksmithing operation had an investment of \$1,800 in the business, one year round employee who was paid \$1.50/day (for a total of \$375/year) and that he paid \$400 in materials the past year. During the previous year, Baumbauer reported making \$800.³⁵

Peter Baumbauer, Jr. died on January 14, 1892 at the age of 45 years. The death record indicated him as a German native, married and "merchant" by trade.³⁶ The inventory taken of his personal estate following his death lists a large number of shop related items, including wagon/buggy parts, wood and iron-working machinery, a boiler and engine, and an assortment of blacksmithing tools and materials.³⁷ The inventory of Peter Baumbauer's shop included:

1 Lot of harrows	\$35.00
1 Lot of shoemakers tools	\$ 2.00
1 Wheat fan	\$ 8.00
1 Wheel barrow and bee gums	\$ 6.00
1 Bench and seats	\$ 0.50
1 Lot of malables	\$ 6.00
1 Hoop net	\$ 0.25
1 Lot of iron bolts and sheet iron	\$ 2.00
2 Buggy beds and seats	\$10.00
1 Lot of old irons	\$ 6.00
1 Lot of rims	\$ 2.00
1 Lot of paints	\$ 0.50
1 Lot of lumber	\$40.00
1 Lot of buggy shaves	\$ 3.00
1 Lot of (3) bellows	\$10.00
1 Lot of oils	\$20.00
1 Lot of harrows (unfinished)	\$ 3.00
1 Lot of buggy wheels	\$15.00
1 Lot of wagon timbers	\$ 5.00
1 Lot of buggy shaves and tonges	\$ 5.00
1 Lot of wagon makers tools	\$ 5.00
1 Lot of plows	\$10.00
1 Trammel net	\$ 1.50
1 Lot of single trees and neck yokes	\$ 2.00
1 Turning lathe and tools	\$60.00
1 Boiler and Engine	\$50.00
1 Buggy	\$20.00
1 Grind stone, emery wheel and saw	\$25.00
1 Lot of malables	\$ 3.00
1 Lot of hoop iron	\$ 5.00
1 Lot of steele	\$10.00
1 Lot of rod irons	\$12.00
1 Lot of nails and feed cutter	\$ 6.00
1 Lot of iron bolts	\$ 6.00
1 Rod cart	\$ 3.00
1 Rope	\$ 1.00
1 Lot of blacksmith tools and mandrel	\$40.00
1 Lot of horseshoes and rings	\$ 4.00
1 Lot of old irons	\$15.00

After Peter's death, ownership of the shop passed to his wife, Mary. Active operation of the business, however, was overseen by her son, William. It is interesting to note that the 1900 U. S. Census indicates William Baumbauer as a blacksmith (and not wagon maker). In contrast, only a few doors down from Baumbauer in the census, was Anton Stackel (wagon Maker) and Henry Lang (blacksmith).

The Baumbauer Blacksmith Shop is depicted in an 1899 Sanborn-Perris Fire Insurance Map of Evansville, which labels the structure as the "W. H. Baumbauer Wagon and Mach. Shop." The map indicates that the first floor of the main building was being utilized as a blacksmith and machine shop, while the upper floor was being used for painting (presumably wagons). The single story addition was functioning as a wood shop. The map also notes that the machinery in the shop was being driven by a 6 horse-power, steam engine. This map indicates a rectangular extension, of unknown function, fronting Spring Street. This single story extension is labeled "Band Wagon."³⁸

A second Sanborn fire insurance map, published in 1906, also illustrates the Baumbauer shop. Except for the use of the rear wing, and the loss of the "band wagon", the building had not changed substantially from the 1899 illustration. The 1906 map shows that the addition had, by that time, been converted into a dwelling.³⁹ As such, it would appear that the woodshop activities conducted in this shop had been curtailed, with more emphasis on blacksmithing activities. William Baumbauer and his wife, Louisa, are suspected to have been the initial occupants of the rear dwelling, which was established in the building sometime between 1899 and 1906. Though relatively small, the dwelling would have been large enough to accommodate the couple, especially since they are not known to have had any children.⁴⁰

Sometime after 1910, William and Louisa Baumbauer were divorced. William continued operating the blacksmith shop up to the time his death, at age 47, on November 8, 1918. His death certificate notes "broncho pneumonia" as the cause of death, but lists influenza as a contributory cause. Influenza would also play a contributing role in the death of Mary Baumbauer, six days after her son's death.⁴¹

On January 11, 1919, Mary Baumbauer's personal estate was sold off at an administrator's sale. The hand bill advertising the sale listed a wide range of household items being offered for sale at the auction, but also noted "a lot of blacksmith tools, anvil, harrow sections and many other things found in a blacksmith shop" as being available. One of the people who bid on the items in the blacksmith shop at the sale that day was Ralph L. ("Rudy") Moll, a farmer who had decided to enter the blacksmith trade.⁴² On April 4, 1919, Moll purchased Lots 3 through 6, Block 2 from Mary Baumbauer's estate, at auction, for \$1,200.⁴³ He subsequently moved into the living quarters on the north side of the blacksmith shop with his wife, Laura, and infant son, Ralph J. Moll.⁴⁴

The fact that Moll was entering the blacksmith trade at a point in time when automobiles and tractors were beginning to displace horse-drawn wagons and equipment limited the scope of his operation. Unlike the combination wagon making and blacksmithing activities conducted by the Baumbauers, the majority of the work conducted by Moll involved horse shoeing and plow sharpening --work in which his son aided him once he reached a sufficient age. Moll noted that, although his dad "did a lot of wagon work, putting tonques and stuff in... he didn't make them". During these years, Moll apparently modernized the shop by removing the old steam boiler and engine, installing a gasoline engine (and later an electric motor) and an overhead drive shaft that powered a trip hammer, emery wheels, blowers, and other equipment. Apparently, the shop "was a progressive deal" by the late 1920s.⁴⁵

But times were, indeed, changing. In ca. 1924 or 1925, Moll erected a small gasoline filling station adjacent to the blacksmith shop. About the same time, Moll had purchased a 1920 Dodge and constructed a garage onto the side of the blacksmith shop. While never a great success, the station undoubtedly provided a welcome supplemental income to the family.⁴⁶ During the late 1920s, the Moll family remodeled the living quarters by adding a bathroom (the bathroom was carved out of what was part of the shop), as well as an additional sleeping room (which was carved out of the second story space above the shop).

In the middle 1930s, the Moll family moved into a new Bungalow house that had been constructed to the east of

the shop.⁴⁷ When the young Rudy Moll got married (ca. 1939-40), he remodeled the rear living quarters and moved in with his new bride. This remodeling probably included modernizing the kitchen (adding built-in cabinets). At that time, the young Rudy may have taken over the operation of the shop for a short while, but soon he was working the plumbing trade. During the late 1940s through middle 1950s, the younger Moll recalls working his day plumbing job and coming home to assist his dad at night in the blacksmith shop --generally repointing plow shares.⁴⁸ As Rudy Moll noted, even after World War II, there was a lot of business for the shop as "plow shares were going good..." Moll noted that "you couldn't walk in for plow shares from here back to there. They'd bring them in from down in the bottom down there, 18 to 20 shares at a time, one fella."

The elder Ralph Moll was to actively operate the blacksmith shop into the middle 1950s, after which time the building's commercial operations effectively ceased.⁴⁹ In March 1958, Ralph and Laura Moll deeded Lots 3 through 6 to their son Ralph J. for \$1.⁵⁰ During the late 1950s and 1960s, the younger Moll rented out the building as storage space. Most recently, the living quarters in the blacksmith shop were occupied by Ralph J. Moll's daughter.⁵¹ Ralph L. Moll experience a stroke during the later 1960s and died on March 20, 1971. Ca. 1985, the younger Moll sold the shop to the Village of Evansville with the stipulation that he could use the shop occasionally. Since the early 1970s, the shop has remained relatively unused, except for an occasional workout by the younger Moll.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural Character:

The Baumbauer Blacksmith Shop is a two-story, shed-roofed, timber-frame, commercial building with a single-story, shed-roofed, timber-frame addition on its west end. The two-story portion of the building represents the original structure, probably constructed during the middle nineteenth century (ca. 1850s-60s) and used as a wagon and carriage manufactory. Sometime

during the later nineteenth century, the rear wing was constructed onto the building. Originally used as a wood shop (for use by the wagon manufactory), this section of the building was converted into living quarters by the Baumbauer family ca. 1900-05. Although the rear wing appears to be earlier than the original structure (predominately due to the use of more primitive materials such as the log rafters), this portion of the building clearly represents an addition. As such, the rear wing either represents the use of salvaged materials from another structure, or more likely --the conservative nature of the German Baumbauer family during the late nineteenth century.

2. Condition of Fabric:

On the whole, the shop was little impacted by the 1993 flood. The wall finishes in the living quarters on the north end of the building, however, were heavily damaged by the flood waters. The living quarters have remained unoccupied since the flood.

B. Description of Exterior:

1. Overall Dimensions:

Overall, the building measures 74'-8" (east/west) by 24'-6" (north/south). The two-story section of the building, which constitutes the blacksmith shop proper (and the original building), measures 50'-6" (east/west) by 24'-6" (north/south).

2. Foundations:

The perimeter foundations beneath the shop proper consist of regular-coursed, rough-cut limestone and measure between 1'-5" and 1'-6" in thickness. The foundations beneath the dwelling portion of the building originally resembled those associated with the shop. The west and north stone foundation walls, however, have been demolished and replaced with poured concrete foundations. This work was done by Ralph "Rudy" Moll, probably during the post World War II period.

3. Walls:

The exterior of the shop was originally covered with vertical, 7/8"x12", white pine, plank siding. The

majority of the planks are vertical-sawn, though some of them are circular-sawn. Potentially, the circular sawn planks represent replacements of the original vertical-sawn planks. In ca. 1932-33, pressed-tin siding (with a distinctive rock-faced concrete block appearance) was applied over the plank siding.⁵² The dwelling addition also was covered with vertical, plank siding which has since been overlaid with wood weatherboard siding, and --most recently-- with aluminum siding.

4. Structural System, Framing:

The shop is of timber-frame (post-and-girt) construction. The walls are framed with 5"x7", hand-hewn, oak posts set on variable 6'-9", 8'-0", and 9'-5" centers. The posts are continuous through both floors of the building and rest on top of an oak sill that has been hand-hewn on all but its inner side, which remains in-the-round and still has bark on it. The sill on the north and south sides of the building measures 8"x11", while that on the east and west is 9"x14". The ends of the sills are half-lapped at the corners. Running between the posts on the north and south sides of the shop are 5" to 6"x6", hand-hewn, oak girts that support 2"x10", circular-sawn, unsurfaced, white-pine, floor joists placed on 2'-1" to 2'-4" centers. The girts are attached with mortise and tenon joints. The roof of the building is supported by 2-1/4"x5-3/4", circular-sawn, unsurfaced, white pine joists placed on 2'-0" centers. The rafters are supported by a 5"x6", hand-hewn, oak plate whose several sections are joined by half-lapped joints. The plate is supported by diagonal corner bracing.

The west addition is also of timber-frame (post-and-girt) construction. The walls are framed with 6"x6", hand-hewn oak posts that originally rested 8' on-center, on top of an 8"x12", hand-hewn, oak sill. The posts are tied together by 6"x6", hand-hewn, oak girts that are attached with mortise-and-tenon joints. The center post of the west bent is flanked by diagonal braces that extend from the girts. The roof is supported by 4" diameter, oak rafters that have been hand-hewn on their upper side, but are otherwise left in-the-round. The rafters are placed on 2'-0" centers and are supported on the ends, as well as in the middle by 6"x6", hand-hewn, oak plates.

5. Porches, Stoops, Balconies, Bulkheads:

The dwelling addition has an entrance porch on its north and south sides, both of which appear to post-date 1950. The north porch measures 10'-1"x5'-10", is open, and is covered by a shed roof supported by two, square, wood posts. A wood balustrade runs along the north and west sides of the porch. The porch rests on concrete foundations and can be approached via a flight of six, concrete steps. The space beneath the porch is utilized as a storage room.

The south porch measures 9'-1"x5'-7". It is open and is covered with a half-hipped roof supported by two, square, wood posts. It has a flight of three steps on its east side. Like its counterpart on the opposite side of the house, the south porch has concrete foundations and has a storage room beneath it.

Originally, the specialized wagon shop would have had a ramp and landing associated with both the front and rear, second story openings. These ramps would allowed the wagons and carriages to be rolled into the upstairs work area. No evidence of these features were noted while in the field. The rear ramp probably was removed when the rear wing was constructed onto the original building, sometime during the later nineteenth century. The front ramp appears to have been removed by the time the 1899 Sanborn fire insurance map was published. The removal of these features is indicative of the decline in significance of carriage and wagon manufacture and a shift to more traditional rural blacksmithing activities.

The 1899 Sanborn fire insurance map for this building indicates a one story wing attached to the rear woodshop. This frame "structure" is identified as a "Band Wagon" and may represent a ramp allowing access of wagons and carriages into the shop.

6. Chimneys:

The building originally had two, interior, brick chimneys, each of which was associated with a blacksmith's hearth. One of these chimneys is still present. The shop also had a large diameter (approximately 18") metal stove pipe that vented the steam-powered engine. The dwelling addition has a central, brick chimney venting a modern furnace in the

basement and dates to the middle of the twentieth century.⁵³

7. Openings:

a. Doorways and Doors:

The first floor of the shop proper has a 10' wide doorway on its east side and a 12' wide doorway on the south. Each of the doorways holds a set of double doors that originally swung outward, but have since been unhinged and hung on overhead sliding tracks. The doors have their exterior sheathed with pressed-tin, like the remainder of the shop.

The second floor of the shop originally had 10'x7'-2" doorways centered on the east and west sides of the building that would have provided welcome lighting and ventilation during the period in which the floor served as a wagon works. It is suspected that these doors also allowed the wagons to enter the second story (for painting) presumably via an exterior ramp and landing. Each of these doorways is presumed to have held double doors that swung outward. The west doorway has been closed off entirely, while the doorway on the east has had its original doors nailed shut and a new doorway, measuring 2'-5"x2'-8", cut into the old doorway.

Originally, a low, but wide, double door was located within the south wall of the rear addition, immediately adjacent to its junction with the original building. This doorway was enclosed and turned into a common personnel door when the building was converted from a wood shop to a dwelling, ca. 1900-1905. Presently in the rear addition, the exterior doors are modern replacements. The interior doorways generally hold four-paneled, machine-made doors that were originally varnished, but have since been painted over. The door between Room 102 and 103 measures 6'-4"x2'-6"x1", while that between Room 102 and 105 (which is a more recent addition) measures 6'-0"x2'-0"x1".

b. Windows:

The windows in the original building measure 2'-5"x3'-10" and consist of double-hung sash with six-over-six lights. The windows in the rear addition are 2'-5"x4'-5", double-hung sash with two-over-two lights and have 2'-0" high sills.

8. Roof:a. Shape, Covering, Material:

The original shop building has a shed roof covered by standing-seam metal. The roof sheathing below is 7/8"x12", vertical-sawn, unsurfaced, white pine roof that has been set with a 1/4" space between the boards. The rear addition also has a shed roof covered with standing-seam metal. The roof sheathing present in the addition is 1" thick, circular-sawn, unsurfaced oak that has variable widths and has a 1" gap between.

b. Cornice, Eaves:

The original shop and rear addition have shallow, open eaves with enclosed rafters.

c. Dormers, Cupolas, Towers:

None are present.

C. Description of Interior:1. Floor Plans:a. First Floor Description:

As originally constructed, the first floor of the blacksmith shop consisted of a single, unpartitioned room (Room 101). Access to the shop (both for individuals and vehicles) was provided by large, double doors on the south and east sides of the building. Blacksmithing activities appear to have been concentrated along the east half of Room 101, where two hearths, two anvils, and two work benches were once located. Presently only one hearth and the two work benches remain.

The extant brick hearth is located in the northeast corner of the room and was stoked by means of a blower that is still connected to it. The anthracite coal used by the blacksmith was obtained via a wood chute that runs from a coal bin on the second floor of the shop and opens onto the east side of the hearth. This chute was installed by Ralph Moll after his purchase of the shop and would have provided coal at the touch of the hand.⁵⁴ Lying to the north of hearth is a trip hammer, workbench with vice, large double grinding wheel, and a drill press. An air compressor was once located within the loft overhead. The majority of this equipment was operated by means of an overhead-drive system that runs the length of Room 101, from north to south. Located within the northwest corner of the room was the power plant. Within Rudy Moll's lifetime, this overhead drive system was first powered by a gasoline engine, and later (when electricity came to Evansville ca. 1927), by an electric motor.⁵⁵

The age of the overhead drive system currently in place is open to question. Ralph J. Moll states that his father installed it (presumably during the early to middle 1920s). The presence of a steam-powered engine in the shop during the Baumbauer Family's ownership, however (as documented on the 1899 Sanborn fire insurance map), suggests that steam engine was in place by the late 1880s.⁵⁶ One possibility is that this earlier power system may not have been connected to an overhead drive shaft (that it was a direct belt drive system), or it was connected to a completely different drive system --one that powered predominately the woodworking equipment located in the wood shop and which was removed when the elder Moll took over the shop in 1919.

Additionally, an array of blacksmithing equipment was present in the building, preserved in practically the same state Ralph L. Moll left them. This equipment included a blower, trip hammer (Little Giant Power Hammer), large double grinding wheel, and drill press. Peter Baumbauer, Jr.'s 1892 Probate Inventory suggests that the shop had a boiler and engine, turning lathe, grind stone, emery wheel, and table saw in the shop at that time. Additionally, the inventory mentions

shoemaking tools, wagon making tools, and blacksmith tools. In addition to the above equipment, a tire shrinker is mentioned in Mary Baumbauer's 1918 Probate Inventory (and probably was present during the late nineteenth century).

As originally constructed, the rear addition was a single room (Room 102), open from the floor to the rafters.⁵⁷ Although little remains of the original foundations of this wing, the junction of the two foundation walls at the southwest corner of the original building is intact and clearly indicates that the rear addition butts into the original structure --and thus post-dates it. This relationship also is clearly indicated in the attic of the addition, where the construction of the rear wing resulted in the closure of the western double doors on the second story of the original structure. Room 102 measured approximately 23'-4"x23'-6" and had a set of double doors located along its south wall, near its juncture with the original building. By the 1890s, this room functioned as a wood shop in support of the adjacent wagon manufactory.

Sometime between the years 1900 and 1905 (during the tenure of William Baumbauer), the rear wing of the building was converted into living quarters for the blacksmith and his family. As part of this conversion, the addition was partitioned into three rooms with thin, plank walls and a lowered, finished ceiling was installed. Additionally, the large doorway on the south side of the addition was partially infilled to accommodate the installation of a smaller, personnel door. The latter door opens into a 11'-9"x13'-8" room (Room 103) that has historically served as a parlor. Doorways off the parlor access a bedroom (Room 104) on the west and a combination kitchen/dining room (Room 105) on the north. Room 104 measures 11'-8"x9'-9", has a closet in its northeast corner, and has one window in each of its exterior walls.

Room 105 is the largest of the rooms in the addition. It measures 11'-1"x23'-5", has windows in its north and west walls and has an exterior door leading the north porch. Aside from serving as a food prepartaion and dining area, the room

also served as Ralph J. ("Rudy") Moll's bedroom from 1919 to around the time he entered high school (late 1920's), when a separate bedroom was constructed on the second floor of the shop building (Room 202; see II.C.2.b). Room 105 currently has an enclosed, basement stairway along its east side that is believed to have been added after the room stopped being used as a bedroom.

Coinciding with the addition of the bedroom on the second floor of the shop was the construction of a bathroom (Room 106) directly beneath it, in the southwest corner of Room 101. Room 106 has measures 7'-7"x10'-1" and has a single window in its south wall. The living quarters were further remodeled in ca. 1939 when the recently married "Rudy" Moll moved into the apartment with his wife. Moll installed Craftman-style cabinets along the west side of Room 105 and put in a set of paired windows in that wall. He is also suspected to have installed a stairway between Rooms 106 and 202 during this period.

b. Second Floor Description

The second floor of the Baumbauer Blacksmith Shop originally was a large, unpartitioned room that functioned as a painting area for the newly constructed wagons (Room 201). Lighting and ventilation were provided by doorways on the west and east ends of the floor and by four windows on the south and a single window on the north. The regular use of the floor as a work area is believed to have ceased with the death of William Baumbauer in 1918, if not before. Sometime prior to 1900 (when the rear wing was added onto the building), the doorway on the west was enclosed and the one on the east was significantly reduced in size. During the 1920s, a 4'-7"x7'-11" coal bin was installed along the east wall with a chute connecting the bin with the hearth below.⁵⁸

During the late 1920s, the southwest corner of the floor was partitioned into a 13'-5"x11'-4" bedroom (Room 202) which was used by Rudy Moll. Prior to this time, the young Rudy was sleeping in the kitchen. When originally constructed, the stairway leading from this room to the downstairs bath was not constructed. This stairway was added

slightly later in time, when the bathroom was constructed. Room 202 has a doorway on its north side that leads out into Room 201. Doors on the west side of the bedroom access a closet and a stairway leading to the first floor. The ceiling in Room 201 is sloped and measures 10'-8" on the south and 6'-7-1/2" on the north.

c. Basement/Cellar Description:

When originally constructed, the Baumbauer Blacksmith Shop was constructed into the side of a slope. The area beneath the eastern two-thirds of the building (the blacksmith shop proper) was unexcavated.

That area beneath the western third of the building (beneath the original woodshop) contained a single cellar room (Room 001). This room measured 16'-7"x21'-7" and is believed to have been used for the stabling of horses.⁵⁹ Prior to the construction of the rear addition, there were two wide doors located along the north side of the room. The western most of these original doors was enclosed when the steam engine was added to the building. At that time, the opening was enclosed with stone and a stone foundation with stone cap was constructed in this corner of the cellar room to support the heavy equipment. The eastern most of these doors was enclosed with poured concrete sometime during the early twentieth century (ca. 1930s following the regrading of the slope along side of the building).

Although the character of the original west wall is unclear, at least two openings were present in this wall (as witnessed by the finished stone edges present at the time of this research). Unfortunately, it is not known whether these openings represented large barn-style doors, or small personnel doors. When the rear wing was constructed, the majority of this wall was removed.

With the construction of the rear wing onto the building, a large cellar room was added onto the building (Room 002). Mr. Moll remembers large barn-style doors and windows within this room, as

well as shoveling horse manure from the room as a young man (when he took over the business at the time of his marriage, ca. 1939 or 1940). According to Mr. Moll, the room stabled six horses. Unfortunately, the framing of this portion of the wing had been completely reworked making a determination of the door and window locations impossible. Mr. Moll also remembers a set of steep stairs that connected this room with the original shop. These steps were removed during the early twentieth century, probably when the existing steps from the dwelling to the basement were constructed.

2. Stairways:

The second floor of the building can be accessed via one of two stairways. One of these rises from south to north along the west end of Room 101. It is open, measures 2'-8" in width, and has ten steps.⁶⁰ The area beneath the stairway was originally open, but has since been enclosed with a beadboard partition and converted into a closet accessible from Room 105. The other stairway leading to the second floor rises along the west wall of Room 105 and leads to Room 202 above. Constructed ca. 1940, this stairway is open on the first floor, but is enclosed on the second.

Interior access to the basement is provided by a stairway running from Room 105 to Room 002. It is enclosed on the first floor, but is open in the basement. The stairway has a 2'-7" width.

3. Flooring:

The western third of Room 101 has 2"x8"-10", circular-sawn, unsurfaced, white pine, plank flooring that covers Room 001 below. None of the planks are nailed down and all of them have two holes in each of their ends. A small portion of this floor was covered with tin as protection from fire, probably when the steam engine was installed. The remainder of the room has had a dirt floor throughout most of its history, which makes sense given the type of work conducted there. During the middle of the twentieth century, a thin, concrete driveway was poured through the room between the east and south entranceways. Room 202 has 1"x10", circular-sawn, unsurfaced, white pine, plank flooring.

The flooring in the rear addition is machined, tongue-and-groove, yellow pine that dates to the twentieth century. The character of the original flooring is unknown, though it's quite possible that it consisted of wide planks such as those found in Room 202.

In the basement, Room 002 has a concrete floor, while Room 001 has a dirt floor.

4. Wall and Ceiling Finishes:

The walls and ceilings were originally unfinished. Those in the shop proper remain unfinished, while those in the rear addition have been covered with gypsum board (and date to the 1930s remodeling).

5. Openings:

a. Doorways and Doors: See II.B.7.a

b. Windows: See II.B.7.b

6. Decorative Features and Trim:

Due to the building's use, the decorative features associated with the building are understandably limited. The doors and windows are cased with plain, yellow pine trim (dating from the ca. 1930 remodeling).

7. Hardware:

Machine-cut nails were used in the building's construction. Large strap hinges were once present on the exterior doors. Presently, these doors slide on overhead tracks.

8. Mechanical Equipment:

a. Heating, Air Conditioning, Ventilation:

At the time of the 1993 flood, a modern gas furnace was in use, heating only the dwelling portion of the building.

b. Lighting:

When originally constructed, the workshop would

have been illuminated with kerosene lamps. Electric lighting is believed to have been installed during the very late 1920s or early 1930s, as the local light plant was constructed ca. 1927.⁶¹

c. Plumbing:

The building was equipped with internal plumbing ca. 1930.⁶²

D. Site:

1. General Setting and Orientation:

The Baumbauer Blacksmith Shop is located on the northwest corner of Main and Spring Streets, one block west of the commercial business district in Evansville. The building faces east and is flanked on the west by the Kaskaskia River. The lots immediately north of the shop were formerly occupied by a gas station and residence associated with one of the last owners of the shop (the Moll family).

2. Historic Landscape Design:

No information is available.

PART III. SOURCES OF INFORMATION

A. Original Architectural Drawings: None available.

B. Early Views: None available.

C. Interviews:

Ralph J. "Rudy" Moll, Evansville, Illinois, August 10, 1995. Transcript on file, Fever River Research, Springfield, Illinois.

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E. Likely Sources Not Yet Investigated:

Although extensive documentary research was conducted for this project, several additional avenues of research remain open for further work. One avenue of research that was only touched upon is oral history. Although the number of individuals available to discuss the early history of Evansville (and the buildings documented here) is limited, their knowledge of the community is invaluable. Of particular interest in the history of the blacksmith industry in this community.

At least two additional blacksmith shops are still intact in Evansville and warrant documentation. One is a small family operation (Rothmeier Shop, located several blocks southeast of the central business district within a residential neighborhood), while the other is the remains of a large industrialized shop (Becker Shop; located immediately adjacent to the south edge of the central business district). The documentation of these two shops would add considerably to our understanding of this nineteenth century industry.

Resources of the Randolph County Historical Society were not completely consulted, particularly with regard

to regional blacksmithing and wagon making.

Similarly, the archaeological integrity of the subsurface resources around the Williamson House were not assessed. Archaeological investigations could yield a wide range of information regarding this building and activities that was associated with it. Additionally, subsurface resources (especially filled trash pits, privies, and adjacent middens) associated with these structures have the potential to contribute dramatically to our understanding of past lifeways in small communities such as Evansville.

PART IV. METHODOLOGY OF RESEARCH

A. Research Strategy:

This documentation project began with an architectural survey of flood damaged Evansville by Fever River Research. The architectural survey of Evansville was conducted during late January 1994 by Patrick Steele, Sr. The survey work consisted of a building by building inventory of every structure within the city limits that had been damaged by the flood waters and was over 50-years of age. Black and white 35mm photographs were taken of all buildings that pre-dated 1940. Select views of building types and street scenes were also documented using color slide film. While in the field, a survey form which documented such items as a building's address, construction materials, and integrity was completed for each of the pre-1940 buildings. Forms were numbered as prepared and keyed to the photographs of each building as well as maps of the community. A copy of each form and photograph of each building is included as an Appendix of the survey report, entitled "After the Great Flood of 1993: An Architectural Survey of Flood Damaged Evansville, Randolph County, Illinois" (by Floyd Mansberger, Christopher Stratton, and Patrick Steele, Sr., 1994). Although outbuildings were identified on each of the building inventory forms, they were not treated as individual buildings within the survey. Criteria used to evaluate the significance of the properties was based on standard National Register of Historic Places criteria.

Once the survey had been completed, several flood damaged properties were determined eligible to the

National Register of Historic Places. After a long wait, the participants in the Federal buyout programs were finally identified, and mitigation work was initiated. At that time, three National Register of Historic Places eligible properties were identified as being part of the Federal buyout program. These included the Baumbauer Blacksmith Shop (See IL HABS No. R-1996-3), Baumbauer Filling Station, and the Williamson House (IL HABS No. R-1996-2; this report). Unfortunately, the Baumbauer Filling Station was demolished prior to our investigations.⁶³

B. Actual Research Process:

The research process consisted of physically documenting the above ground remains of the Baumbauer Blacksmith Shop with line drawings and photographs. While in the field, measurements of the house were taken, floor plan sketches drawn, and notes on structural details (including materials used, decorative details, alterations through time, etc) were transferred to a field form. All floor plan drawings (which generally included a basement, first floor, second floor, and roof plan) were drawn at a 1/4" scale. Additionally, 35mm photographs (black and white) were taken of both interior and exterior details.

In conjunction with the field documentation process, archival research was conducted in both local and regional repositories. This research was conducted to answer site specific questions about each structure and the family that occupied it, as well as to develop an historical context for these buildings.

Back in the Springfield office, the field drawings were digitized using Design-CAD software and printed with the aid of a laser printer. Additionally, the outline formats were written, a selection of photographs were chosen, and 5"x7" prints were made. The photographs were mounted on archival photograph mount cards and the text printed on archival bond paper. Upon completion, a microfiche copy of the report was made and it, with the archival original, was submitted to the Illinois Historic Preservation Agency to be placed on file with the Illinois State Historical Library. All notes, and additional photographs (with negatives) are on file with the Illinois State Museum (an approved curational facility).

C. Archives and Repositories Used:

In Evansville, the resources at the Evansville Public Library were consulted. Additionally, we were able to conduct an oral interview with Mr. Ralph J. "Rudy" Moll while in Evansville. County resources were consulted at the Randolph County Courthouse (Deed Records in the Recorder of Deeds Office, Tax Assessors Records in the Treasurers Office, Naturalization Records, Death Records, and Probate Records in the Circuit Clerks Office), Randolph County Historical Society and Local Archives (both in Chester), and the Chester Public Library (Local History Room). Additionally, in Springfield, resources at the Illinois State Library (Sanborn Fire Insurance Maps, county atlases, and published histories), Illinois State Historical Library, and the Illinois State Archives (Federal population, industrial and agricultural census returns, state census returns) were utilized.

D. Research Staff:

1. Primary Preparer:

The fieldwork for this project was conducted by Messers. Christopher Stratton and Floyd Mansberger, both with Fever River Research, Springfield, Illinois in August 1995. All drawings were prepared by these two individuals while in the field. The written outline was prepared by Mr. Stratton, (research assistant who prepared the majority of the written outline) and Mr. Mansberger. Mr. Mansberger coordinated the field work and assisted with the written outline. Ms. Cynthia Phillippe, research assistant, assisted with the documentary research and transcribed the oral interview with Mr. Moll. All individuals were working under the direct supervision of Mr. Floyd Mansberger, principal investigator, Fever River Research, P.O. Box 5234, Springfield, Illinois, 62705.

2. Photographer:

All field photographs of the Williamson House were taken by Mr. Floyd Mansberger (Fever River Research) during the course of the field documentation. All photographs were processed by the Photographic Services Corporation,

Springfield, Illinois.

3. Delineator:

Using the field drawings, Mr. Christopher Stratton prepared final digitized drawings using Design-CAD software. Mr. Stratton is a research assistant with Fever River Research, Springfield, Illinois.

4. Additional Staff:

Additional typing and editing was conducted by Ms. Cynthia Phillippe, research assistant with Fever River Research.

PART V. PROJECT INFORMATION

During the summer and early fall 1993, the Mississippi River flooded its banks and devastated many communities and rural properties along its course. One community that was inundated by the Flood Of 1993 was Evansville, Randolph County, Illinois.

The work described in this report was conducted by Fever River Research under contract with the Federal Emergency Management Agency (FEMA) and the Illinois Historic Preservation Agency (IHPA) to assist FEMA in compliance with their responsibilities for carrying out a Programmatic Agreement among FEMA, the Advisory Council for Historic Preservation (ACHP), the Illinois Emergency Management Agency (IEMA) and the IHPA. Initially, a survey of the flood damaged properties in Valmeyer, Fults, and surrounding Monroe County, as well as in Evansville, was undertaken by Fever River Research.

Based on this initial survey, several properties in Evansville were determined to be eligible for the National Register of Historic Places. The architectural recordation and documentary research presented in this report was undertaken to mitigate the impact of FEMA's community buy-out program on these historic properties.

ENDNOTES

- (1) Ralph Moll, Personal Interview, Evansville, Illinois, August 10, 1995.
- (2) J. L. McDonough and Company, History of Randolph, Monroe and Perry Counties, Illinois, Philadelphia, 1883:415.
- (3) E. J. Montague, A Directory, Business Mirror, and Historical Sketches of Randolph County, Alton, Illinois, 1859:203.
- (4) According to Montague (1859:201), Evans purchased the land from Eli Chappell who had previously purchased it from North.
- (5) Montague (1850:202) describes Evans' blacksmith shop as a "shop for repairing wagons, stocking and repairing plows, etc."
- (6) Ibid, 1859:203-4.
- (7) It is suspected that one of these "wagon manufacturies" might have been operated from the Baumbauer Blacksmith Shop --which only recently had been constructed (Ibid, 204).
- (8) McDonough and Company, 1883:417; Catherine Berra Bleem, Evansville on the Kaskaskia, Evansville, Illinois, 1976.
- (9) McDonough and Company, 1883:417.
- (10) Bleem, 1975.
- (11) The wide range of tasks performed by the "typical" village smith is well documented by the activities documented by an unidentified, blacksmith who operated a smithy near Vanceborough, a small (now-abandoned) community once located near present-day Pecatonica, Illinois. This village smithy was operating along the Galena Road during the middle 1850s. Based on this account book, this blacksmith was conducting a wide range of tasks that are summarized in Mansberger, Halpin and Sculle (1992). The relative significance of these tasks vary depending on whether one ranks them based on the number of occurrences that they appear in the account book or by the total dollar value of billable accounts for that particular task. Based on the number of occurrences, the tasks performed by this village smith in descending

order of significance included agricultural implement repair, horse shoeing, the manufacture of miscellaneous supplies, tool maintenance, harness repair, buggy and wagon repair, tire repair, and the manufacture of architectural hardware.

- (12) Cadwell Evans, Appraisal Bill, Filed June 11, 1855, Randolph County Probate Records, Randolph County Courthouse, Chester, Illinois.
- (13) McDonough and Company 1883:116-117.
- (14) Montague, 1859, 180.
- (15) Besides being well located with regard to transportation routes and skilled laborers, one of the reasons for the success of the specialized blacksmith industry in this region may have been partially due to the presence of local coal resources. The 1840 Federal Census indicates that 11 men were employed in digging coal the year previous and produced over 6,000 bushels of that commodity the year prior.
- (16) Brink and Company, An Illustrated Historical Atlas Map of Randolph County, Illinois, Edwardsville, Illinois, 1875:42.
- (17) Floyd Mansberger, David Halpin, and Tracy Sculle, A Blacksmith Shop and Potential Stagecoach Station Along the Northern Illinois Frontier: Archaeological Investigations at Waddams Grove, Stephenson County, Illinois, Fever River Research, Springfield, Illinois, 1992.
- (18) Elaine B. Herold. Report on the 1962 Excavations at the John Deere Shop, 1836-1847. Unpublished manuscript, State University College at Buffalo, New York, n.d.
- (19) Wayne F. Broehl, Jr. John Deere's Company: A History of Deere and Company and its Times. Doubleday and Company: New York, 1984.
- (20) E. J. Montague, 1859:203-4.; J. L. McDonough and Company, 1883:417; U.S. Bureau of the Census, "Population Schedule: Randolph County, Illinois," 1840:212.
- (21) Randolph County Tax List, County Clerk's Office, Chester, Illinois, 1840:38, 1843:51. The relative value of Lot 5 in 1840 is seen when it is compared to Lot 6, which was given an assessed value of only \$10 in 1840.
- (22) Randolph County Tax List, 1848:30. Chain-of-title research

failed to discover a deed detailing either McNeil's sale of Lot 5 or Mittler's purchase of it. Hence, our primary source of the property's ownership during this period remains the tax records.

- (23) U.S. Bureau of the Census, "Population Schedule: Randolph County, Illinois," 1860: Household #727.
- (24) The use of Lots 3 through 8 as rental property is suggested by the deed of trust signed between Henry Mittler and his brother-in-law, Charles Tillman, on September 15, 1851, in which the latter agreed to hold the lots "in trust for the sole use and benefit of" Henry's wife, Louisa. Randolph County Deed Record, County Clerk's Office, Chester, Illinois, BB:198.
- (25) Randolph County Collector's Books, Randolph County Historical Society and Archives, Chester, Illinois, 1850-1866; Randolph County Probate Record, Circuit Clerk's Office, Chester, Illinois, Box 74.
- (26) Randolph County Probate Record, Box 74. Aside from his real estate, Henry Mittler also left all of his personal estate to Louisa, except for \$400 that was to be sent to his son William, in Europe, who was to distributed the money between his grandchildren.
- (27) W. R. Brink and Company, An Illustrated Historical Atlas Map of Randolph County, Illinois, Edwardsville, Illinois, 1875:54A. Like Henry Mittler, the Tillman's were natives of Prussia.
- (28) Randolph County Assessor's Book, Randolph County Historical Society and Archives, Chester, Illinois, 1868.
- (29) Randolph County Deed Record, Recorder of Deeds Office, Chester, Illinois, 16:159.
- (30) Randolph County Naturalization Papers, County Clerk's Office, Chester, Illinois, Volume I. The date of the Baumbauers' immigration to the United States is stated in Peter Baumbauer, Sr.'s naturalization papers, which indicate that he arrived in New York City on October 25, 1853.
- (31) U.S. Bureau of the Census, "Population Schedule: Randolph County, Illinois," 1870:443.
- (32) Brink and Company, 1875:42

Based on the 1878 date of the deed record, it would seem

that Baumbauer either rented the existing building from Mittler during these years, had a shop at another location, or the date of the deed represents the date in which the mortgage was satisfied.

It is interesting to note that Peter Baumbauer, Sr. willed his entire estate to his daughter Catherine Braun and that "the heirs of Peter Baumbauer, Jr. shall not receive any more of my estate as I have already paid their father and mother nine hundred and forty dollars in manner following. For shop tools &c six hundred dollars; For lumber on Adelman house one hundred and seventy-five dollars; For one mare fifty-five dollars; For cash to Peter Baumbauer, Jr. seventy-five dollars; For cash to Mary Baumbauer, widow of Peter Baumbauer, Jr. forty dollars." Apparently, Peter Baumbauer had borrowed money from his father to purchase blacksmithing tools, as well as to help finance the construction of a house. Last Will and Testament of Peter Baumbauer, Sr., Probate Records, Box Number 164, Randolph County Courthouse, Chester, Illinois.

- (33) In 1860, two wagon manufactures (Barlow and Meyensott) were in operation in Evansville, one of which who may have occupied this building.
- (34) Peter Baumbauer, Jr. married Mary Lang on May 8, 1868 (Randolph County Marriage Book, C:4). Mary was the daughter of Henry Lang, a German immigrant from Centerville, Illinois. She died of "Senility" aggravated by "Spanish Influenza" on November 14, 1918 (Randolph County Death Record, 1918, Number 23). It is interesting to note that the 1900 U. S. Population Census indicates that a 43-year old German blacksmith by the name of Henry Lang was living only a few doors down from the William Baumbauer residence that year. Possibly Henry Lang was Mary's brother.
- (35) Philip Rothmeier was born at Darmstadt, Illinois on September 11, 1856. Rothmeier served his blacksmithing apprenticeship in Darmstadt prior to moving to Evansville and working with Baumbauer. He married Mary Jung on September 30, 1876 and would eventually start his own blacksmith shop in Evansville, adjacent to his home. This shop, which is substantially smaller than Baumbauer's, is still standing. Rothmeier also served as the mayor of Evansville as well as a member of the village board and charter member of the Evansville Building and Loan Association. Rothmeier died on September 23, 1937.

U. S. Bureau of the Census, "Population Schedule: Randolph County, Illinois," 1880:20.

U. S. Bureau of the Census, "Industrial Schedule: Randolph County, Illinois," 1880:1.

- (36) Randolph County Death Record, County Clerk's Office, Chester, Illinois, Volume I.
- (37) Appraisement Bill, Randolph County Probate Record, County Clerk's Office, Chester, Illinois, Box 150.
- (38) Sanborn-Perris Map Company, Fire Insurance Map of Evansville, Illinois, New York, 1899.
- (39) Sanborn Map Company, Fire Insurance Map of Evansville, Illinois, New York, 1906.
- (40) U.S. Bureau of the Census, "Population Schedule: Randolph County, Illinois," 1900, 1910. Neither of these censuses list any children in the Baumbauer household.
- (41) Randolph County Death Record, County Clerk's Office, Chester, Illinois, 1918. The role of influenza in the deaths of William and Mary Baumbauer is of interest given that influenza was-- at that time-- becoming a global epidemic and would cause the deaths of millions before it subsided in 1919.

Probate records include a detailed "Appraisement Bill" or inventory of Mary's household. Presumably, Mary was still living in the dwelling located at the rear of the shop. The inventory lists many of the same shop tools as that listed in the previous inventory. Additional items mentioned includes a tire shrinker, grind stone, turning lathe, boiler. At that time, the Baumbauer Estate owed the Capewell Horse Nail Company of Hartford, Connecticut \$5 and the St. Louis Iron Store Company \$9.50. Randolph County Probate Records, Box 203 (Mary Baumbauer).

- (42) Randolph County Probate Record, Box 203. Ralph Moll's purchases included tongs and horse shoe corks. Several other local blacksmiths are noted in the list of items purchased at this sale.
- (43) Randolph County Deed Record, Master-in-Chancery 2:516.
- (44) U. S. Bureau of the Census, "Population Schedule: Randolph County, Illinois," 1920:3A; Ralph J. Moll Interview, Evansville, Illinois, August 10, 1995.
- (45) Ralph J. Moll noted that he began working with his father on

the back forge at the age of 14. During this time, he generally worked plow shares, driving the points out. Ralph J. Moll Personal Interview, August 10, 1995, page 4.

- (46) As Ralph J. Moll noted, "we didn't sell a hell of a lot of gas" (Ralph Moll Personal Interview, August 10, 1995, page 5). This filling station survived through the 1993 flood, only to be demolished prior to our arrival in Evansville.
- (47) The exact date of the construction of this house is not known. Ralph Moll was somewhat confused as to the construction of this building. At one point, he suggests that it was constructed in the middle 1920s (ca. 1926), yet in another location he notes that he was living in the rear of the shop when he graduated from high school in 1933. Ralph Moll Personal Interview, August 10, 1995.
- (48) By the 1950s, the father would use an acetylene torch to cut the dull points from the plow shares. Since the father was unfamiliar with electric welders, it was the younger Moll's job to weld a new point on. As the younger Moll noted about his father, "he didn't know much about electric welding..."
- (49) Ralph J. Moll, Personal Interview, 1995.
- (50) Randolph County Deed Record, 220:515. Though dated March 3, 1958, this deed would not be filed until September 7, 1967.
- (51) Ralph J. Moll, Personal Interview, 1995.
- (52) Ralph J. Moll, Personal Interview, August 10, 1995.
- (53) It is presumed that the addition once had a chimney that pre-dated the central chimney. The location of the former, however, could not be determined.
- (54) Based on the Moll interview, it would appear that the coal was originally stored in the basement. As a young child, he remembers carrying the coal up from the basement. Sometime during the early twentieth century, a small frame outbuilding was constructed near where the gasoline filling station once sat. This small building was used as a coal storage room. By the middle twentieth century, Moll had constructed the coal bin on the second floor of the shop (Ralph Moll, Personal Interview, August 10, 1995).
- (55) Ralph Moll, Personal Interview, August 10, 1995.
- (56) Peter Baumbauer's Probate Inventory noted the presence of a "Boiler and Engine" with a value of \$50.00. The only other

items in the shop at this time that came close to this value was "1 Lot of Blacksmith Tools and Mandrel" (valued at \$40.00), and "1 Turning Lathe and Tools" (valued at \$60.00).

- (57) The date of construction for this rear wing is unknown. The earliest Sanborn fire insurance map available for this property dates from 1899 and clearly indicates the presence of this wing. One possible interpretation for the construction date of this addition would be ca. 1875-80, shortly after Peter Baumbauer gained title to the property. The addition of this wing onto the original structure suggests that the owner expanded the woodworking capabilities of the shop in conjunction with the growing wagon manufactory business. It is also probable that it was at the same time that the steam engine was added to the main building --and representing a switch from manual labor to mechanized production.
- (58) According to Rudy Moll, the coal was purchased from the Sparta Plow Works, which would periodically buy multiple railroad car loads of anthracite coal. The iron stock used in the shop was purchased, via the rail road, from the Sligo Iron Works (Broadway Street) in St. Louis.
- (59) Rudy Moll noted that "at one time, they had horses and that down underneath there. That big log that was in there had rings in them [to tie the horses down]". Ralph Moll, Personal Interview, August 10, 1995.
- (60) The lower step of the stairway was added during the early part of the twentieth century. Prior to this time, the step was not present to allow access to a trap door which exposed a steep set of steps leading to the cellar below.
- (61) Bleem 1975:135.
- (62) Ralph J. Moll, Personal Interview, 1995.
- (63) In an effort to preserve these three buildings, the National Park Service, in cooperation with the National Trust for Historic Preservation, the Illinois Historic Preservation Agency, and the Landmarks Preservation Council, funded a damage assessment of these three buildings. This work was conducted by the firms of White and Borgognoni Architects (Carbondale) and Hodge Design Associates, P.C. (Evansville) in April 1994. The results of that assessment were presented in the report entitled "Damage Assessment Report of Historic Resources in Evansville, Illinois".

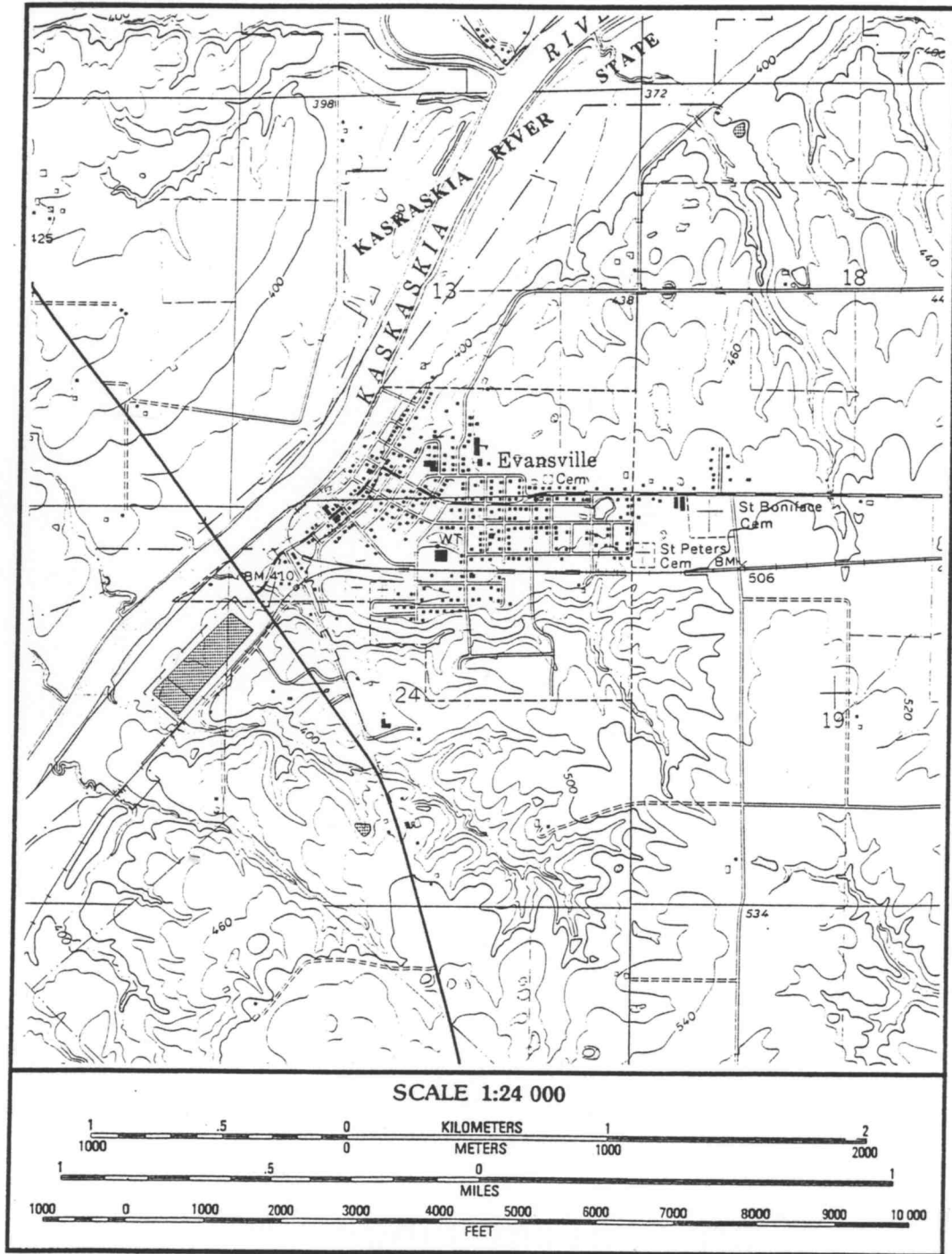


Figure 1. Evansville, Illinois (Evansville 1970 USGS topographic map).

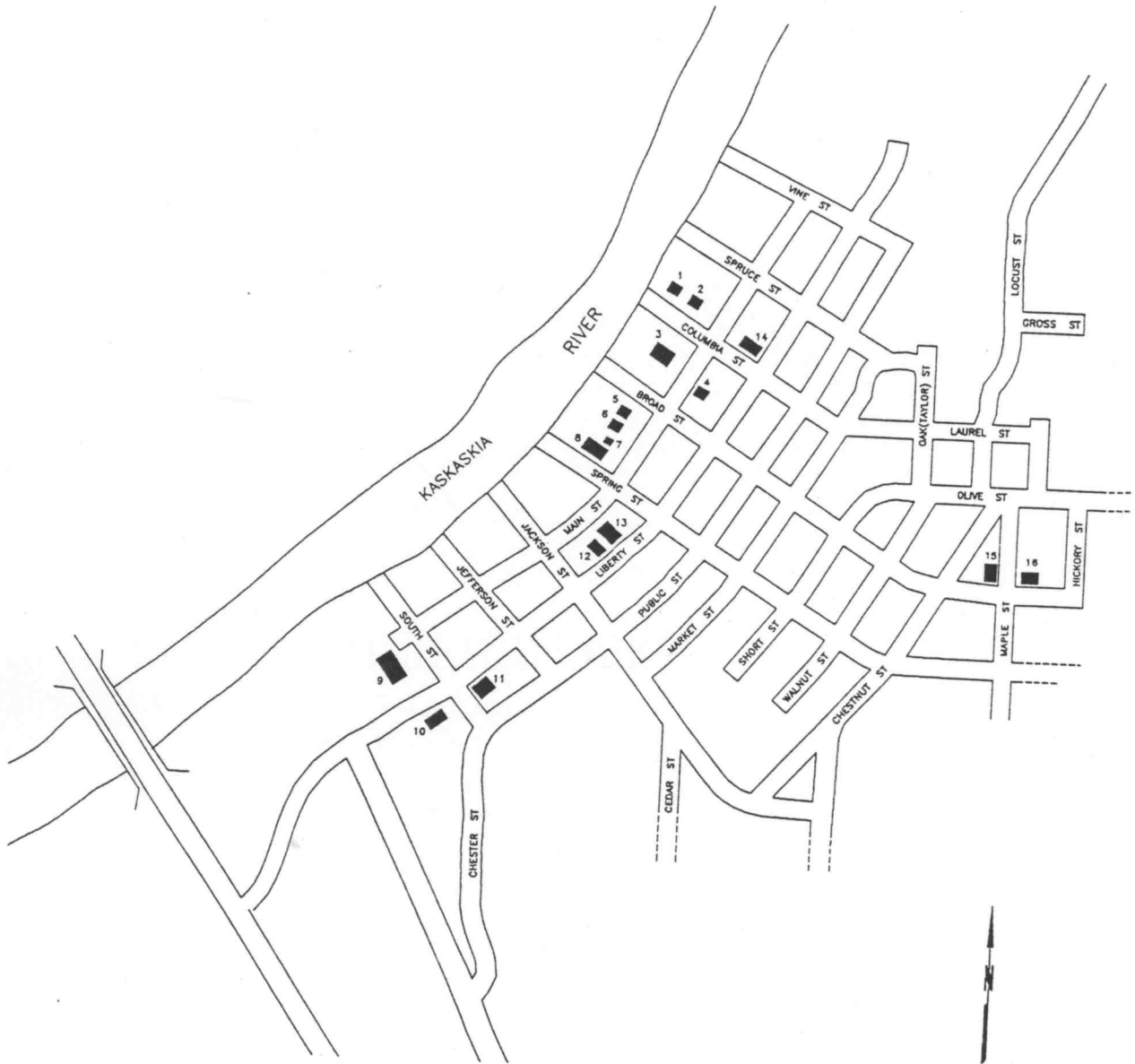
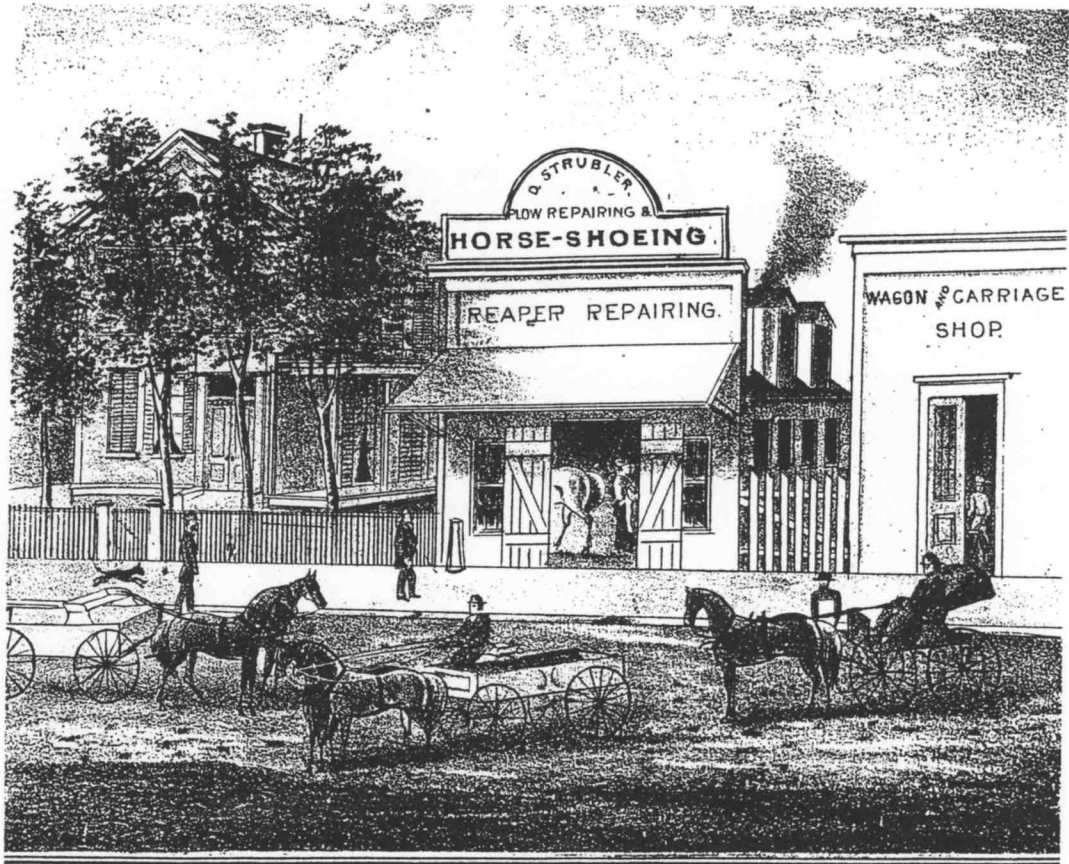
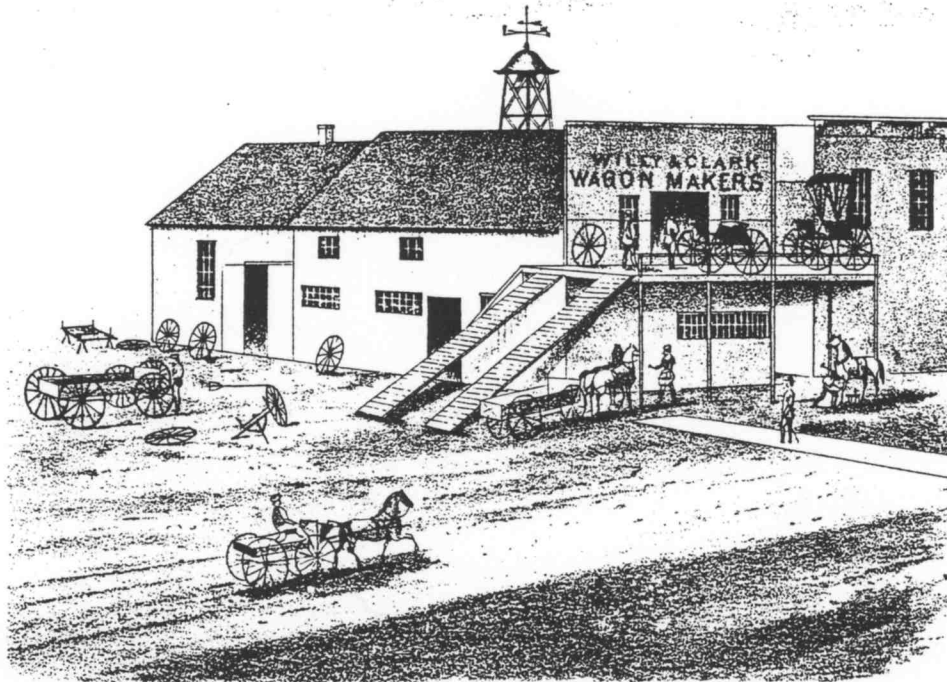


Figure 3. Location of buildings identified during the architectural survey of Evansville. The Baumbauer Blacksmith Shop is Building Number 8.

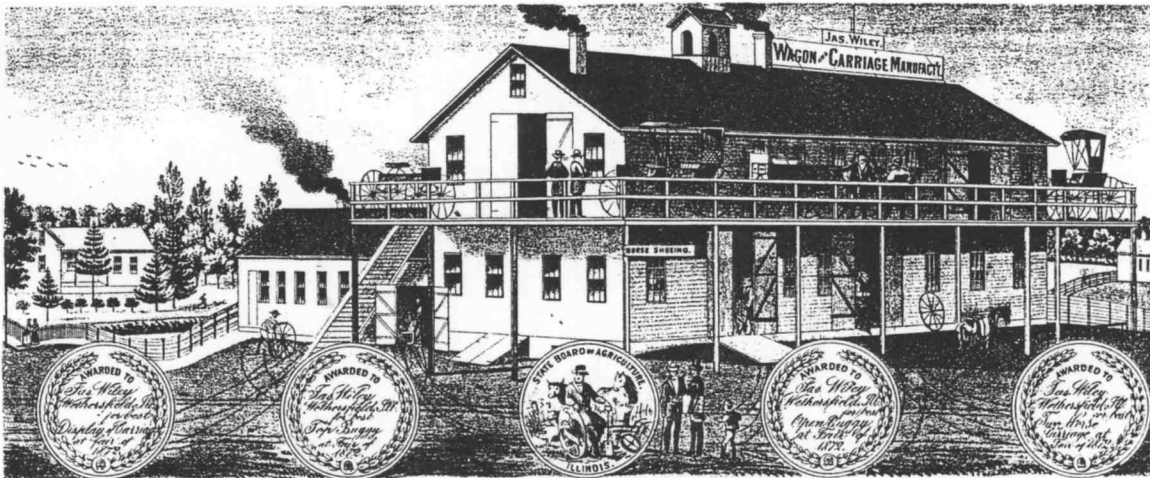


WAGON & CARRIAGE SHOPS. D. STRUBLER, PROPRIETOR, NAPERVILLE ILLS.

Figure 4. As the placard on the front of D. Strubler's shop emphasizes, a large percentage of the village blacksmith's time was spent shoeing horses and repairing agricultural implements. The larger shops often had a wagon and carriage workshop associated with them. Strubler's Wagon and Carriage Shops were located in Naperville, DuPage County, Illinois (Thompson Brothers and Burr 1874:4).



WAGON AND CARRIAGE M'NG AND BLACKSMITHING BY WILEY AND CLARK ELMWOOD ILLS



JAMES WILEY'S CARRIAGE & WAGON MANUFACTORY.
WETHERSFIELD, HENRY CO., ILLS ONE MILE SOUTH OF KEWANEE DEPOT.

Figure 5. Wagon and Carriage Manufactories were often simple, two-story affairs that combined woodworking, blacksmithing, and painting activities into a single building. The second floor workshops, often associated with assembly and painting activities, was accessed by a ramp. Generally, these shops were organized around a single craftsman and apprentice. The top figure illustrates Wiley and Clark's workshop in Elmwood, Peoria County, Illinois (Andreas and Company 1873:148). James Wiley's workshop was located near Kewanee Depot in Bureau County (Warner, Beers and Company 1875:32).

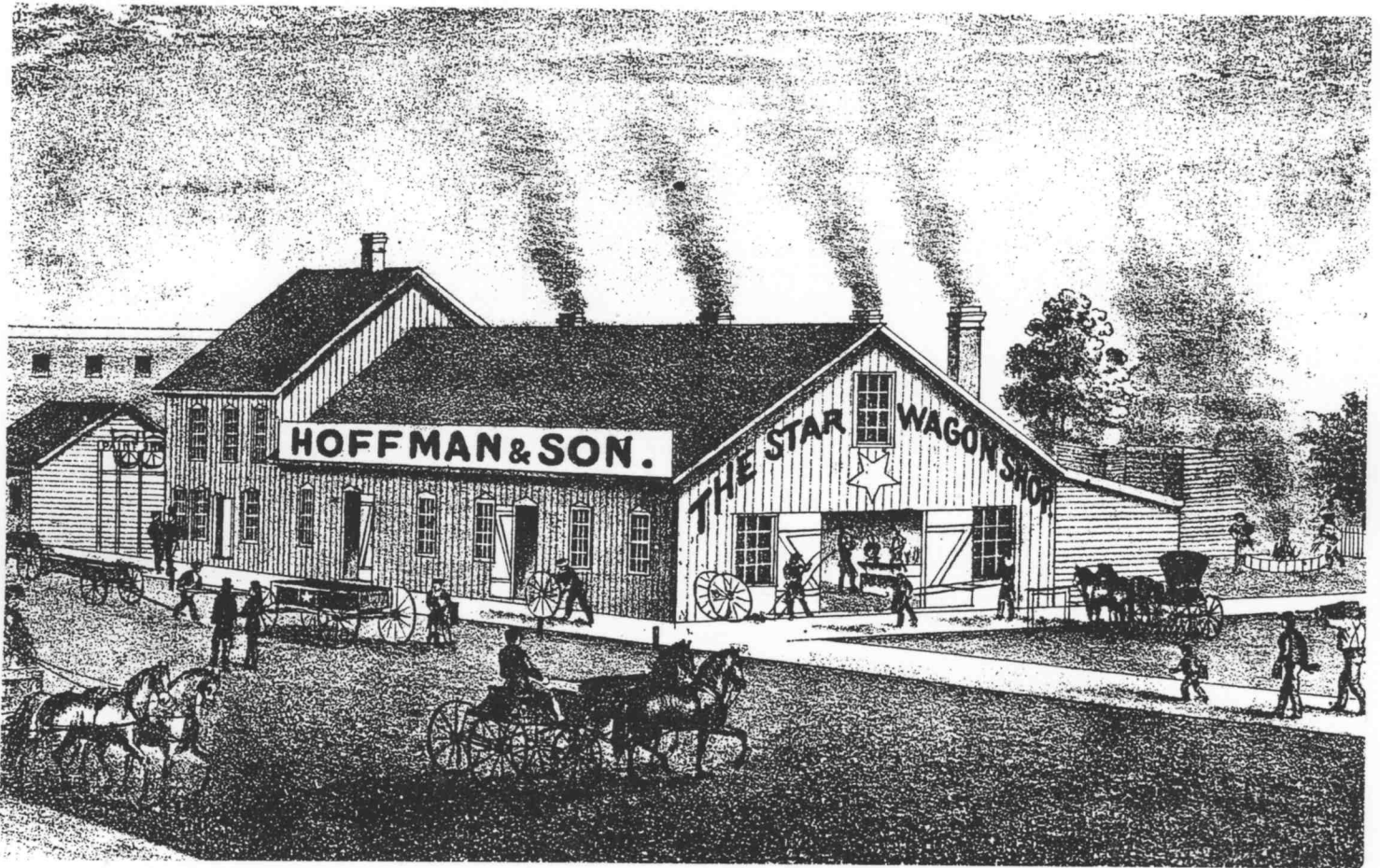


Figure 6. By the middle nineteenth century, the manufacture of wagons and carriages had become more industrialized with a distinct division of labor and production methods typical of factory production systems. The single story building associated with the Star Wagon Manufactory in Canton (Andreas, Lyter and Company 1871:76) is indicative of the more industrialized workshops at mid-century. By the late nineteenth century, the industry had consolidated with production coming chiefly from large industrial factories.

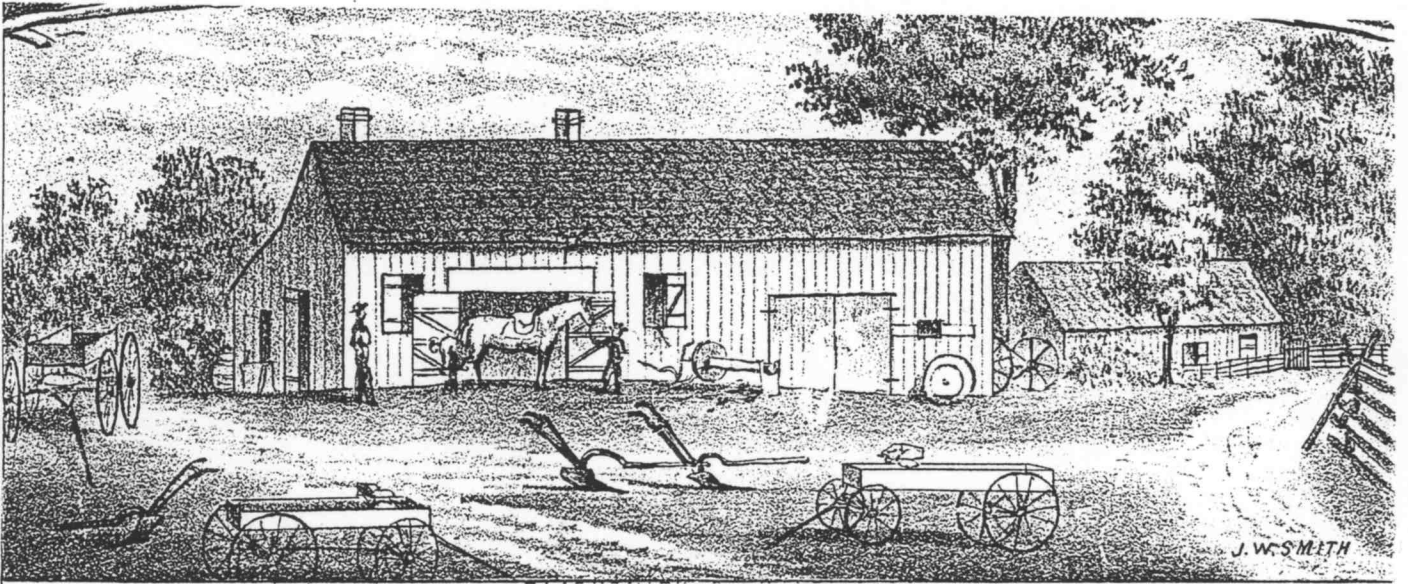


Figure 7. Two wagon and/or carriage manufactories were illustrated in the Randolph County atlas. The blacksmith and wagon shop of A. T. Ireland is incorporated into a multi-purpose agricultural outbuilding and is typical of the workshops associated with the rural farmer-blacksmith (Brink and Company 1875:91).

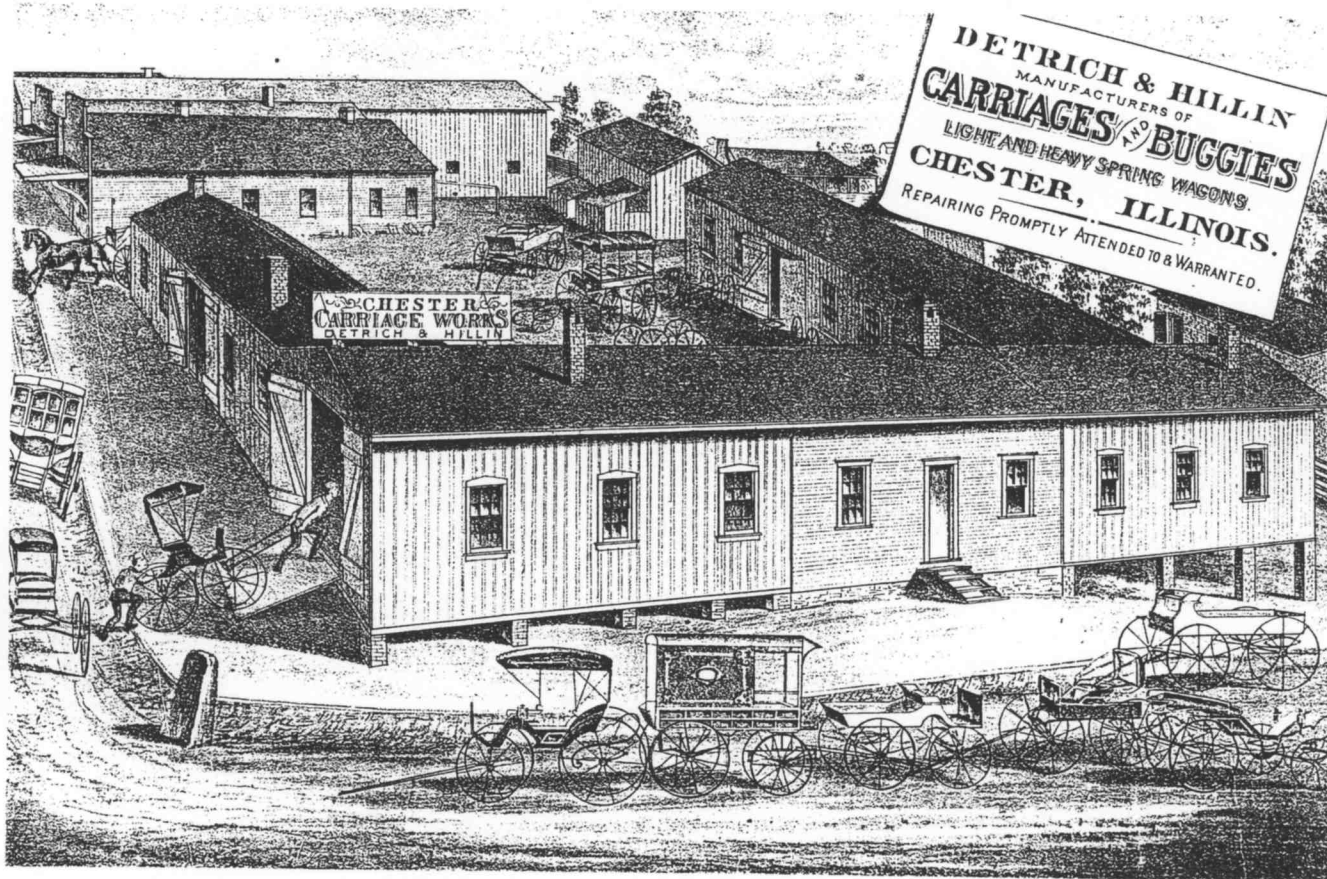


Figure 8. The only other wagon or carriage factory illustrated within the Randolph County atlas was that of the Detrich and Hillin Manufactory which was located in Chester. This manufactory, organized in several single-story buildings connected to one another and forming a large compound, was atypical of the wagon production facilities of the middle nineteenth century (Brink and Company 1875:91).

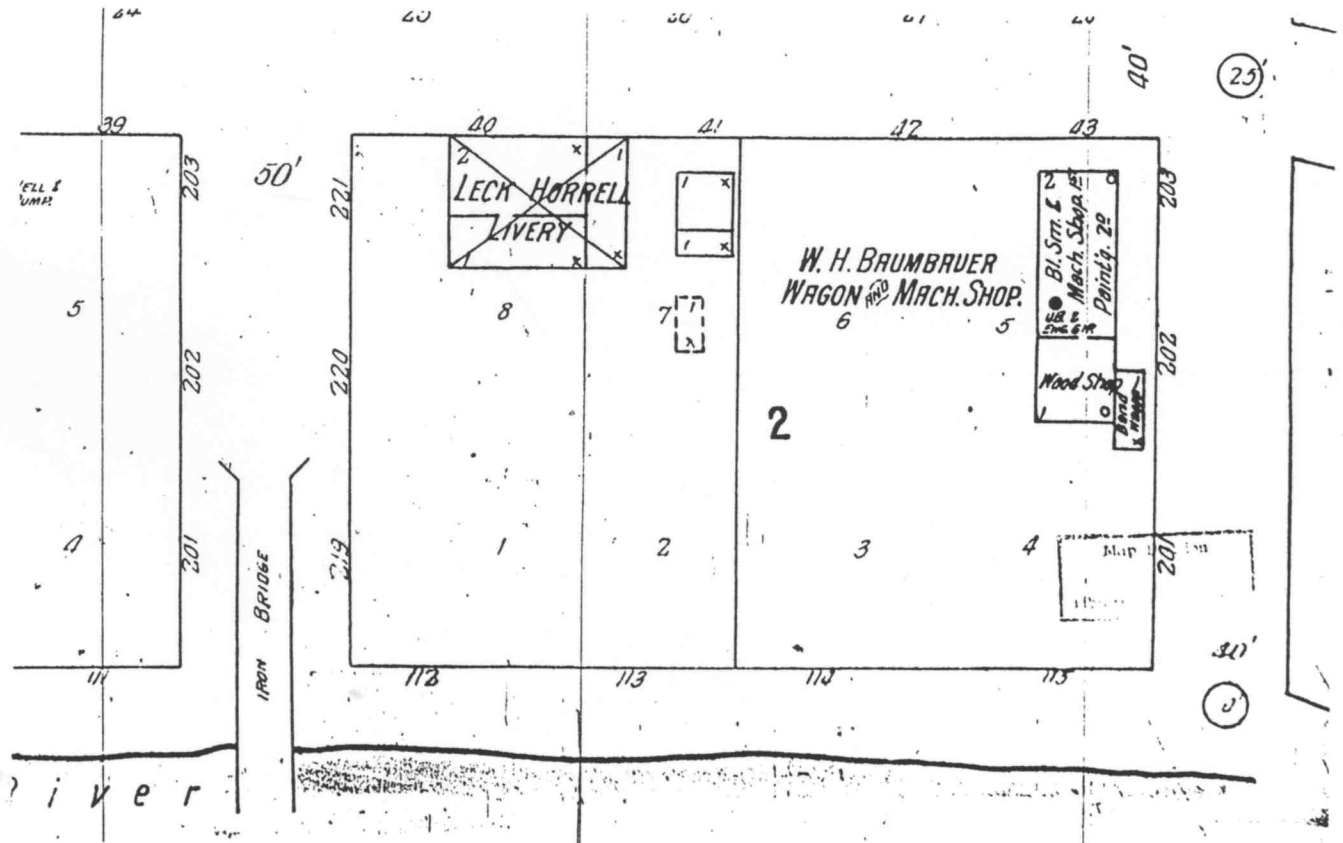


Figure 9. The W. H. Baumbauer Wagon and Machine Shop as illustrated on the 1899 Sanborn fire Insurance map (Sanborn-Perris Map Company 1899).

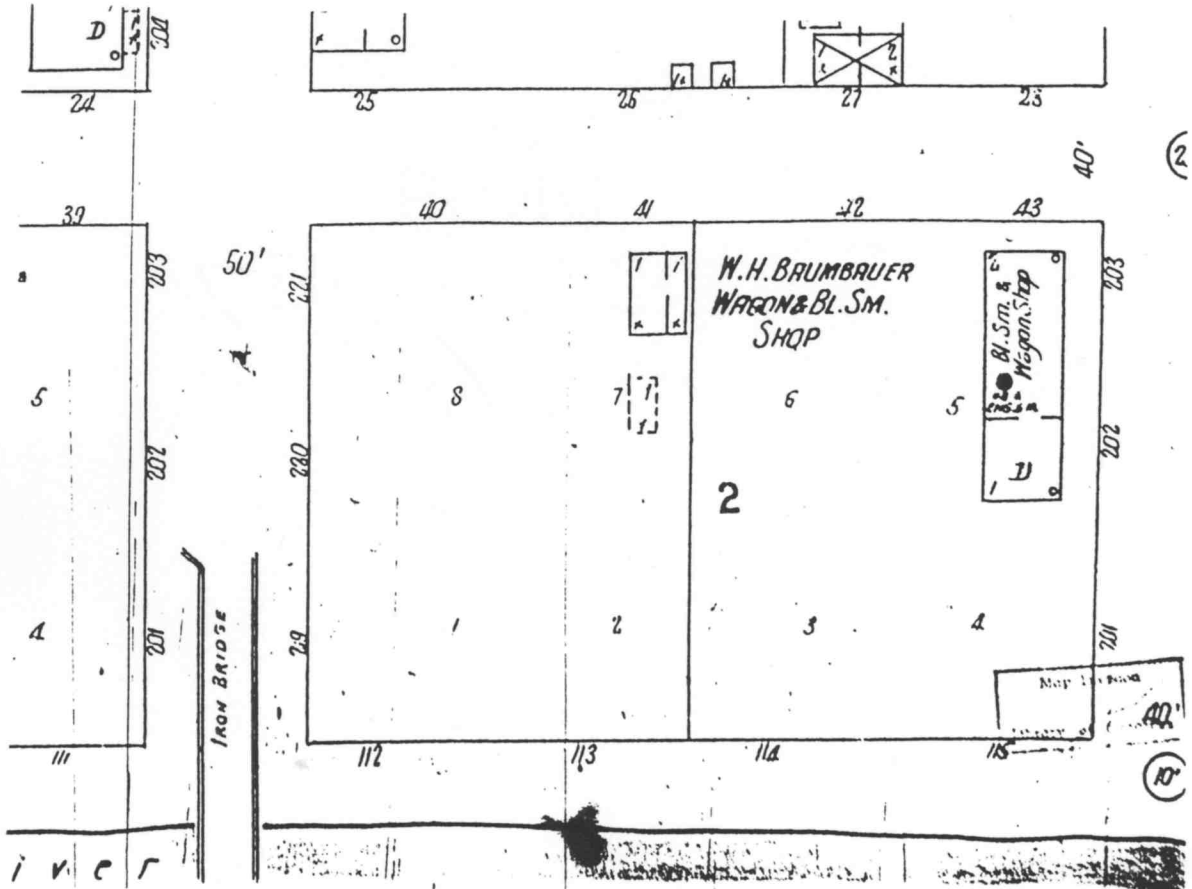


Figure 10. The W. H. Baumbauer Wagon and Blacksmith Shop as illustrated on the 1906 Sanborn fire insurance map (Sanborn Map Company 1906).

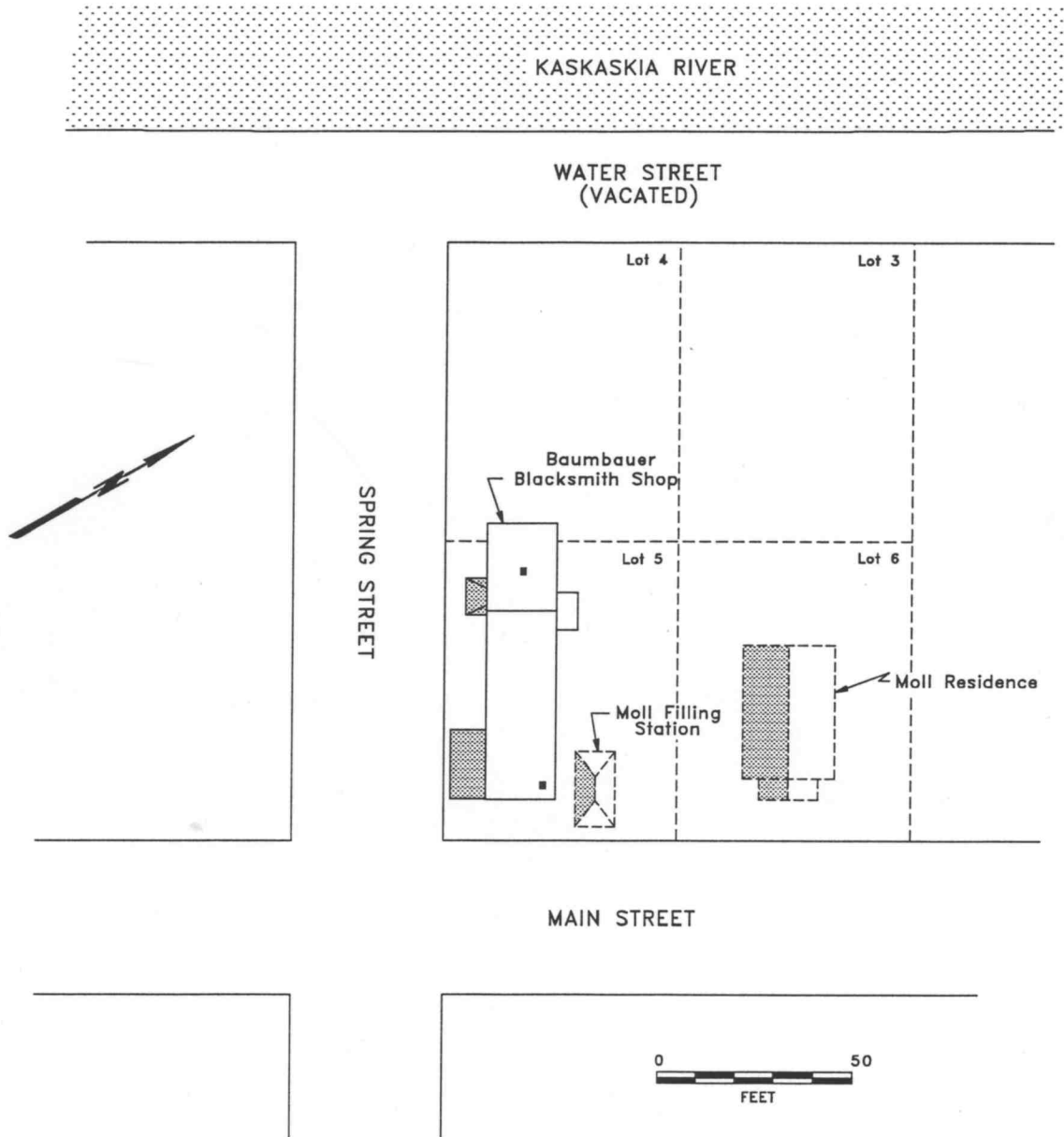


Figure 11. Site plan showing Baumbauer Blacksmith Shop and surrounding lot, 1995. The gasoline filling station and house had already been demolished by the time of our field work.

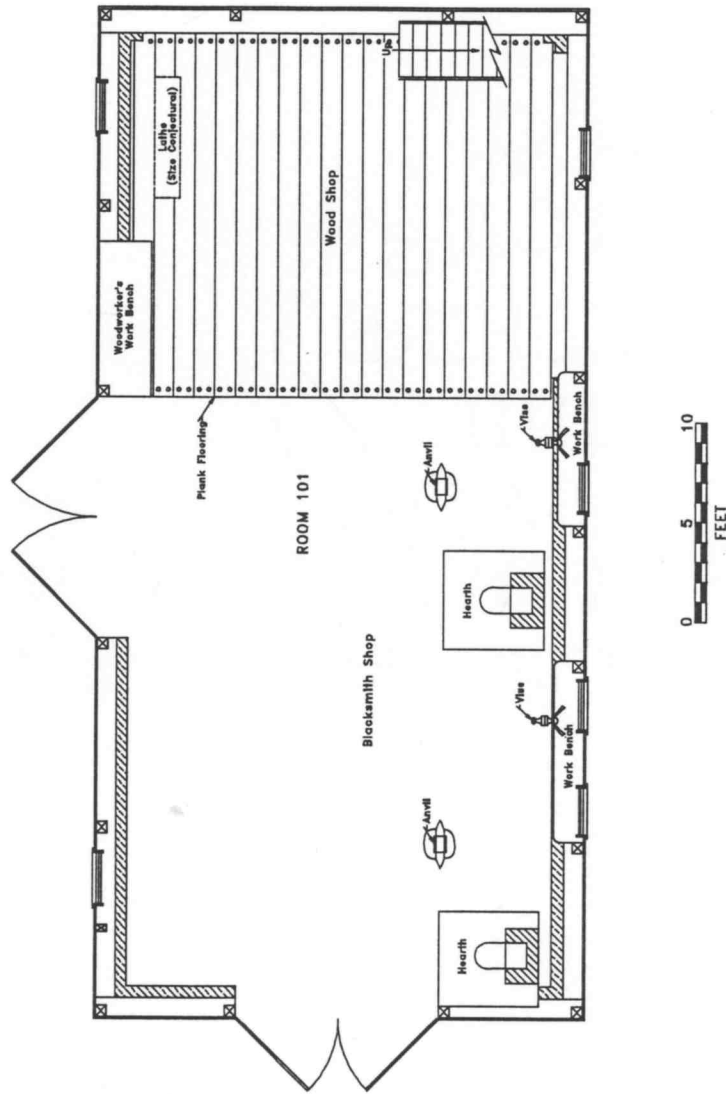


Figure 12. Ground floor plan of the Baumbauer Blacksmith Shop, as originally constructed.

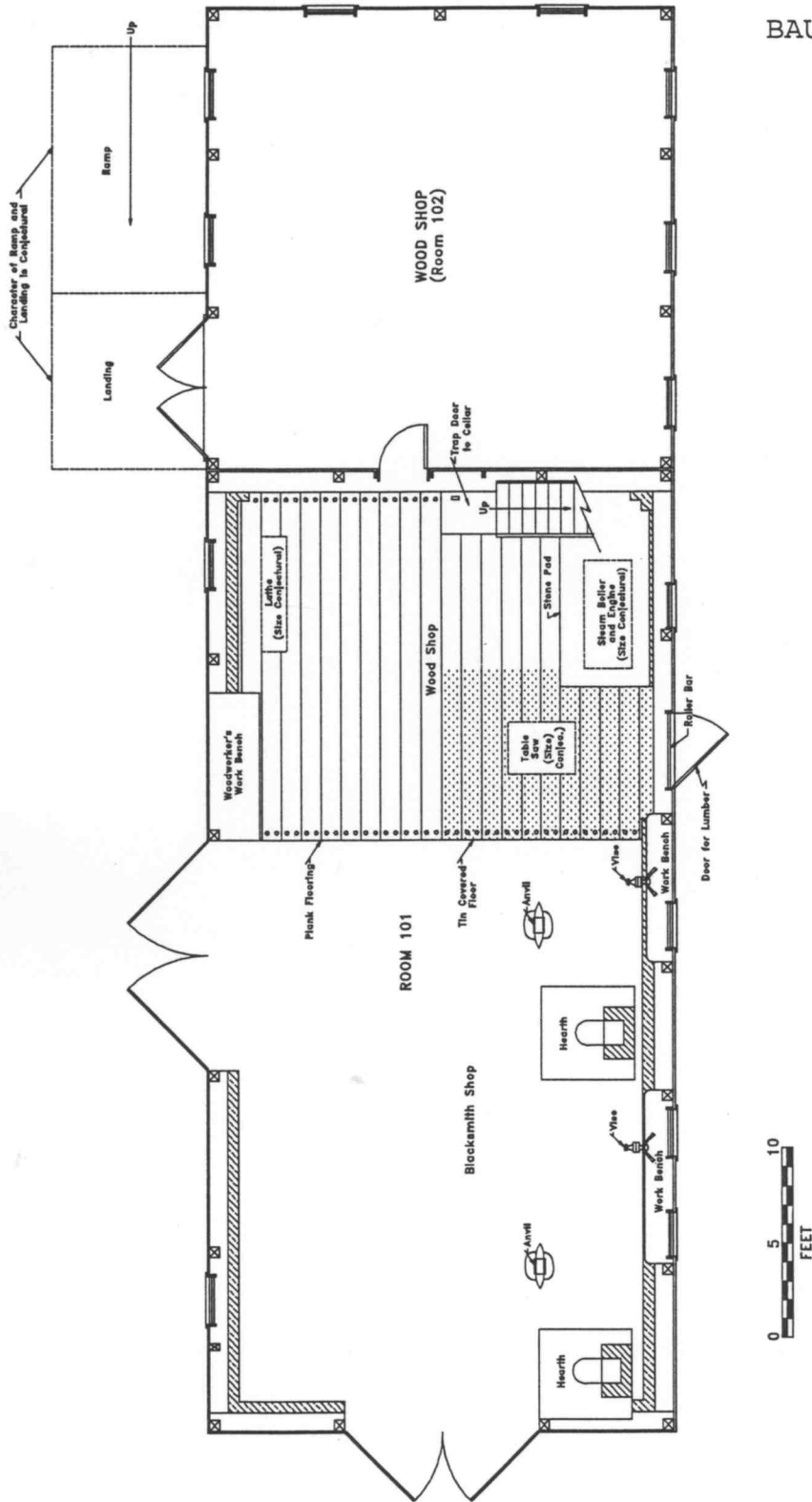


Figure 13. Ground floor plan of the Baumbauer Blacksmith Shop, showing construction of the north addition, ca. 1885.

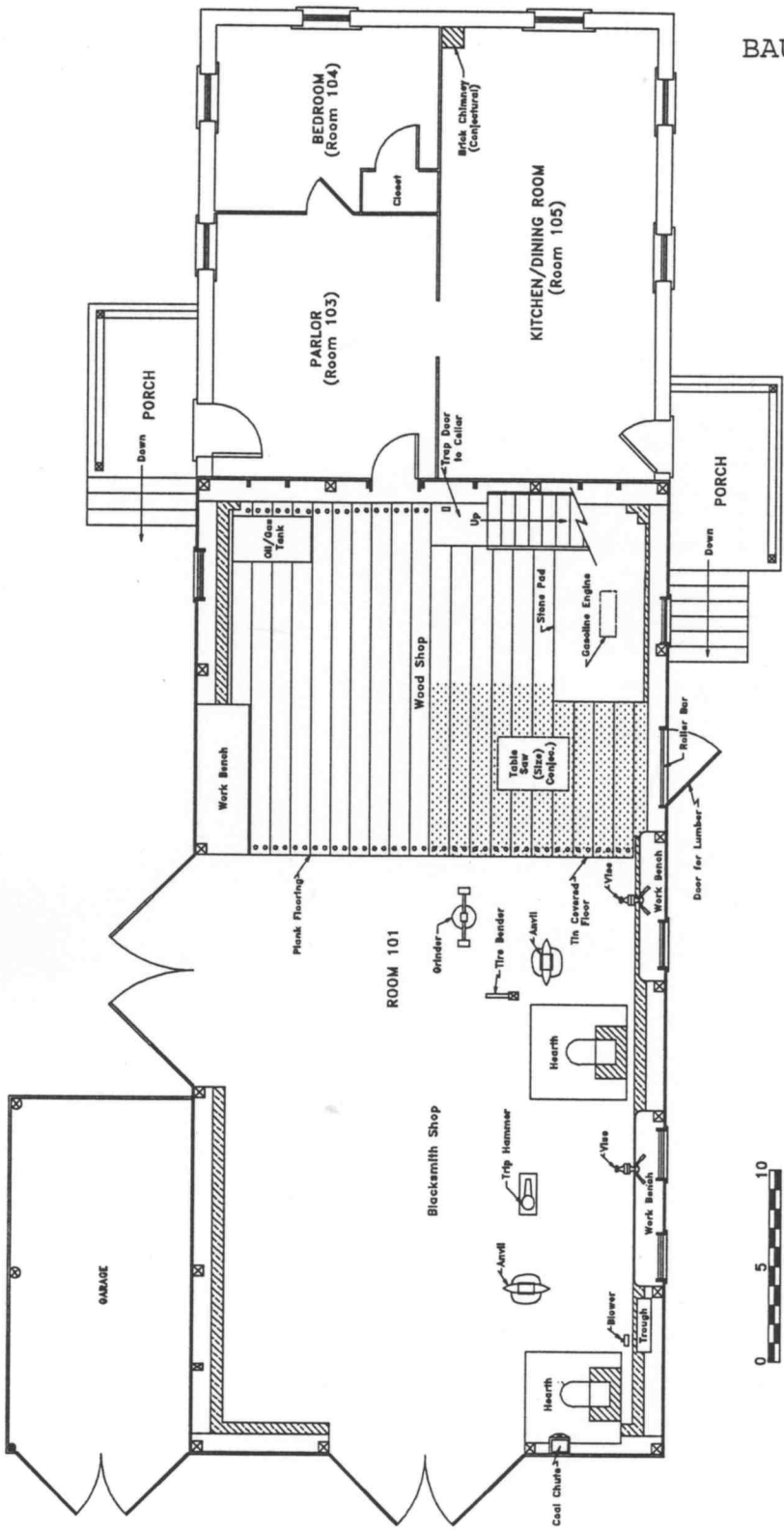


Figure 14. Ground floor plan of the Baumbauer Blacksmith Shop, showing conversion of rear addition into living quarters, ca. 1910.

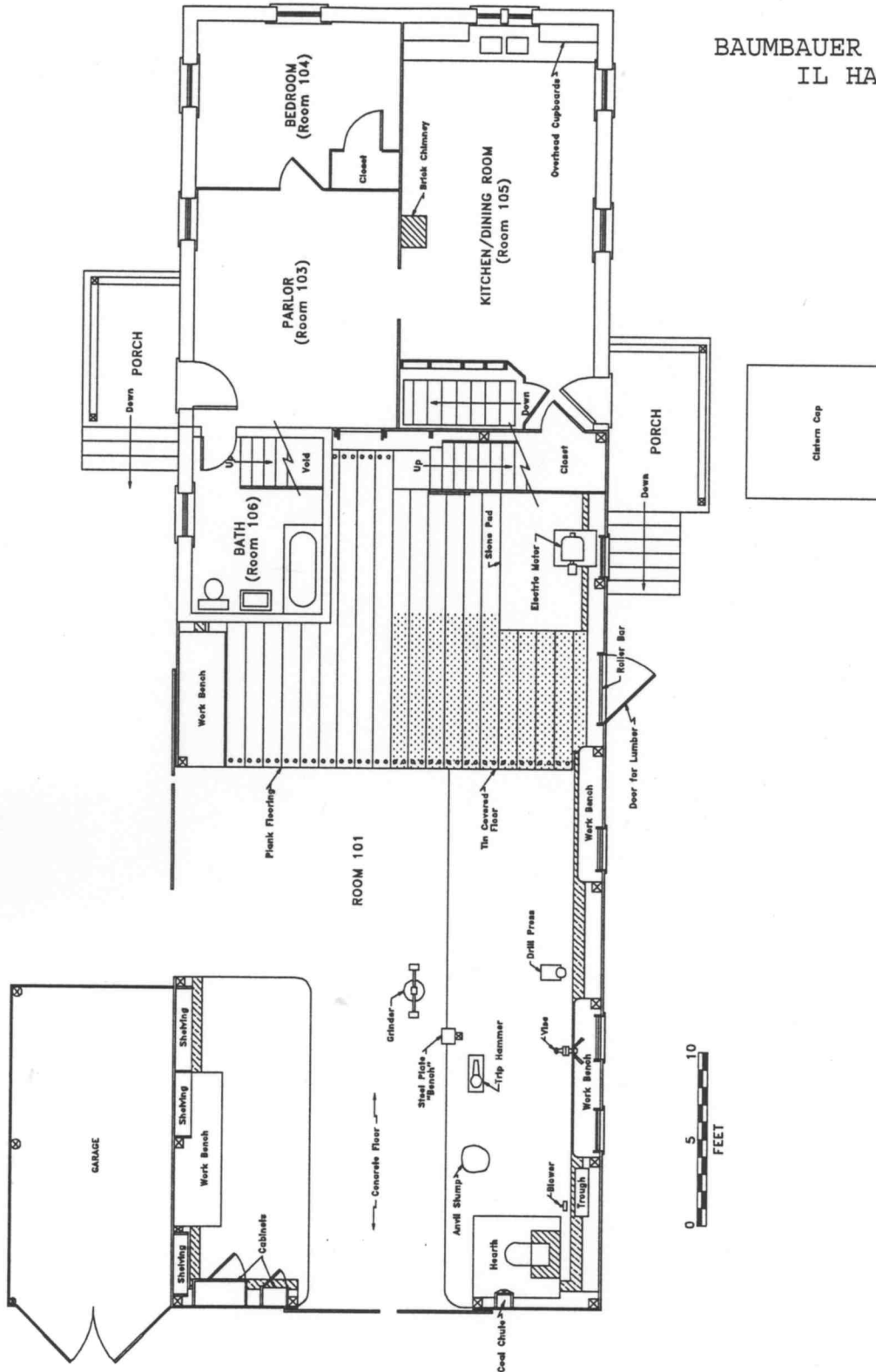


Figure 15. Ground floor plan of the Baumbauer Blacksmith Shop, showing addition of bathroom and basement stairway (late 1920s) and more recent modifications.

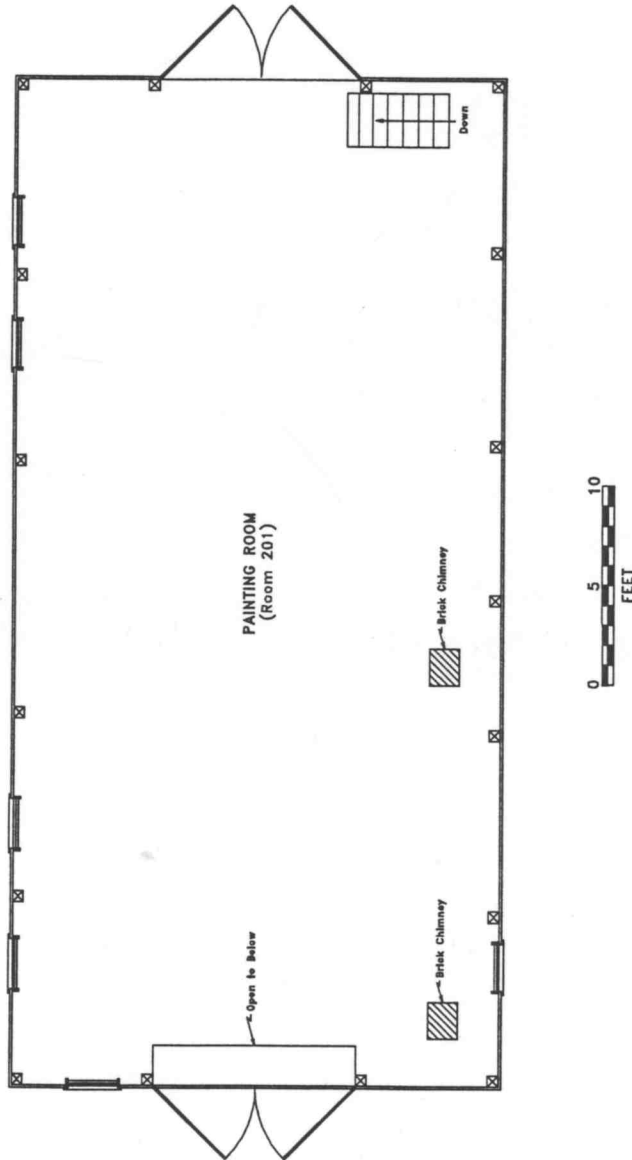


Figure 16. Second floor plan of the Baumbauer Blacksmith Shop, as originally constructed.

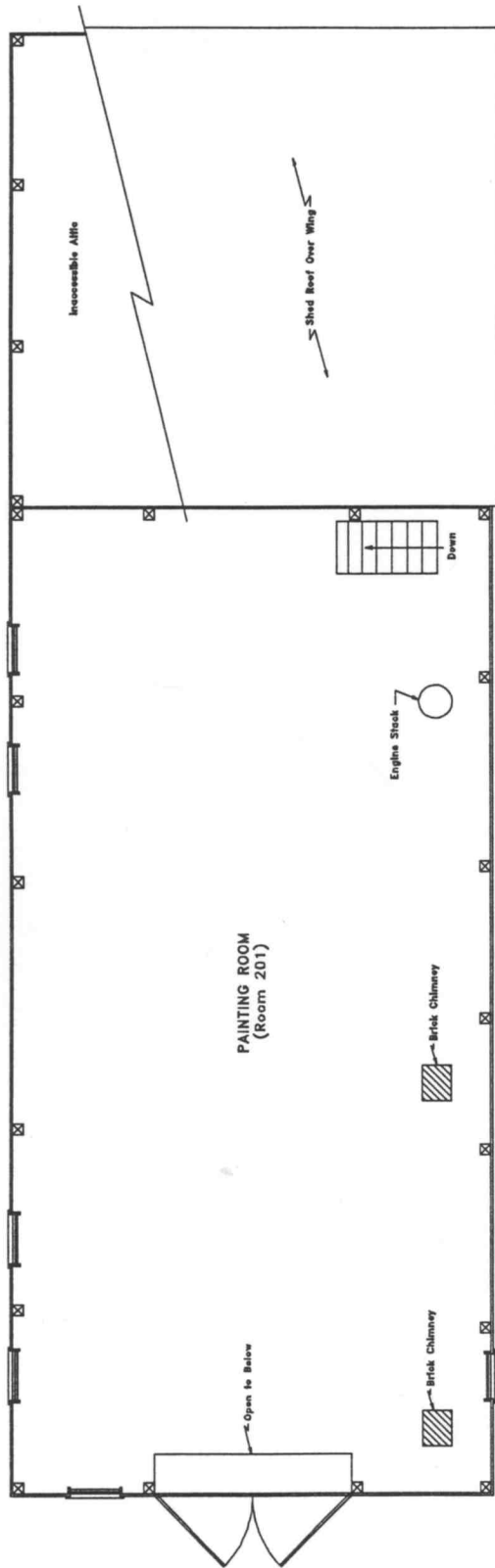


Figure 17. Second floor plan of the Baumbauer Blacksmith Shop, showing construction of rear addition, ca. 1885.

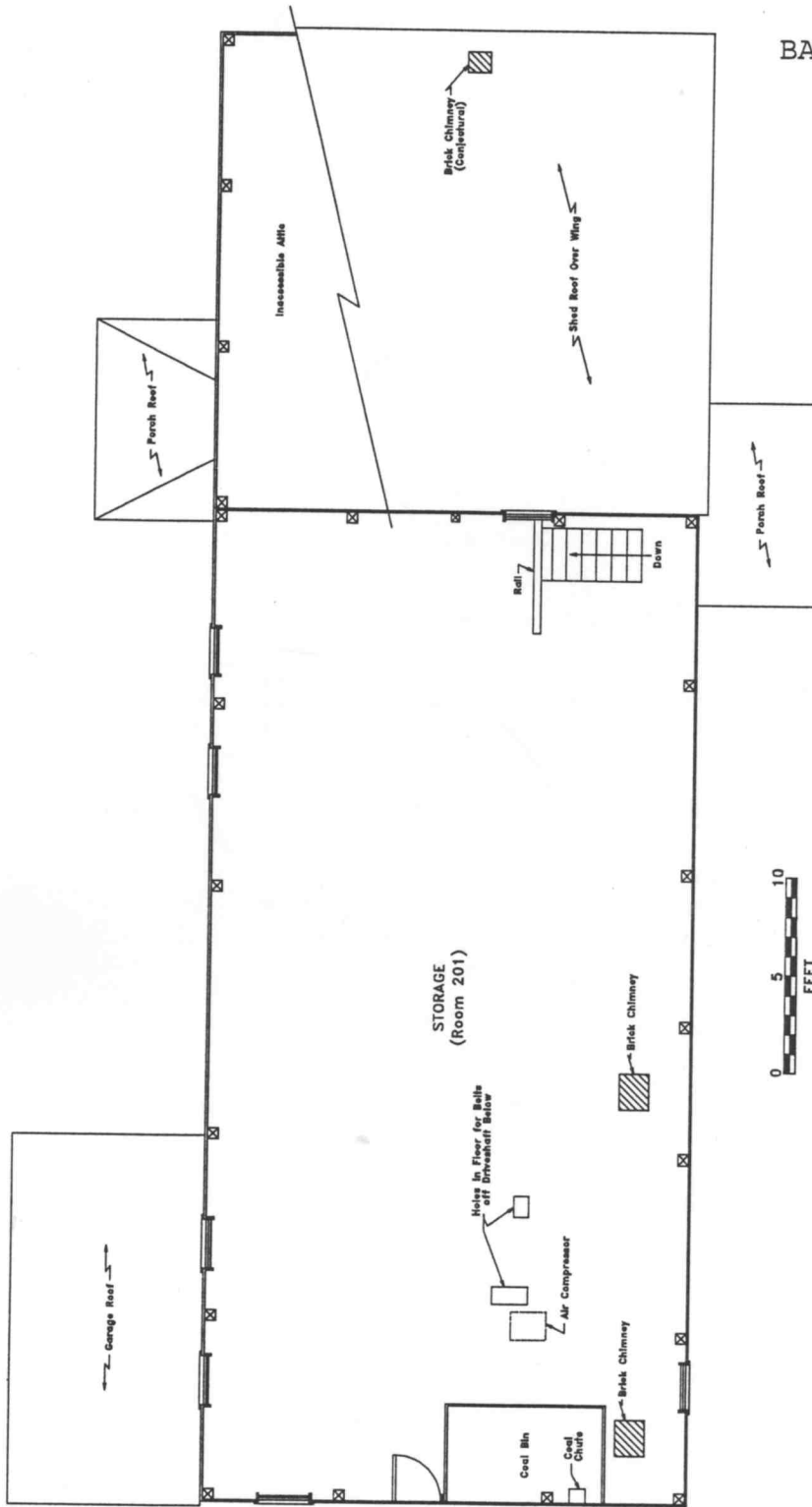


Figure 18. Second floor plan of the Baumbauer Blacksmith Shop, ca. 1925.

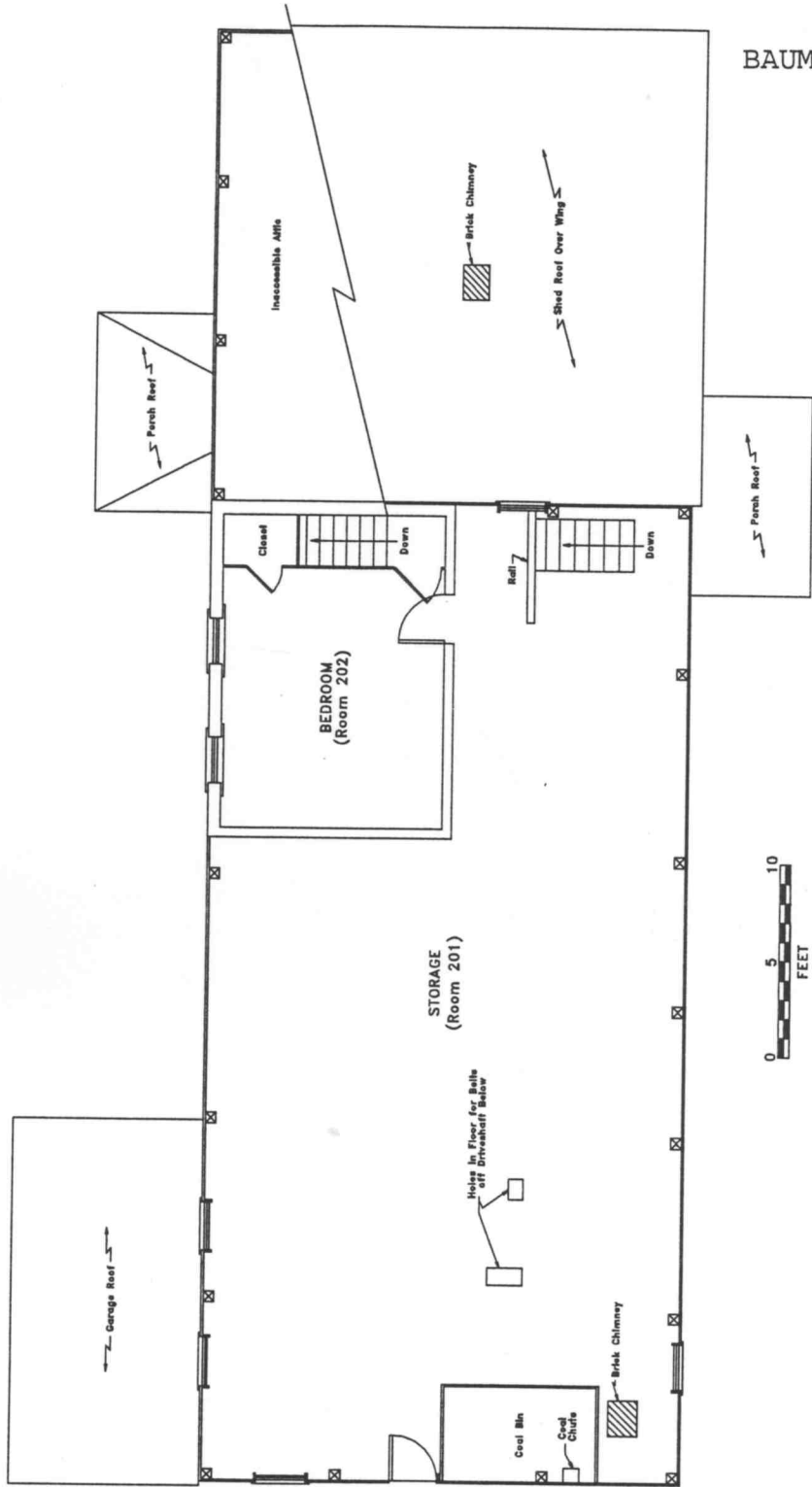


Figure 19. Second floor plan of the Baumbauer Blacksmith Shop, 1995.

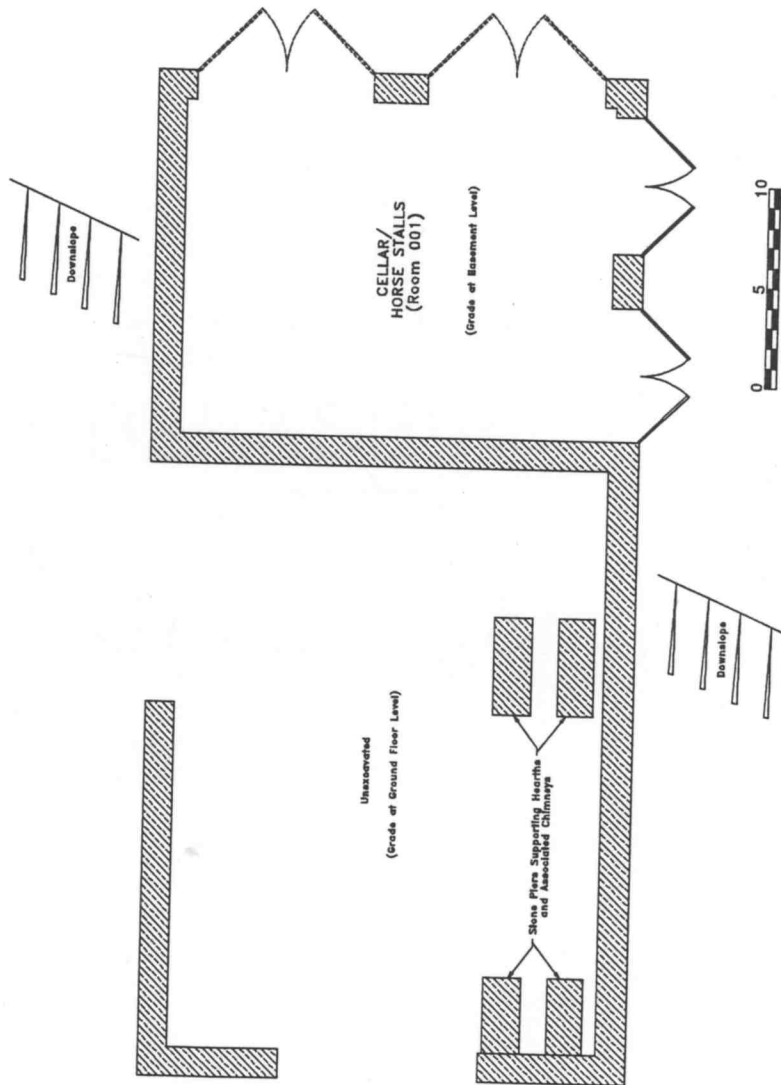


Figure 20. Basement and foundation plan of the Baumbauer Blacksmith Shop, as originally constructed.

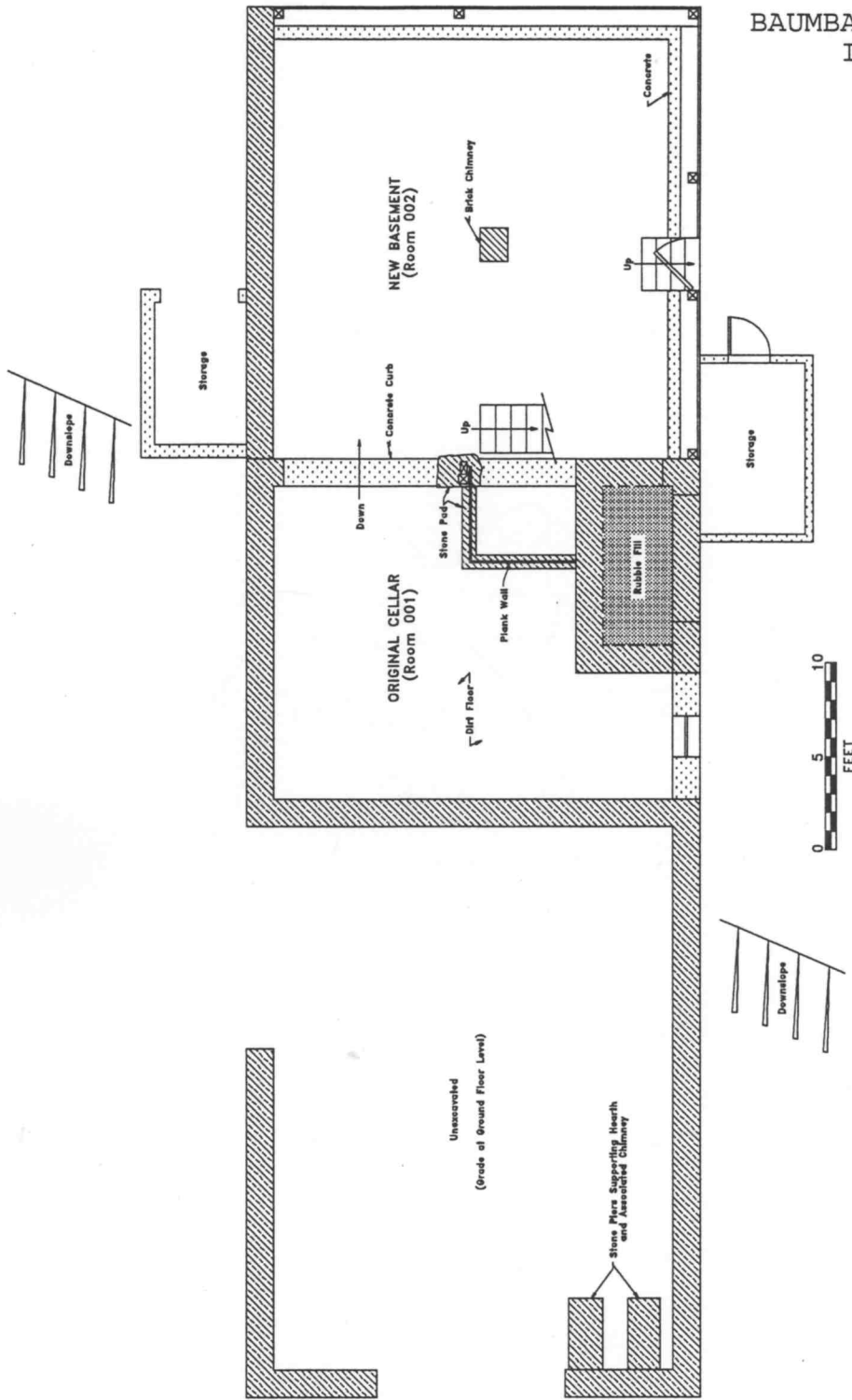


Figure 21. Basement and foundation plan of Baumbauer Blacksmith Shop, 1995.

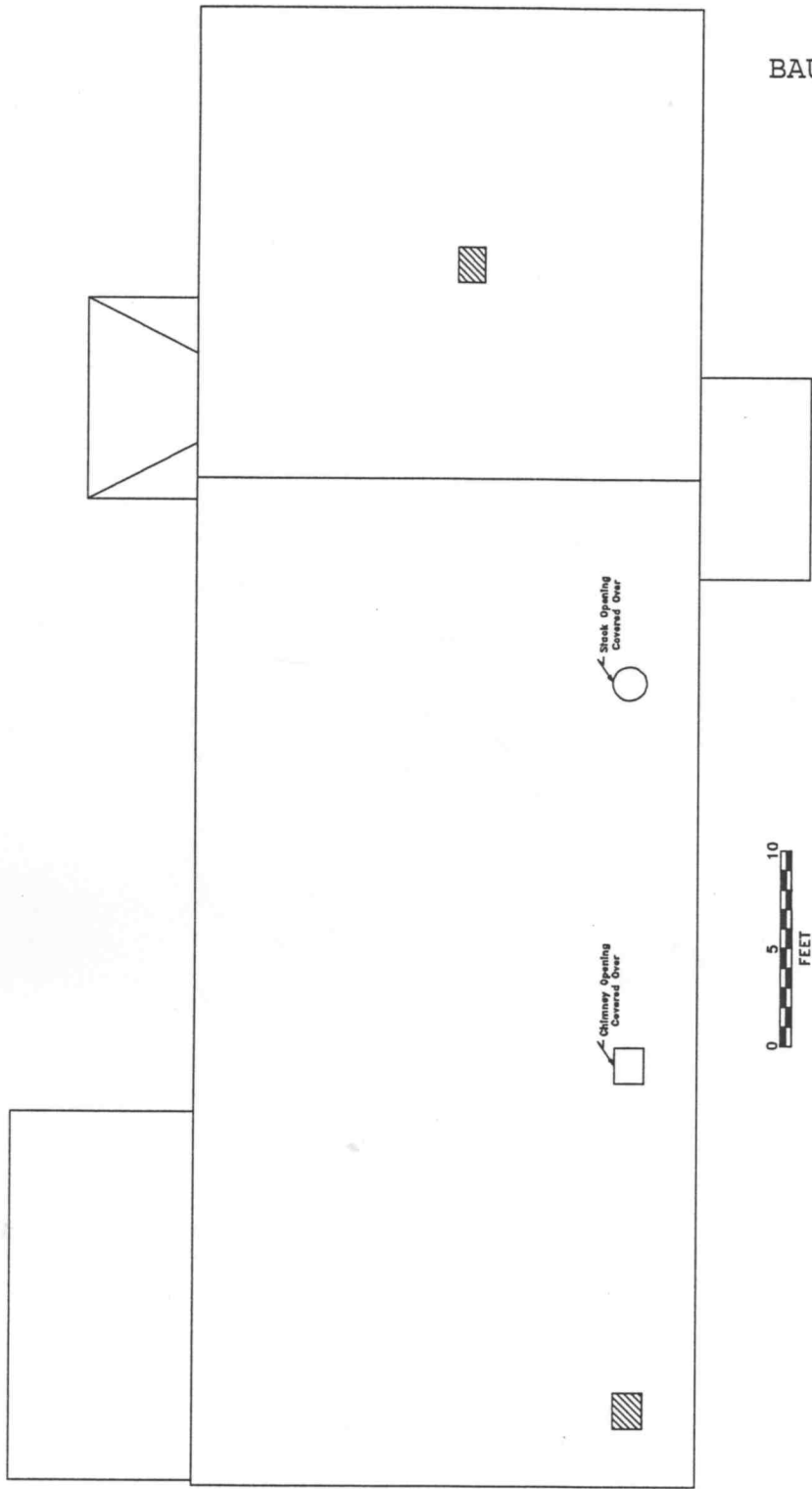


Figure 22. Roof plan of the Baumbauer Blacksmith Shop, 1995.

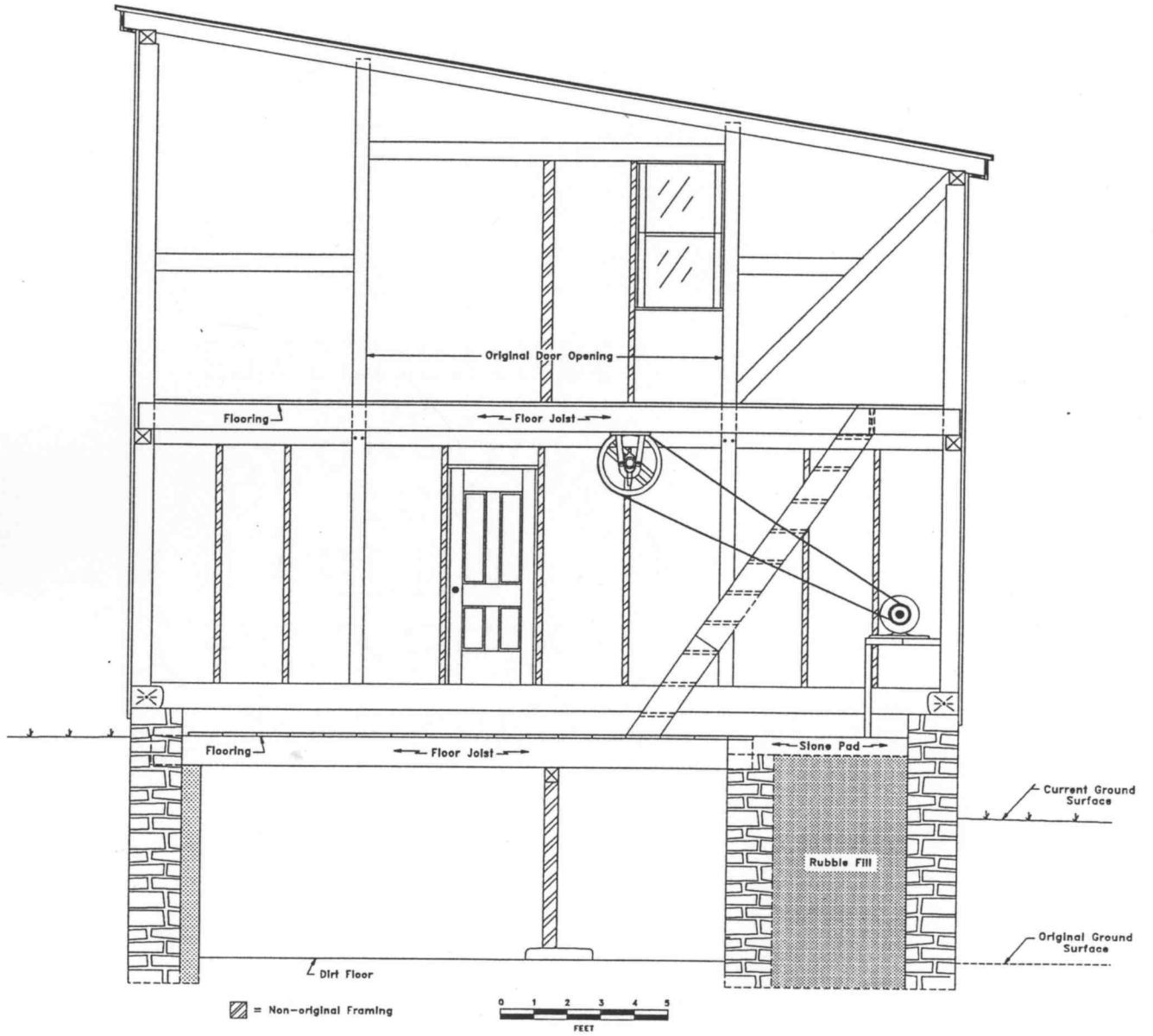


Figure 23. Sectional drawing of original shop, showing ca. 1925 condition of building.

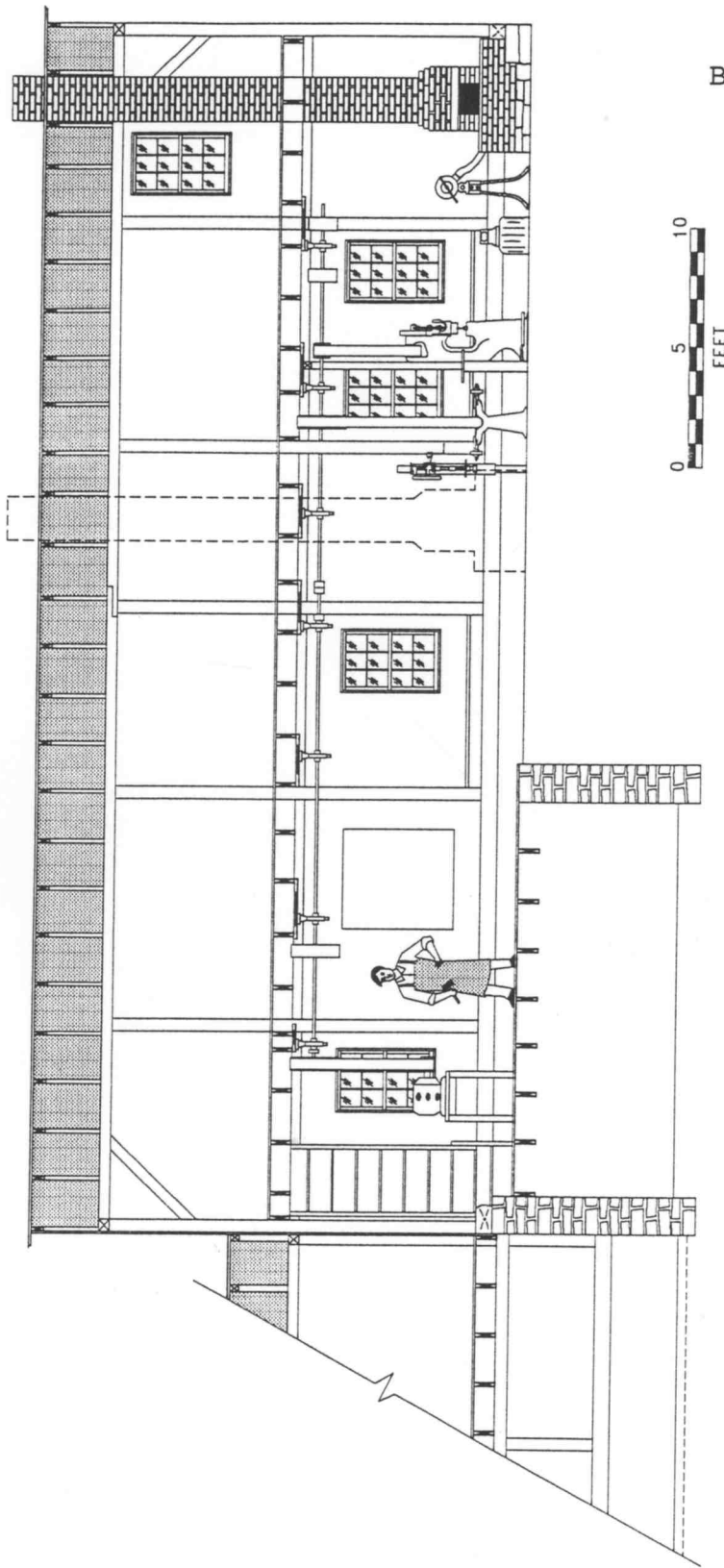


Figure 24. Longitudinal section of the Baumbauer Blacksmith Shop.

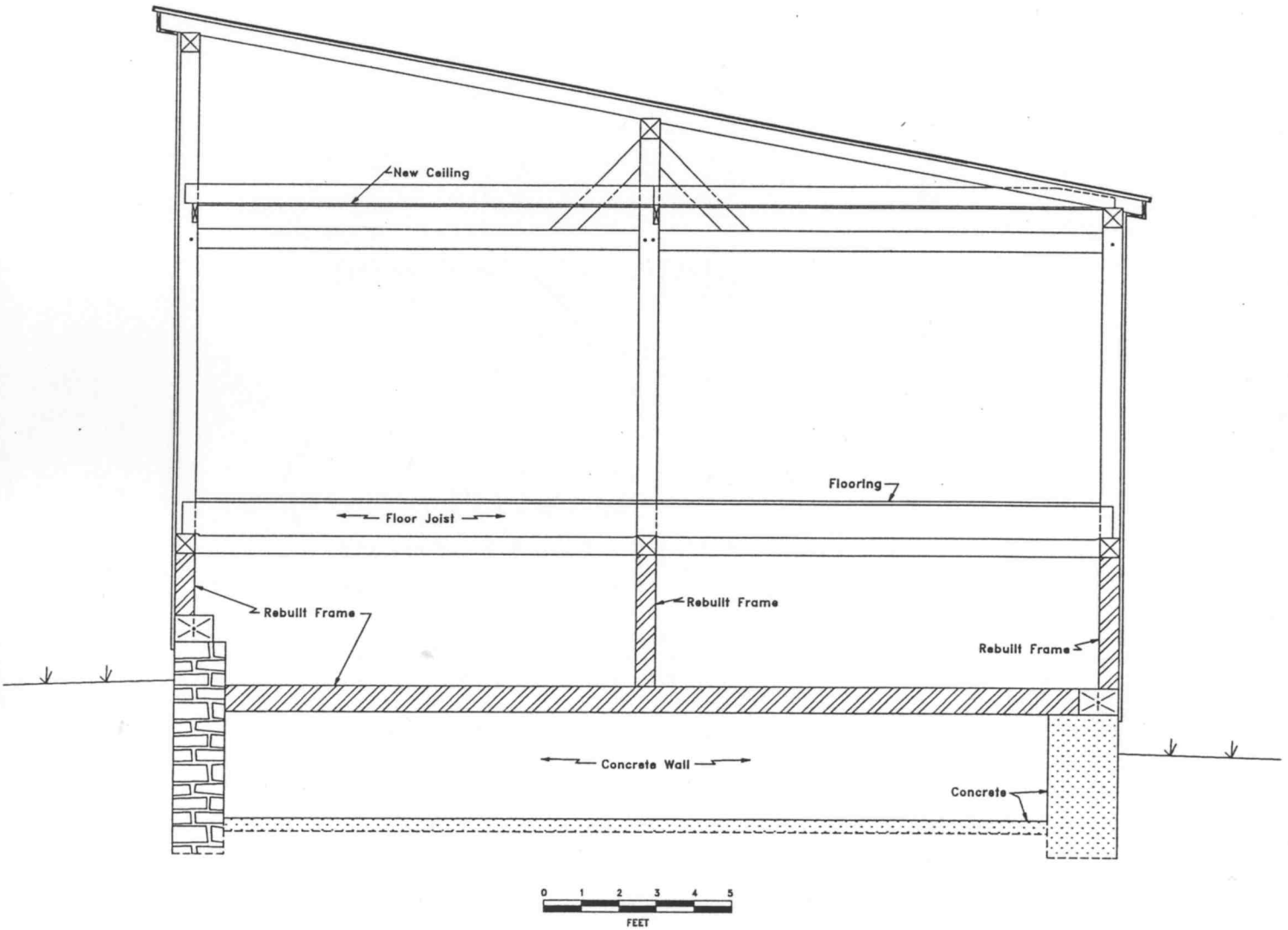


Figure 25. Sectional drawing of rear addition showing framing system, 1995.

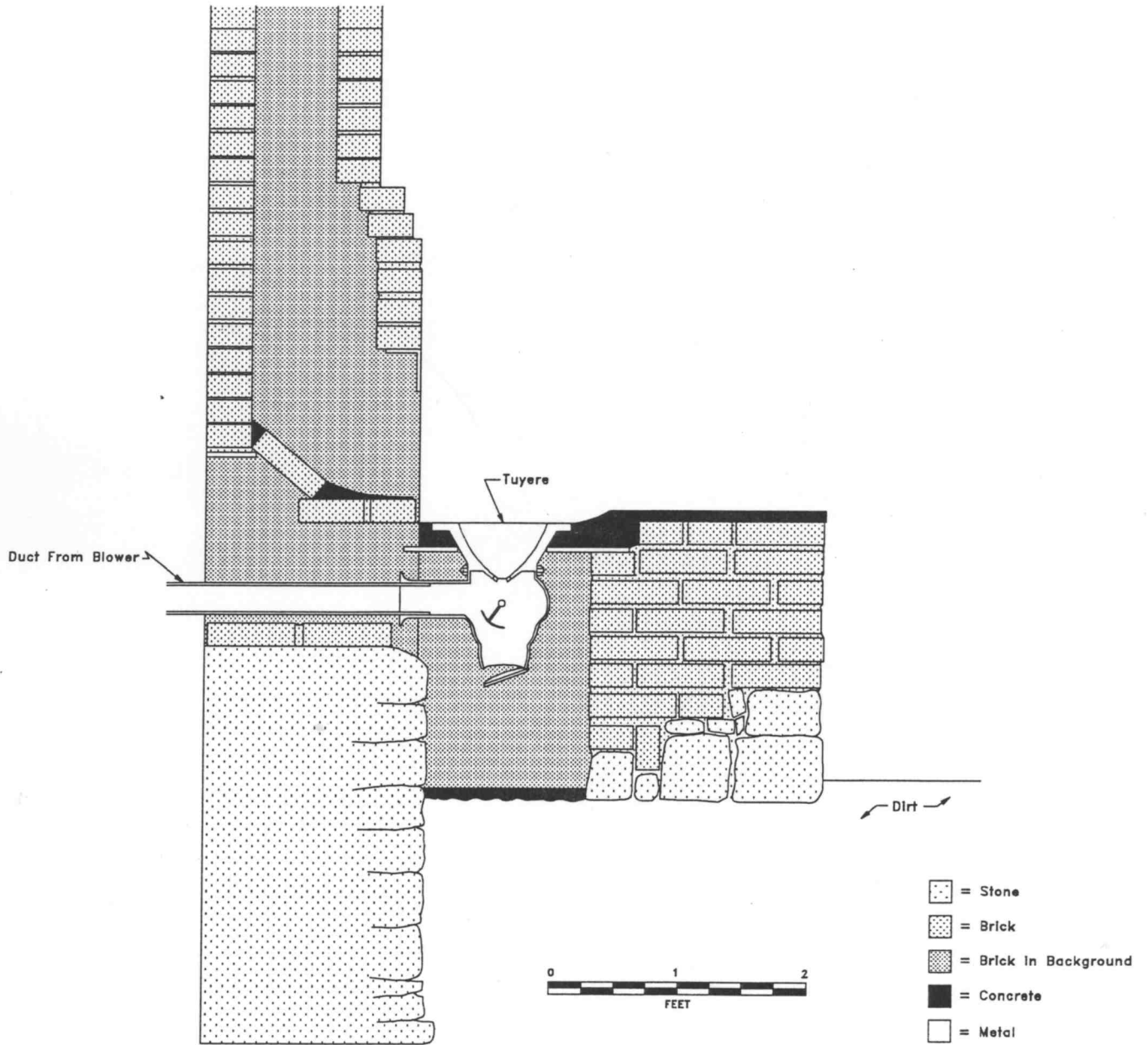


Figure 26. Sectional detail of Baumbauer Blacksmith Shop hearth, 1995.

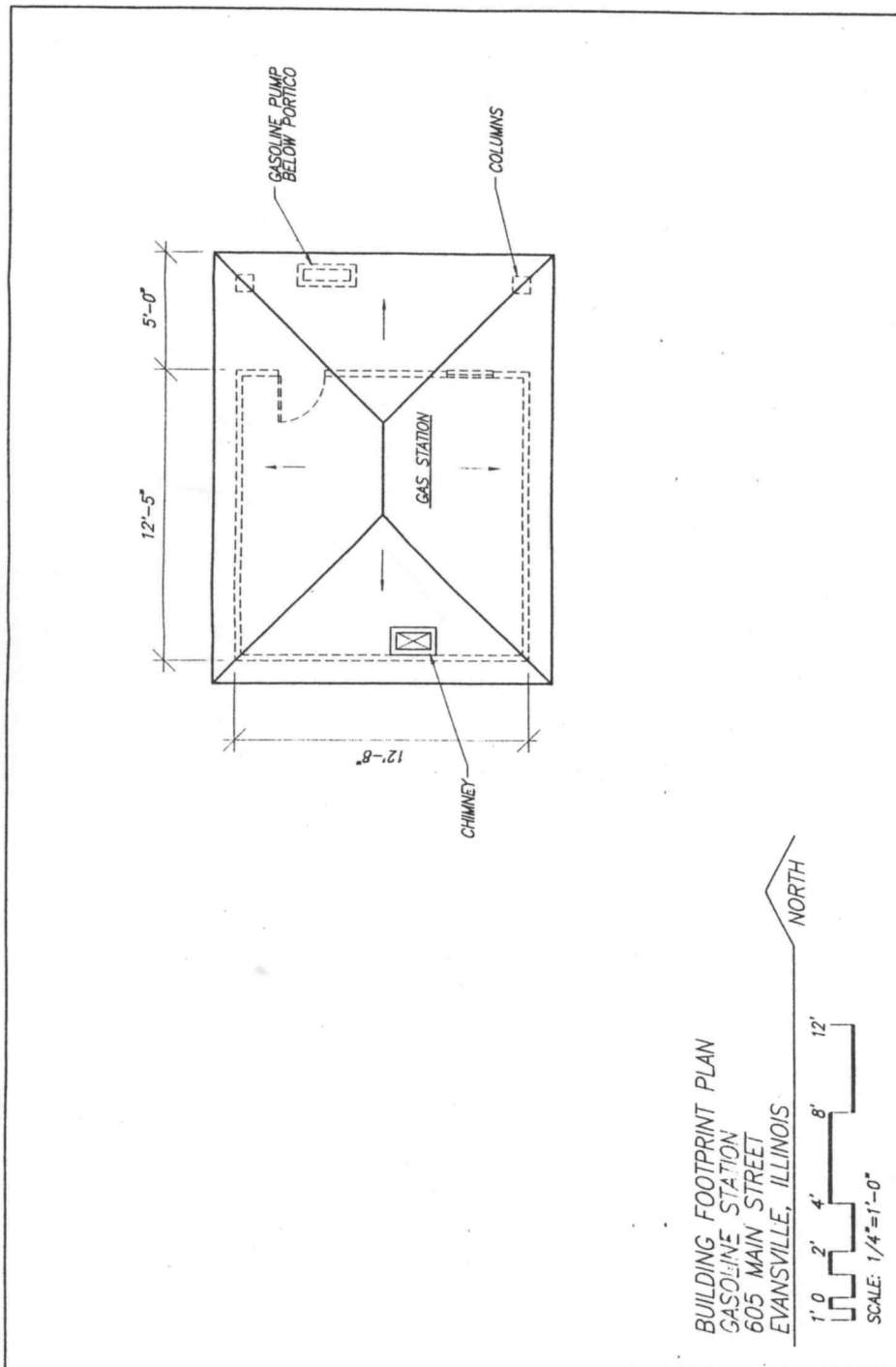


Figure 27. Sketch plan of the Moll gasoline filling station, as illustrated by White and Borgognoni Architects (1994).

ILLINOIS HISTORIC AMERICAN BUILDINGS SURVEY

INDEX TO PHOTOGRAPHS

Baumbauer Blacksmith Shop
Lot 5, Block 2
Original Town of Evansville
Randolph County
Illinois

IL HABS No. R-1996-3

Documentation: 26 photographs (1995)
73 data pages (1996)

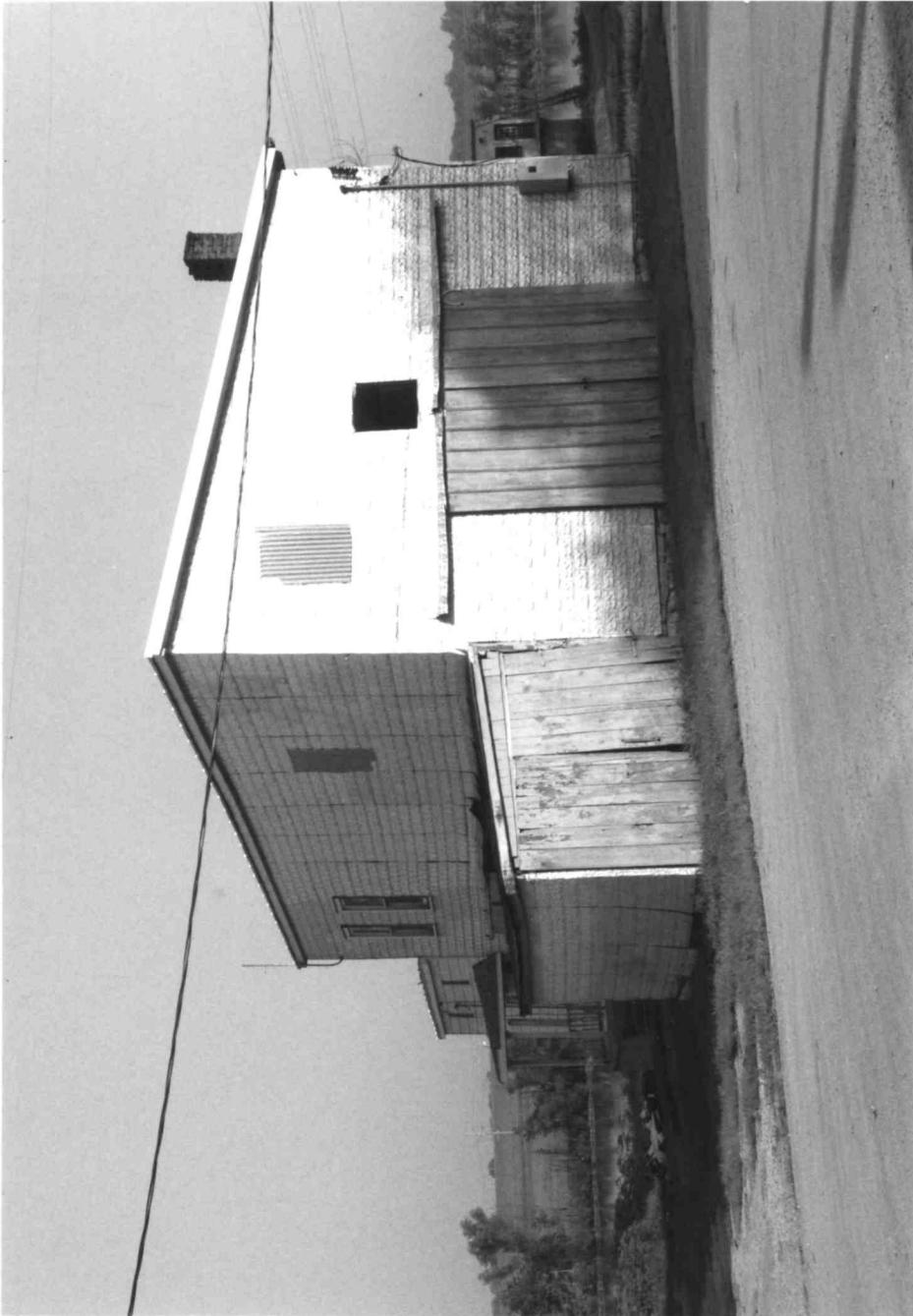
Christopher Stratton and Floyd Mansberger, Photographers,
August 1995

- R-1996-3.1 Front and south side view of the Baumbauer Blacksmith Shop.
- R-1996-3.2 Front and north side view of the Baumbauer Blacksmith Shop.
- R-1996-3.3 View of south side of the Baumbauer Blacksmith Shop.
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- R-1996-3.5 View of the Moll Family Filling Station, 1995.
- R-1996-3.6 Interior view of the Baumbauer Blacksmith Shop, showing the extant hearth.
- R-1996-3.7 Interior view of the Baumbauer Blacksmith Shop, showing detail of the extant hearth.
- R-1996-3.8 Interior view of the Baumbauer Blacksmith Shop, showing the workbench with vice.
- R-1996-3.9 Interior view of the Baumbauer Blacksmith Shop, showing the overhead drive shaft, grinding wheel, and hearth.

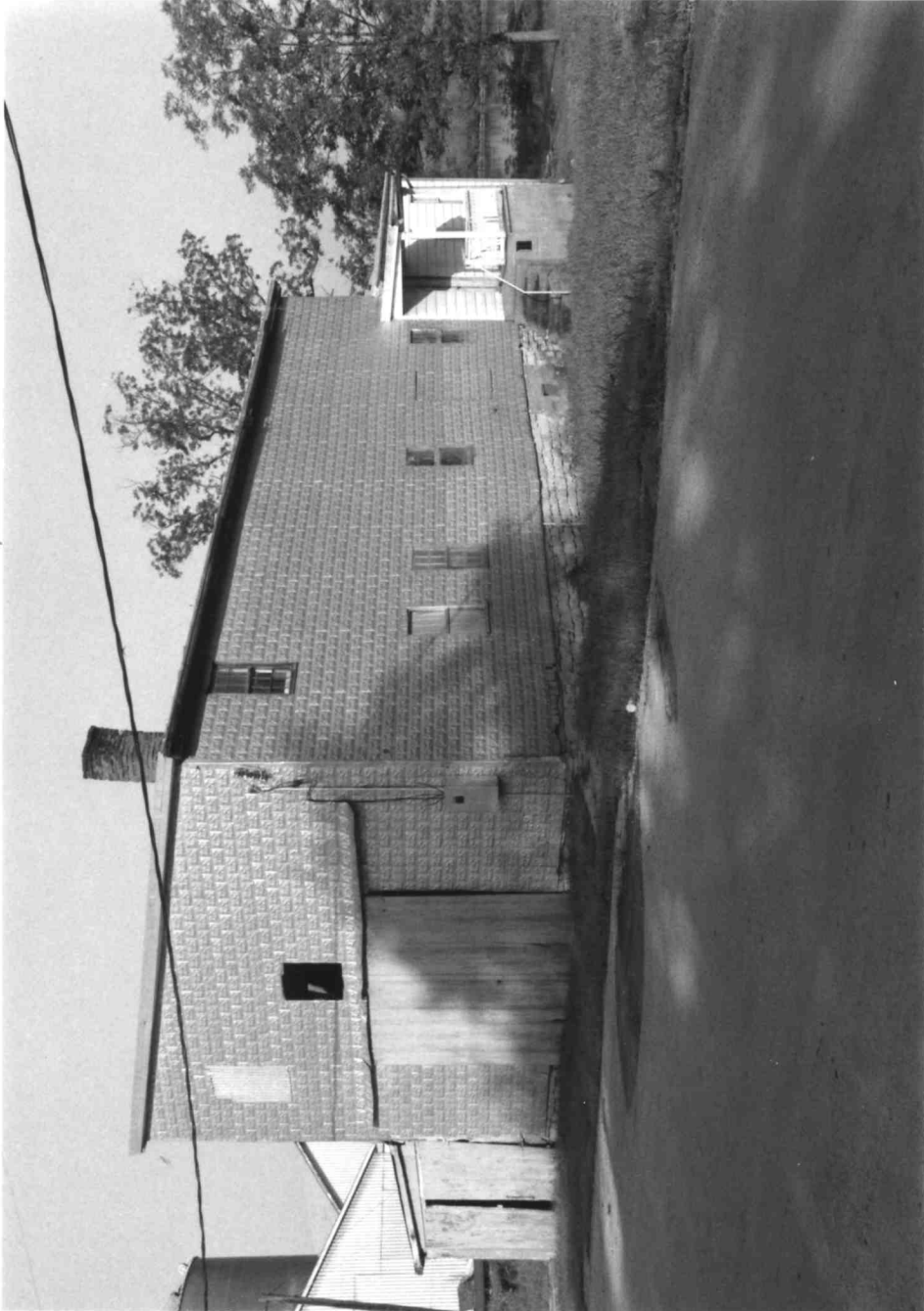
- R-1996-3.10 Interior view of the Baumbauer Blacksmith Shop, showing the overhead drive system and price board.
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- R-1996-3.12 Interior view of the Baumbauer Blacksmith Shop, showing the electric motor, drive shaft, and rear steps.
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- R-1996-3.25 Exterior view of the Moll House, ca. 1950s.
- R-1996-3.26 Exterior view of the Rothmeier Blacksmith Shop,
Evansville, Illinois.

BAUMBAUER BLACKSMITH SHOP
IL HABS No. R-1996-3.1



BAUMBAUER BLACKSMITH SHOP
IL HABS No. R-1996-3.2



BAUMBAUER BLACKSMITH SHOP
IL HABS No. R-1996-3.3



BAUMBAUER BLACKSMITH SHOP
IL HABS No. R-1996-3.4



BAUMBAUER BLACKSMITH SHOP
IL HABS No. R-1996-3.5



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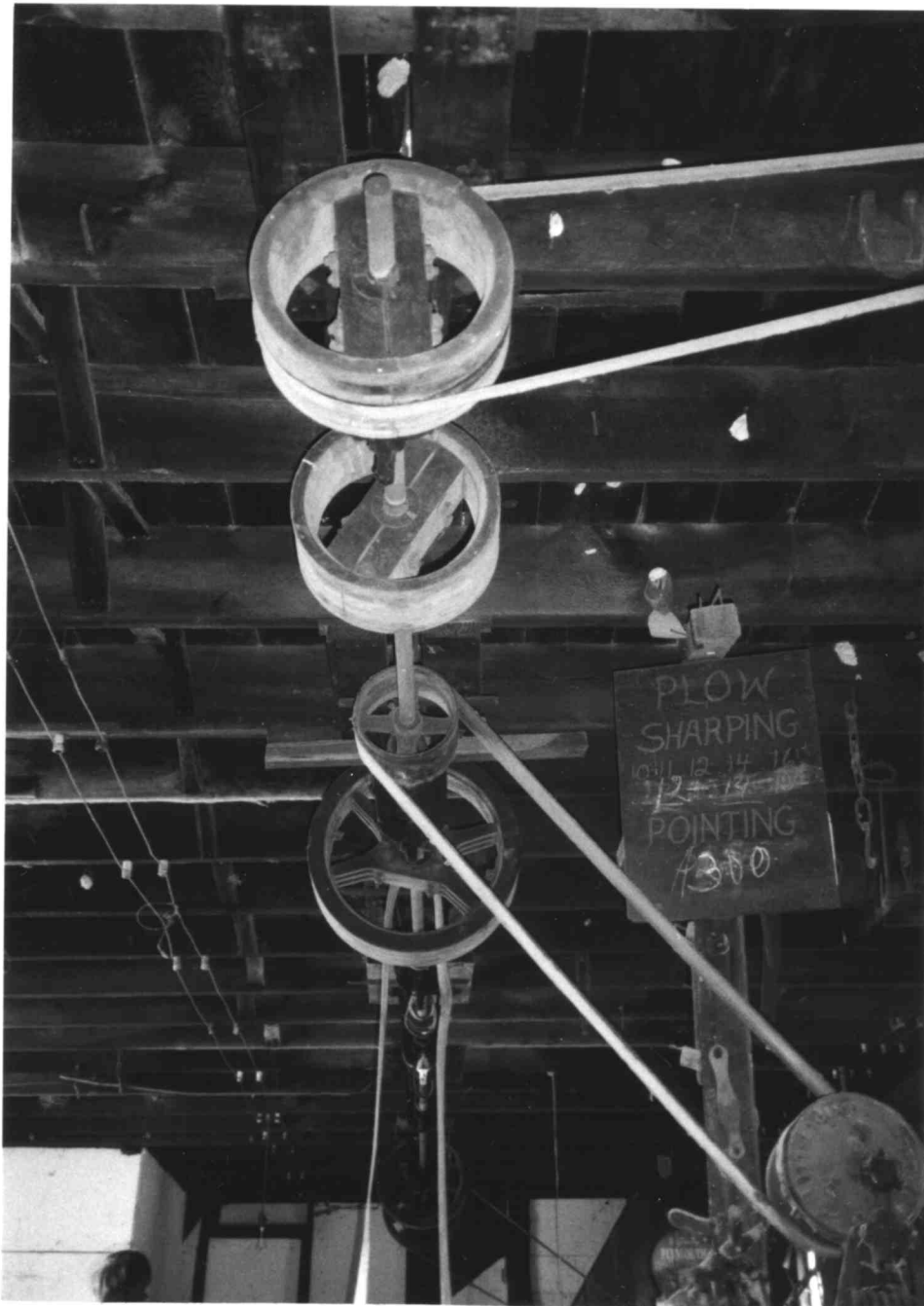


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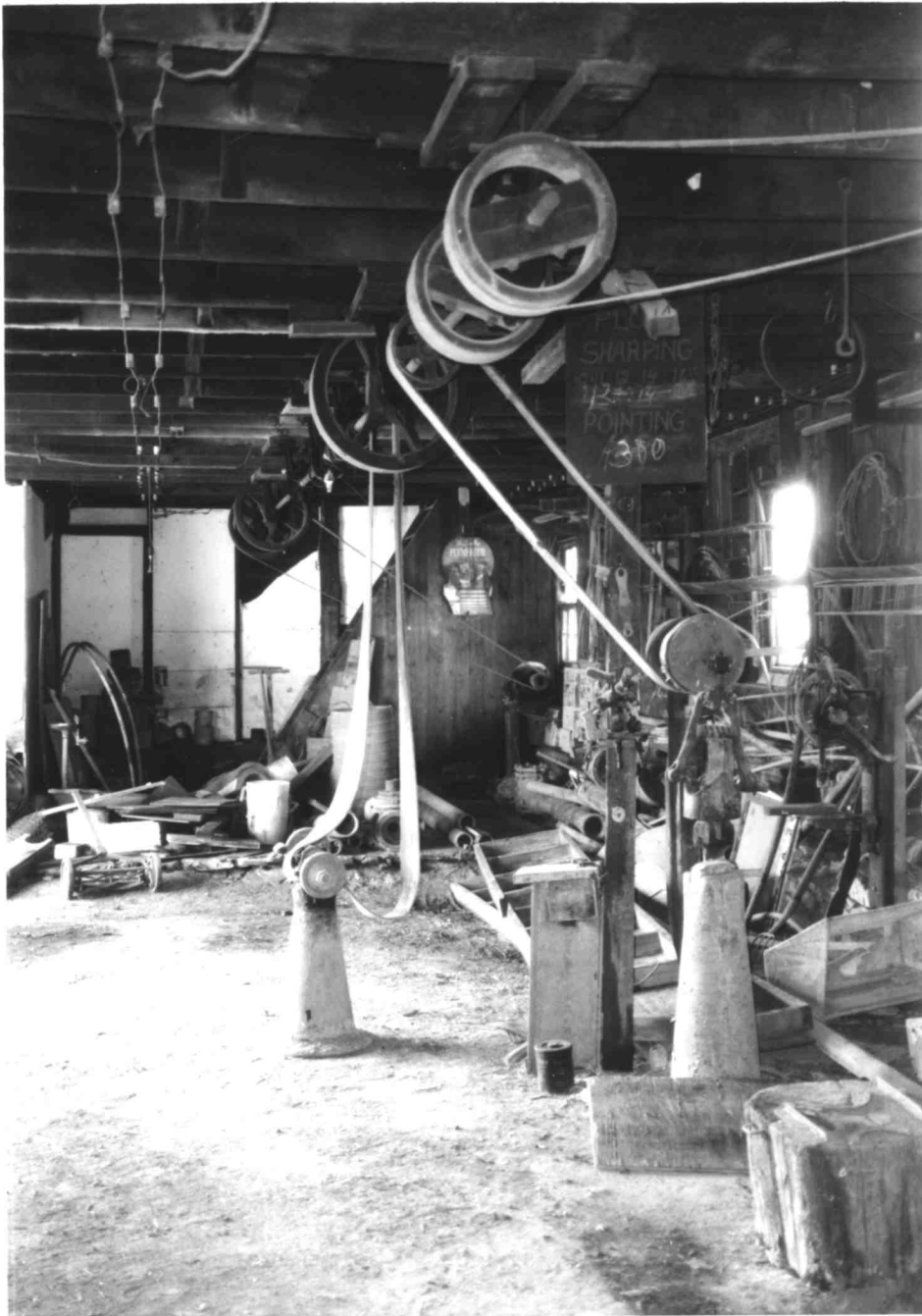


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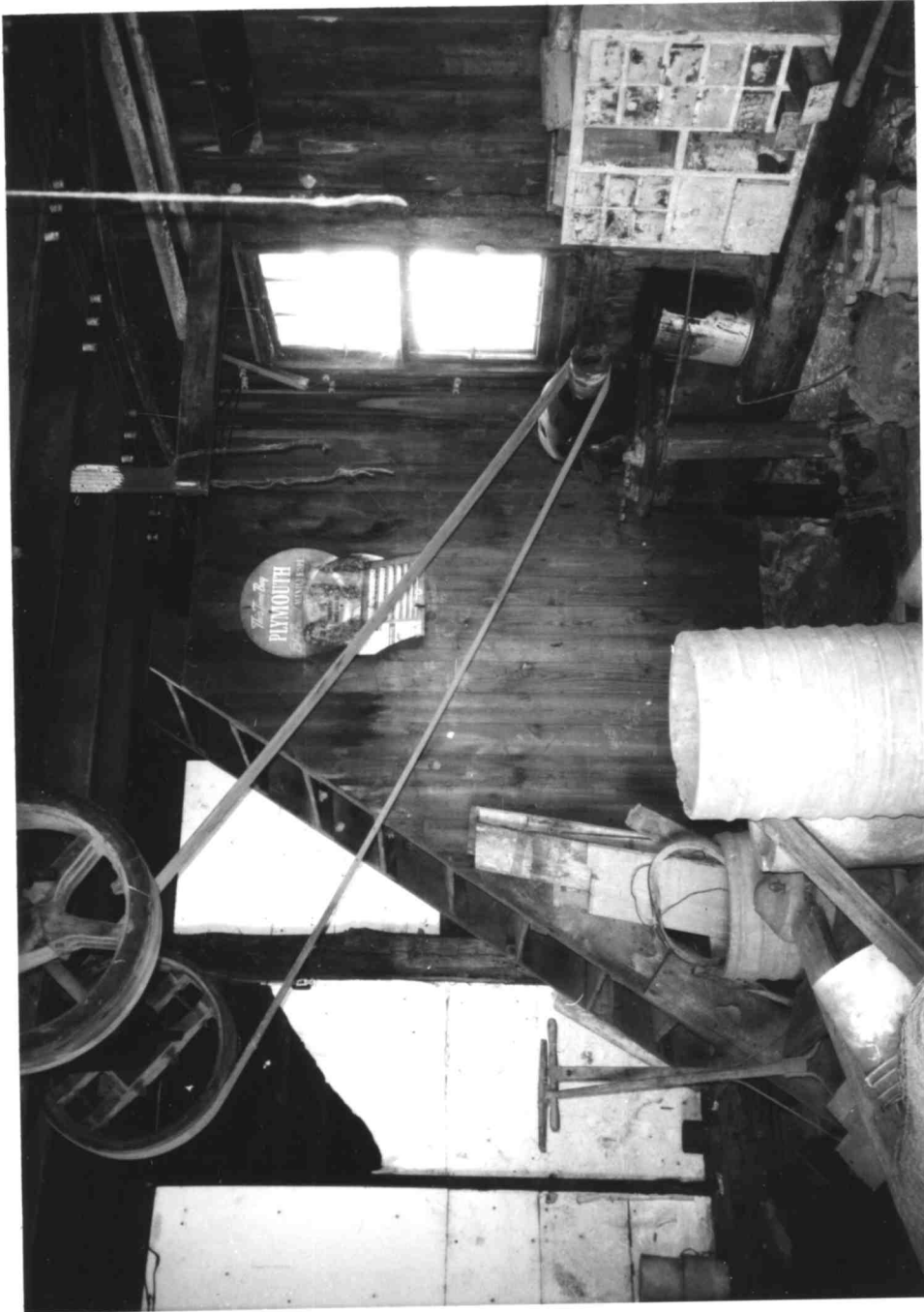




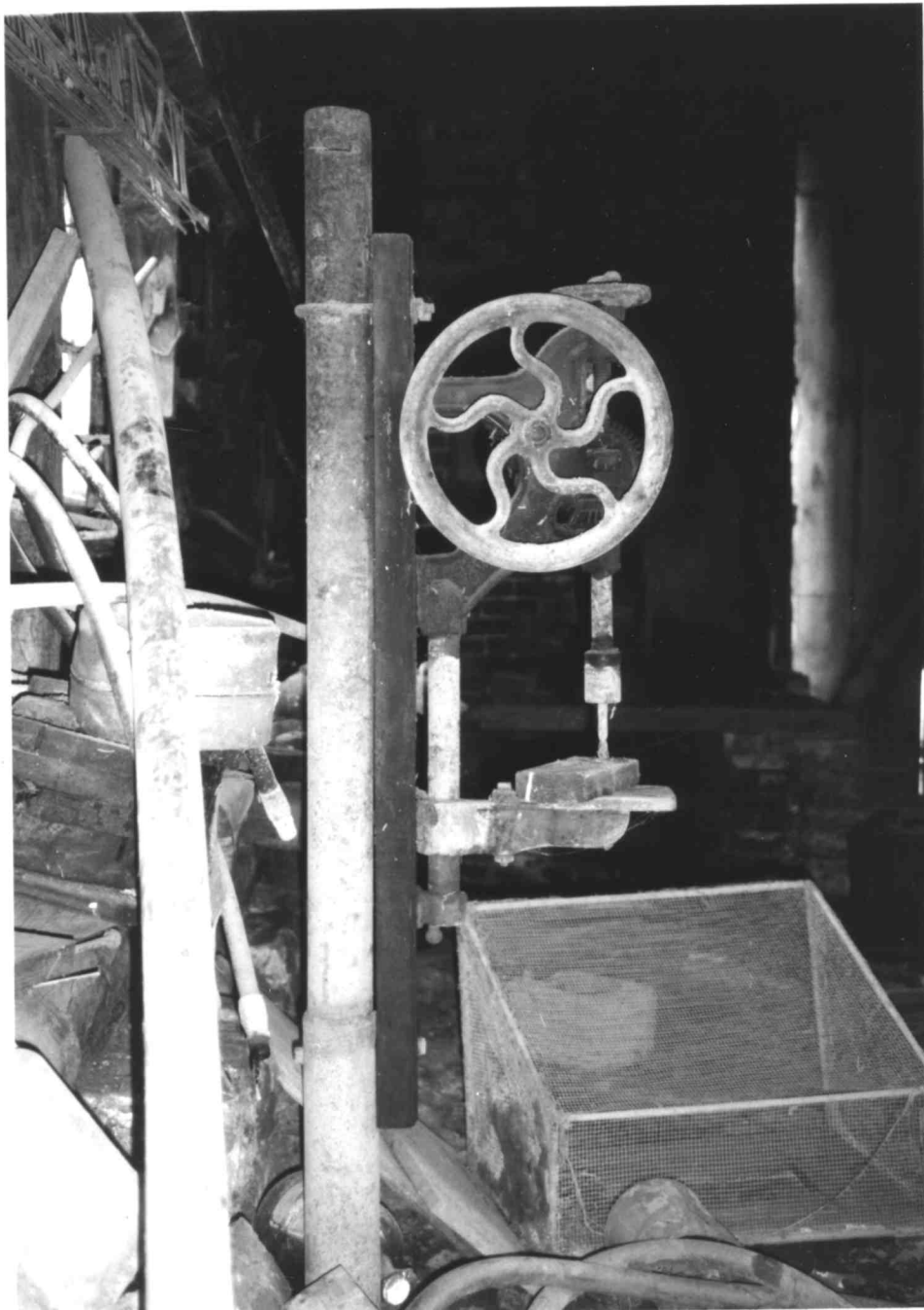
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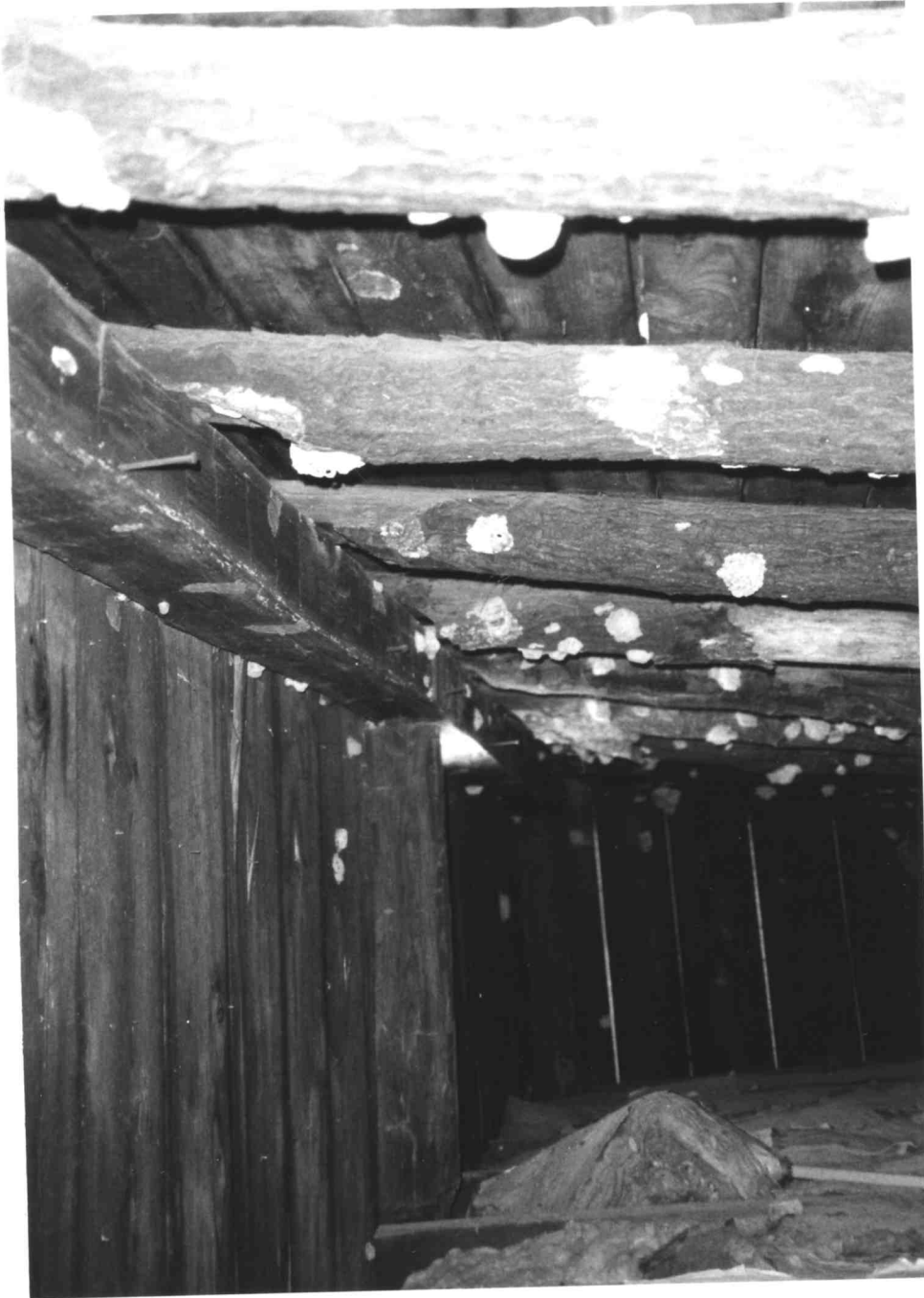




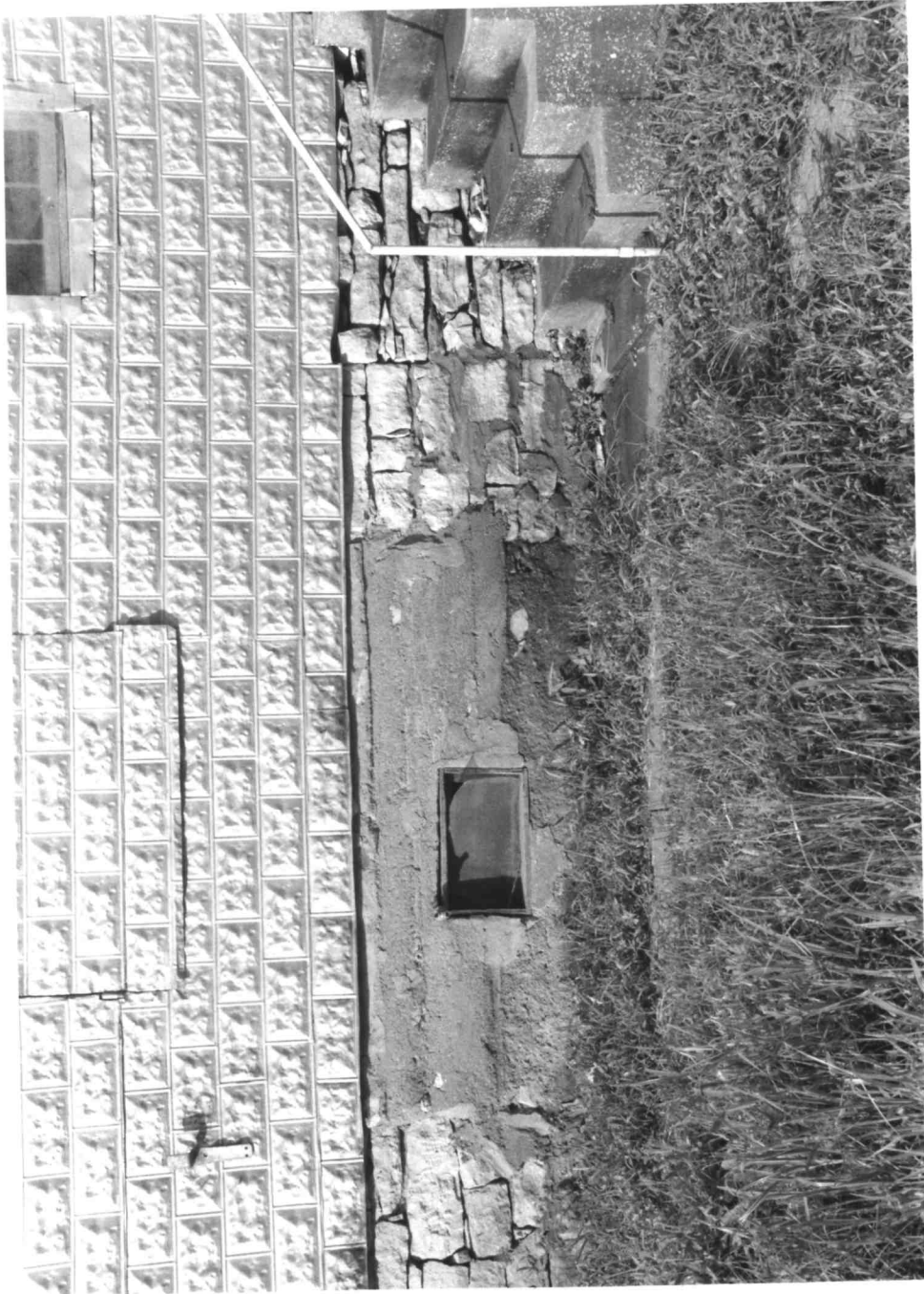
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