

New on the National Register

by Barbara Mitchell, Deputy State Historic Preservation Officer,
based on nominations to the National Register of Historic Places

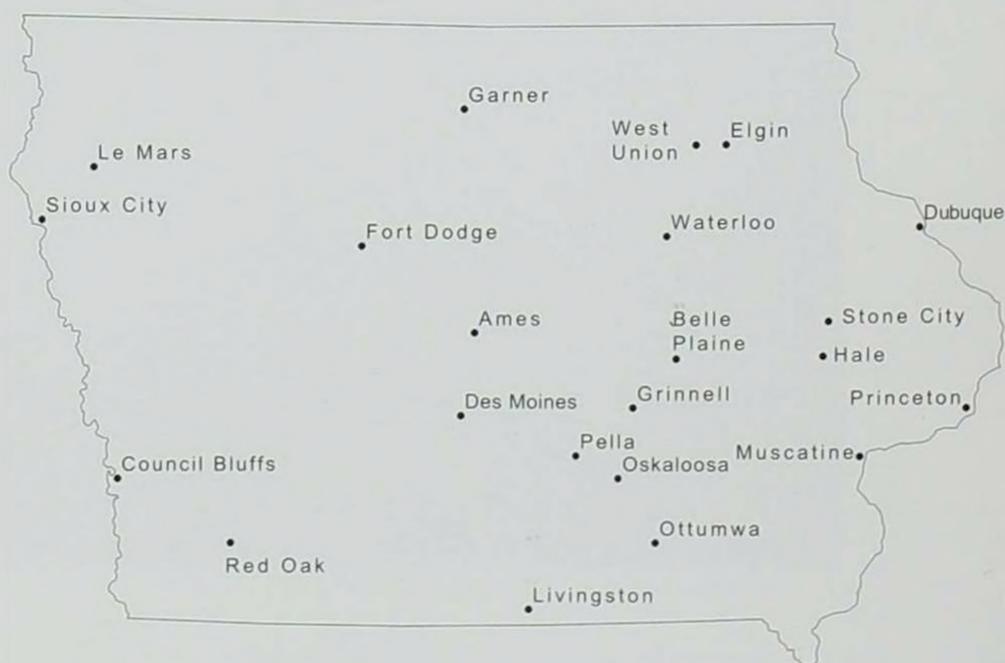


Henry and Johanna Van Maren House— Diamond Filling Station

Originally built around 1877 for Henry and Johanna Van Maren, first-generation Dutch immigrants, this two-story brick home in Pella was converted into a filling station in 1928. The filling station was ideally located to serve motorists entering Pella along the Great White Way (now Iowa 163), an early designated highway in Iowa. Pella and its annual Tulip Festival (begun in 1920) were already drawing tourists. The conversion of the home into commercial use required the construction of a one-story canopy over a concrete pump island. A vehicular drive loops under the canopy. Filling station manager John Vander Linden and his wife, Cordelia, lived in the second-floor apartment. They leased the property to Mid-Continent Petroleum Corporation of Tulsa, Oklahoma, until 1953. The property is an outstanding example of historic adaptive reuse. *William Page prepared the National Register nomination for property owner Wayne Stienstra.*

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Historic properties come in many different shapes, sizes, and forms. Some are immediately apparent—their beautiful architectural details stand in striking contrast to the buildings that surround them. Some historic properties envelop you slowly as you stroll down the sidewalk or drive down the street. Other historic properties seem almost obscured by later alterations—these “diamonds in the rough” may not be much to look at, but have a definite connection to the people in their community. The properties listed on the National Register of Historic Places in 2008 include high-style architecture, historic districts, industrial buildings, and other diamonds in the rough. All have historical or architectural significance and are considered worthy of preservation in their community, the state of Iowa, and the nation. As you read this review of National Register listings, look beyond the architectural details to see the significance behind the façades. You will be amazed at the rich and diverse history embodied in Iowa’s historic places.





Hobson Block

In May 1885, a fire destroyed seven wooden buildings along Vine Street in West Union. As did so many towns devastated by fire, the community rebuilt in earnest—and in brick and stone. Constructed as part of that rebuilding effort, the Hobson Block is a good example of Late Victorian commercial architecture. The heavily ornamented façade features red brick trimmed with stone and cast iron. Edward Easton, a locally prominent carpenter and architect, designed the block for Joseph Hobson, a lawyer, real estate speculator, and politician. Hobson was one of West Union's wealthiest and most productive citizens. In addition to housing Hobson's law practice, the Hobson Block was home to the *Argo*, published by Joseph's sons, Frank and Leroy Hobson. Although the newspaper changed hands frequently, it was printed in the Hobson Block until at least 1940. *Jan Olive Nash and Jennifer Price of Tallgrass Historians L.C. prepared the National Register nomination for the building's owner, Richard Woodard.*

Rath Packing Company Administration Building, Building Number 48

Designed by local architect John S. Bartley in 1925, the Rath Packing Company Administration Building is a rare example of Late Gothic Revival detailing integrated into an industrial building. The Rath Packing Company in Waterloo began in 1891 with only 15 employees. By 1925, it boasted of 1,300 employees and \$22 million in sales (one-fifth of those sales were overseas). Eventually it was the nation's largest meatpacking plant. Additions to the Administration Building in 1940, 1944, and 1951 evoked the original Late Gothic Revival detailing. During the same period, the company built 20 new buildings and grew to 6,500 employees. In the 1960s, a downward trend in pork consumption nationwide began to affect the company's bottom line. On August 1, 1985, the plant closed. Today, the Administration Building and a handful of other buildings on the complex are a small remnant of the meatpacking plant. *James Jacobsen of History Pays! prepared the National Register nomination as part of a historic preservation tax credit project.*



Ten Hagen Cottage–Stegeman Store

The early Dutch colonists in Pella brought with them both ethnic traditions and architectural styles. They found rich resources of timber along the valley and uplands of the Des Moines River. The Ten Hagen Cottage–Stegeman Store in Pella is fabricated of native lumber but uses Dutch construction techniques. The heavy frame building features native walnut cladding, a simple plank floor laid directly over floor joists (some planks as wide as 20 inches), and windows exhibiting Dutch architecture's maximum use of glass, to flood the interior with natural light. Built about 1857 by A. J. C. ten Hagen and enlarged around 1876 by G. F. Stegeman for use as a general store, the building is in Strawtown, Pella's original commercial center. Although many early frame buildings have disappeared due to development pressures and the desire to modernize, the Ten Hagen Cottage–Stegeman Store stands as a remnant of the early Dutch colony. *William Page prepared the National Register nomination for the property owner, the Historic Pella Trust.*

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Franklin Regular Baptist Church

Founded in the mid-1800s, the crossroads community of Livingston in Appanoose County was once a bustling village with a brick kiln, blacksmith shop, general store, coal mine, and lumber mill. Today, only the Franklin Regular Baptist Church and one house remain. Constructed in 1881, the church is also the only surviving building directly associated with town cofounder Livingston G. Parker. Educated in engineering and law, Parker worked as a surveyor, engineer, teacher, brick maker, coal miner, farmer, publisher, and postmaster. He also served in the Civil War and ran for the state senate. Following his calling to the ministry, he was ordained in the Franklin Baptist Church and served as a circuit preacher. Although the town of Livingston was bypassed by the railroad and eventually disappeared, the church building served its congregation through the first half of the 20th century. Abandoned in 1967, it remained vacant and deteriorating until 1999, when the local cemetery association replaced the roof. Now, the Historic Livingston Foundation hopes to restore the interior for community gatherings. *The National Register nomination was prepared by Linda Ballanger of Historic Livingston Foundation.*

Ulysses Simpson Grant Elementary School

Designed by Mason City architect John Trafzer and built in 1913, Ulysses Simpson Grant Elementary School in Oskaloosa exemplifies Classical Revival styling, with contrasting colors and remarkable workmanship in brick, stone, and ornament. Between 1913 and 1921, the Oskaloosa School District replaced or enlarged its four elementary schools, as part of citywide improvements in businesses, residential areas, and public utilities. By mid-century, crowded postwar classrooms called for more improvements. Championed by the "Mothers' Crusade for Better Schools," a bond issue finally passed in 1956, funding a new high school, a replacement for Whittier School, and multipurpose additions to Grant, Webster, and Jefferson elementary schools. The architectural firm Perkins and Will of Chicago designed the additions to be used after hours; retractable stages in the gym areas provided flexibility. *James Jacobsen of History Pays! prepared the nomination as part of a historic preservation tax credit project.*



Sioux City Fire Station Number 3

In response to a rapidly growing city, the Sioux City Fire Department constructed Fire Station Number 3 in 1929 to replace an outdated firehouse from the 1880s. Number 3 reflects national firehouse design trends in the first half of the 20th century as outlined by historian Rebecca Zurier. Stations built early in the "streamline and specialization" period (1925–1945) featured characteristics of historic European buildings and began to incorporate stylistic features from the American styles of Mission, Prairie, and Sullivanesque. Integrated into a conservative storefront building type, the brick Fire Station Number 3 features cornice decoration, square and diamond-shaped medallions, and pier bases of decorative gray concrete. The parapet has stylized battlements on the three façades. Although no information has been found confirming the architect of the building, local architect William Steele may have designed it; this is based on similarities to a 1922 rendering of a proposed design for Station Number 1, attributed to Steele but never built. Fire Station Number 3 has been converted into commercial use. *Jim Jung, Patt Breden, and Margo Cheseboro of the Sioux City Historic Preservation Commission prepared the nomination.*



Interstate Power Company Building

The Interstate Power Company property in Dubuque represents the local history of electric power service, the evolution of a municipal power company into a regional energy system, and the advent of computer use in the energy industry. The Dubuque Electric Company was organized in 1916 by consolidating local power and streetcar companies. In 1924, the Dubuque Electric Company established new headquarters in the 1895 building at 1000 Main Street. By this time the company was providing power to all of Dubuque, East Dubuque, and Dyersville but was soon purchased by utility holding companies, first the Chicago-based Utilities Development Corporation, and then the Delaware-based Interstate Power Company. In 1926, Interstate Power built Iowa's first all-steel tower transmission line between Clinton and Dubuque. Although threatened by the Great Depression and downsized due to anti-trust court rulings, the company stabilized during the 1950s. In 1956, the adjacent three-story building was constructed to hold an early computer system, which took up the entire ground floor. In 1962, a fourth floor was constructed in the same style as the original building to accommodate the computer. *James Jacobsen of History Pays!* prepared the National Register nomination as part of a historic preservation tax credit project.

North Grinnell Historic District

The North Grinnell residential historic district developed throughout the last half of the 1800s and the first half of the 1900s. After a tornado hit the town in 1882, destroying many of the earliest houses, more substantial homes were built. The predominance of Classical Revival styling in the district's residential design is paralleled by an equally predominant use of Gothic Revival on the adjacent campus of Grinnell College. Large-scale, well-preserved residences represent the collective contributions of architects with regional and national reputations, including George Barber, Charles Edward Easton, Marion Mahony and Walter Burley Griffin, George E. Hallett and Harry D. Rawson, George Washington Maher, and Seth Justin Temple, among others. The renting of rooms and apartments to college students often financed the large houses (the college provided dormitories for its female students beginning in the mid-1880s, but not until 1917 for men). Leading merchants and community leaders also built their homes in the district, giving it an upscale feel that complemented the community's magnet for higher education. *James Jacobsen of History Pays!* prepared the nomination as part of a Historical Resource Development Program grant.





Des Moines Western Railway Freight House

Placed in service in 1903, the Des Moines Western Railway Freight House is associated with interurban transportation in Des Moines. Frederick Marion Hubbell originally built and leased the facility to the Des Moines, Iowa Falls & Northern Railroad. Hubbell was known for his massive real estate holdings and his role in the insurance industry, streetcar services, the Des Moines Water Works, and Iowa railroads. His Des Moines Western Railway was expected to connect Des Moines to western Iowa. Although this never came to pass, the freight house built to serve the line eventually served the Fort Dodge, Des Moines & Southern Railroad, an interurban line with both freight and passenger service. Freight service remained until 1968 when the Chicago & North Western purchased the building. *William Page prepared the National Register nomination for the property owner, the Iowa State Bar Association, as part of a historic preservation tax credit project.*

Pioneer Implement Company

During the late 1800s and early 1900s, agricultural equipment was distributed and sold within the "Implement District" in Council Bluffs. Eli L. Shugart, founder of Pioneer Implement, constructed this imposing building in 1893, during a period of great growth. The first multi-story structure in the district, the building marked the point of entry into the district from downtown. It stood apart from the other distribution warehouses as an independent and locally owned jobbing house. In 1915, Pioneer Implement closed its doors. International Harvester purchased the building, creating a campus of sorts for one of the largest and most influential agricultural implement manufacturers in the country. Its continued success is reflected in a 1927 addition to the building and the fact that International Harvester was the only agricultural implement business in the district when the company closed in 1964. Today, the building is one of only four surviving buildings in the district that served as agricultural implement warehouses. *Christina Jansen of Alley Poyner Macchietto Architecture prepared the nomination as part of a historic preservation tax credit project.*



Simmons Hardware Company Warehouse

The Simmons Hardware Company Warehouse (built in 1905/1906) reflects the days when Sioux City was a wholesale jobbing center for northwest Iowa, the Dakotas, and beyond. In 1873, Edward Campbell ("E. C.") Simmons incorporated the company. Headquartered in St. Louis, the company built and leased warehouses in Sioux City and elsewhere to provide efficient handling and shipping. One such efficiency in this warehouse was an interior railroad siding. James Riely Gordon of the New York architectural firm

Gordon, Tracy and Swartwout designed the warehouse. Coupling round-arched Romanesque styling within a massive, load-bearing brick wall was a popular approach to industrial design before the introduction of structural steel and reinforced concrete in the early 20th century. The warehouse's clock tower is a local landmark. The building is being converted into condominiums, offices, and a restaurant, under the name "Clock Tower on Water Street." *Jan Olive Nash of Tallgrass Historians L.C. prepared the nomination as part of a historic rehabilitation project.*



Sioux City Linseed Oil Works

By the late 1800s, Iowa, Minnesota, South Dakota, and North Dakota had replaced Ohio as the nation's leading flaxseed region. With its outstanding railroad connections and proximity to the heart of the growing region, Sioux City was perfectly located to take advantage of this shift. The construction of Sioux City Linseed Oil Works in 1883 anticipated the demand for a local production facility for linseed oil. Using a solvent extraction process in combination with pressed flaxseed, linseed oil served as a binding agent in oil-based paints, as a wood finish, and as a key ingredient in putties, caulk, and linoleum flooring. The local promoters of the oil works and the surrounding industrial district were Thomas Gere, Arthur Garretson, and Rensselaer Hubbard. Nearly destroyed by fire in 1891, the Sioux City Linseed Oil Works was rebuilt and continued production until 1927, when postwar development of synthetic alternatives reduced demand. *James Jacobsen of History Pays!* prepared the *National Register* nomination as part of a historic preservation tax credit project.

Foster Park Historic District

During the early 1880s dozens of British immigrants were recruited by brothers William and Fred Close to the area surrounding Le Mars. They formed what became known as the "English Colony." By mid-decade, the Close brothers controlled 100,000 acres in Plymouth County and beyond, and British immigrants were running large farms or otherwise obtaining agricultural training in the area. In Le Mars, several colonists settled into the area that would become Foster Park. The area developed briskly, due to the creation of City Park (renamed Foster Park) between 1899 and 1902 and the establishment of the Le Mars Normal School in the 1890s. The neighborhood provides a snapshot of the architecture used by prominent business and professional leaders as well as working-class families. It also contains at least three examples of the residential architecture of William Steele, one of Sioux City's most prolific and important residential architects. *Marlys Svendsen of Svendsen Tyler Inc.* prepared the nomination as part of a *Certified Local Governments* grant awarded to the *Le Mars Historic Preservation Commission*.





Dubuque Millworking Historic District

Dubuque's Millworking Historic District represents the lumber industry's transition from processing to millwork production. The district comprises most of the key buildings associated with the Carr, Ryder and Adams Company (later "Caradco") and the Farley and Loetscher Company, leading firms in Dubuque's industrial sector. Carr, Ryder and Adams manufactured window sash, doors, stairs, moldings, and, during World War II, footlockers and ammunition boxes. The enclosed lumber shed of Farley and Loetscher occupied a full city block. In the 1930s, Farm Security Administration photographer John Vachon photographed the mills in contrast to the unemployment and poverty on nearby streets. In 1978, the district served as a set for the movie *F.I.S.T.*, starring Sylvester Stallone as a 1930s union man. The district was essentially intact until the late 1980s, when construction of elevated U.S. Highway 61/151 required demolition of several buildings. *James Jacobsen of History Pays!* prepared the nomination for the City of Dubuque in anticipation of several historic preservation tax credit projects.

Sigma Sigma-Delta Chi Fraternity House

In the early 20th century, many college fraternities that had been established independently and lacked national affiliation sought national status. Begun in 1910, Sigma Sigma at Iowa State University in Ames was one of these. It achieved national status in 1933 by merging with Delta Chi. (Delta Chi was founded in 1917 as Hau Ki, a playful spelling variation of "Hawkeye" and merged with the national Delta Chi fraternity in 1923.) Sigma Sigma built this fraternity house in 1924, and when the two merged in 1933, the existing Delta Chi chapter relocated to this building, and the Sigma Sigma name disappeared. The Sigma Sigma-Delta Chi Fraternity House in Ames is an eclectic, yet imposing, mix of Craftsman, Tudor Revival, and classical styling. Offering a sense of welcome and hospitality, the fraternity house blends in with its residential surroundings, despite its considerably larger scale. Delta Chi remained active for almost seven decades until a substantial decline in pledges resulted in the chapter becoming inactive in 2001. The present owner purchased the building in 2006 and intends to convert it into a bed and breakfast, continuing its life of hospitality. *William Page* prepared the nomination as part of a historic preservation tax credit project.



Burlington Depot

Serving the Chicago, Burlington & Quincy Railroad in Ottumwa, the building locally known as the Burlington Depot is actually located 70 miles west of the town of Burlington. Plans for Ottumwa's Burlington Depot had been drawn before the start of World War II, but were put on hold during the war. The wartime arrival of a Naval Air Station and associated military personnel changed Ottumwa radically, as did postwar development accelerated with new commercial construction, public buildings, institutions, and residential areas. Built in 1951, the Ottumwa depot replicates the modern styling of the CB&Q Depot built in Burlington in 1944. Both were designed by Holabird, Root & Burgee to complement the CB&Q's streamlined Zephyrs that whisked passengers to their destinations. Flat roofs and broad eaves provide a strong horizontal emphasis, as do bands of windows and horizontal blocks of Lannon limestone laid in well-defined courses. The sleek appearance is carried inside with marble, terrazzo, and glass. Now less than a decade over the National Register's 50-year rule for historic properties, this is just one example of Ottumwa's "recent past" architecture now being recognized. *Molly Myers Naumann* prepared the nomination for the property owner, the Wapello County Historical Society.



Grocers Wholesale Company Building

The Grocers Wholesale Company Building, beside the Ninth Street viaduct in Des Moines, represents Iowa's only statewide cooperative grocery. The cooperative enabled independent grocers in portions of four states to survive despite the growing number of chain stores during the first few decades of the 20th century. Although the National Grange, a farmers cooperative of sorts, was founded in 1867 and grain elevator cooperatives appeared in the mid-1880s, there was no midwestern precedent for a grocers cooperative until Grocers Wholesale was formed in 1912. Des Moines was the perfect location for the start of a grocers cooperative. Due to its central location and excellent railroad network, the city had emerged as a dominant wholesaling and jobbing center during the 1880s. By early 1916, when the Grocers Wholesale Company Building was being constructed, the company had experienced a substantial increase in its business, with ownership growing from 67 charter members to nearly 700 independent grocers. It leased additional warehouse space until it finally built a new facility in the early 1930s, when the company vacated this building. Eventually renamed the Associated Grocers of Iowa, the cooperative finally disappeared in 1985 when it was purchased by Fairway Foods of Northfield, Minnesota. *James Jacobsen of History Pays! prepared the nomination as part of a historic preservation tax credit project.*

Stone City Historic District

This historic district is nestled in a scenic valley in Jones County. The town's first limestone quarry opened in 1850. Limestone was used for buildings, road construction, and railroad beds, and the industry flourished in the late 1870s and 1880s. Stone City's limestone was favored for its fine grain, uniformity, and warm beige tone. Stone City turned into an early company town of a few limestone mansions for quarry operators and many frame cottages for the workers. Although Portland cement and concrete were replacing limestone by 1900, quarrying continues today. The community is perhaps best known as the site of Grant Wood's 1930s Stone City Art Colony and School and as the subject of Wood's 1930 painting *Stone City, Iowa*. The acclaimed Regionalist school abruptly ended in 1934, when Wood was named state director of the Public Works of Art Project. *Leah Rogers and Jennifer Price of Tallgrass Historians L.C. prepared the National Register nomination with assistance from William Page as part of a Certified Local Governments grant to the Jones County Historic Preservation Commission.*





Community Building

The Community Building in Princeton had a rough start. In 1903, physician John Knox began constructing the building, meant to accommodate stores, offices, a ballroom, and a hospital. After twice exhausting his funds, Knox abandoned his dream after just three stories and the roof were complete. The building sat empty and incomplete for 20 years. In 1928, town leaders formed the Community Building Company, envisioning a facility for social, recreational, and commercial activities. The remodeling reduced the building to two stories. The first-story commercial space housed Henry W. Boll's grocery and general store. On the second floor, a large auditorium hosted dances, movies, plays, basketball games, meetings, and wrestling matches. In 1963, when the company dissolved, Boll purchased the building. The only remaining general store in town, Boll's was a family-owned fixture until 1997, when Henry's son Merlin retired and closed the store. Today, meetings, receptions, card games, and dinners are held on the first story, and the city hopes to finish rehabilitation. *Rebecca Lawin McCarley of SPARK Consulting prepared the nomination for the City of Princeton.*

West Hill Historic District

This district represents all historical eras of Muscatine's residential development. The earliest extant house dates to 1839. The neighborhood's development followed the town's growth. It primarily coincided with the late 19th- and early 20th-century success of the lumber and pearl button industries, when West Hill was considered the fashionable place to build a home. West Hill is also a cross section of Muscatine's residential design. High-style buildings from all eras include the Greek Revival, Italianate, Second Empire, Queen Anne, Colonial Revival, and Prairie School styles. Vernacular interpretations scattered throughout the neighborhood illustrate



the middle-class tendency to build in proximity to the upper-class elite. As such, the neighborhood represents a commingling of the households of prominent business leaders and ordinary citizens. *Rebecca Lawin McCarley of SPARK Consulting prepared the nomination for the City of Muscatine.*



Baker-DeVotie-Hollingsworth Block

In the late 1870s, East Des Moines had its own school system, township government, and commercial district, giving it a degree of independence from the action on the opposite side of the Des Moines River. The commercial district was centered along East Locust Street, between East Fourth and East Sixth streets. Within this context Duane DeVotie, George Baker, and Henry and Isaiah Hollingsworth built this business block. Constructed between 1877 and 1883, the three double-fronted commercial structures exhibited the same Italianate commercial style—with striking pressed-tin cornices, red brick with decorative limestone quoins, elongated upper-level windows, and elaborately carved window hoods. The architect has not been identified. The structure was originally listed in 1978 as the Studio Block. *James Jacobsen of History Pays! prepared the nomination as part of a historic preservation tax credit project.*



Avery Theater

Today's cineplexes are usually owned and operated by big theater chains, but in the first half of the 20th century many of Iowa's small-town movie theaters were owned by independent operators unaffiliated with nationwide studios. The Avery Theater in Garner is one of these. Built in 1931 in the Art Deco style, the Avery was designed by Twin Cities architect Henry E. Waldron and boasted a state-of-the-art sound system, comfortable women's and men's lounges, a "crying room" for the youngest theater patrons, and the latest in theater fire safety. With its stage and orchestra pit, it also served as a community assembly hall. Operated by Charles Marks until 1939, the Avery was bought and remodeled by Edna Collins Rector and husband Donald Gran. The Art Deco motifs, colors, and stylized murals still survive. The Avery changed hands several times in the 1940s until it was sold to Alice and Lloyd Kingsbury. Competition from television and drive-in movie theaters, along with a declining rural population and increasing number of automobiles reduced patronage, but the Kingsburys held on until 1970, when the Avery was converted into retail use. Today, the vacant building is the focus of a local restoration effort. *Jan Olive Nash of Tallgrass Historians L.C. prepared the nomination, with assistance from Jennifer Price and Jill Blank, as part of a Historic Resource Development Program grant.*

Elgin Block

Built in 1872, the Elgin Block anchored Elgin's business district. It also helped the town retain commercial dominance when the Burlington, Cedar Rapids and Minneapolis Railroad was routed through Lutra, an adjacent community eventually absorbed by Elgin. As an early "business condominium," the Elgin Block was built through the cooperative efforts of local merchants. The first floor housed commercial enterprises, including a general store, drugstore, bakery, harness shop, barbershop, and newspaper. Part of the second floor served as a doctor's office, millinery, and apartment; the remainder was the Elgin Concert Hall, home to graduation ceremonies, concerts, prize fights, oyster suppers, the Silver Leaf Lodge, and the Order of the Eastern Star. The third floor was used for meetings of the International Order of Odd Fellows and Rebekahs as well as parties, dances, and movies. Today, the Elgin Historical Society occupies part of the building. *Alice Howard, Ruth Jacobs, and Donna Meinhard of the Elgin Historical Society prepared the National Register nomination.*



Wahkonsa Hotel

Built in 1910, the Wahkonsa Hotel in Fort Dodge represents the city's golden age of development. It also represents the national trend toward boosterism, a civic philosophy intended to improve the community by promoting economic development and tourism. At the time of the hotel's construction, the city was experiencing a boom in population, public works, and construction. The Fort Dodge Commercial Club formed the Fort Dodge Hotel Company to advance the city's overall prosperity. The hotel's Italian Renaissance Revival style features a brick façade with large, evenly spaced storefront windows between brick pilasters, symmetrical upper stories divided by heavy stone belt courses, and brick quoins. The stately exterior appearance continues into the interior with the lobby's 16-foot ceiling, Tennessee-marble walls, and a white-and-maroon tiled floor. It is the only hotel known to be attributed to the Des Moines architectural firm Liebbe, Nourse & Rasmussen. *Jennifer F. Hembree of MacRostie Historic Advisors prepared the National Register nomination as part of a historic preservation tax credit project.*





Thos. D. Murphy Co. Factory and Power Plant

What was once considered the world's largest manufacturing facility of art calendars now stands nearly vacant and ripe for redevelopment. At the turn of the last century, art calendars brought the fine arts to the multitudes. Incorporated in 1900, the Thos. D. Murphy Co. in Red Oak was named for founder Thomas Dowling Murphy. Born in Monroe, Iowa, he entered Simpson College in 1884. Interested in literature and graphic arts, he worked at an Indianola newspaper while at Simpson. He eventually landed in Red Oak, where he first partnered with Edmund Osborne in publishing a newspaper and printing calendars, which featured public buildings and European paintings. In 1900 he began his own calendar business. The Thos. D. Murphy Calendar Co. complex was influenced by the Arts and Crafts movement. The main building, designed by Scottish-born architect Harry Lawrie and built in 1905, is clad in red brick, trimmed with Bedford limestone, and features decorative brickwork, doors, and detailing. A forced-draft ventilation system, natural light, and sanitation features made it a "model factory." *Jan Olive Nash and Megan Masana of Tallgrass Historians L.C. and Ralph Christian of the State Historical Society of Iowa prepared the National Register nomination for the property owner, Save Our Depot, Inc.*

Herring Hotel

Belle Plaine's survival and growth depended on transportation systems. The Chicago & North Western Railway arrived in 1863; the Lincoln Highway extended through town in the 1910s. One prominent business associated with rails and roads was the hotel. In 1881, William P. Herring married into the Belle Plaine hotel business of William Blossom. Within a year, he and his wife, Ida, began to operate the Tremont House, renamed the Herring Hotel. Fire destroyed it in 1894, but a new hotel rose in 1900, two blocks from the depot and next to a road that would become the Lincoln Highway. Designed by Cedar Rapids architect Charles A. Dieman and built by contractor James Park, the Herring Hotel was enlarged to accommodate a café, rathskeller, filling station, and service garage. It also served as a control station on the Lincoln Highway and headquarters of the Lincoln Highway Glad Hand Club. By the time Herring died in 1937, the Lincoln Highway (U.S. 30) had bypassed the town. The family ran the hotel until 1960. *Leah Rogers and Hesper Meidlinger of Tallgrass Historians L.C. prepared the nomination for owner James Morrow.*





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Hale Bridge

In March 2006, massive Chinook helicopters hovered in the skies above Jones County, carrying three iron spans of the 1870s Hale Bridge, one of the last remaining Iowa examples of the bowstring arch truss. Originally designed by Cleveland's King Iron Bridge and Manufacturing Company, the bridge had replaced a 349-foot wooden bridge on a rural road near Hale; from 1877 to 1879, local crews assembled one span each year on limestone piers. Originally listed on the National Register of Historic Places in 1998, the Hale Bridge was destined for demolition in 2002. The Jones County Historic Preservation Commission led the way in organizing local, state, and federal partners into preserving and moving the bridge. Two dozen members of Company B, 2nd Battalion, 211th Aviation Unit of the Iowa National Guard participated in the airlift, which was covered by Iowa media, the *New York Times*, and the History Channel's *Mega Movers* program. Once the three arches were moved and reassembled in Wapsipicon State Park, the original wooden plank decking was reinstalled so the bridge could carry a recreational trail (and occasionally a banquet). *William Page prepared the amended National Register nomination for the Jones County Historic Preservation Commission.*



PHOTO BY D. W. JONES