

National Register of Historic Places

A HOME FOR SCIENCE AND TECHNOLOGY

AMES, IOWA 1864-1941



Prepared for
CITY OF AMES, IOWA

Prepared by
WILLIAM C. PAGE
Public Historian

United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B.) Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

☒ New Submission ☐ Amended Submission

A. Name of Multiple Property Listing

A Home for Science and Technology: Ames, Iowa, 1864-1941

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

- | | |
|--|--|
| I. Patterns of Community Development | V. Civics |
| II. Town Building | VI. The Notables of Ames |
| III. Ames, Iowa: A Laboratory for Education | VII. Housing the Town and Gown: The Variety of Architecture |
| IV. Transportation and the Development of Ames | VIII. Dream of Arcadia: Designed Historic Landscapes in Ames |

C. Form Prepared By

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D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation. (☐ See continuation sheet for additional comments.)

Signature and title of certifying official

Date

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper

Date of Action

Name of Multiple Property Listing

State

A Home for Science and Technology: Ames, Iowa, 1864-1941

Iowa

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each in the space below.

Page Numbers

E. Statement of Historic Contexts

(If more than one historic context is documented, present them in sequential order.)

General Introduction	E-1
I. Patterns of Community Development	E-5
II. Town Building	E-10
III. Ames, Iowa: A Laboratory for Education	E-31
IV. Transportation and the Development of Ames	E-35
V. Civics: Government and Public Participation Improve the Community	E-45
VI. The Notables of Ames	E-56
VII. Housing the Town and Gown: The Variety of Residential Architecture	E-62
VIII. Dream of Arcadia: Designed Historic Landscapes in Ames	E-122

F. Associated Property Types

(Provide description, significance, and registration requirements.)

F-134

G. Geographical Data

Corporation Limits of Ames, Iowa.

H. Summary of Identification and Evaluation Methods

(Discuss the methods used in developing the multiple property listing.)

H-154

I. Major Bibliographical References

(List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)

I-157

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

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

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 1

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

General Introduction

E. Statement of Historic Contexts

(If more than one historic context is documented, present them in sequential order.)

GENERAL INTRODUCTION

This MPD is an outgrowth of a reconnaissance survey of the City of Ames, Iowa, conducted in 1992. The emphasis of this reconnaissance survey tended to be on the eastern portion of those boundaries (see map on Continuation Sheet E-4) because for many years this section settled more densely than others. An amendment to this MPD could fill the gap between this treatment and the need to place West Ames and others in greater detail within the overall development of the city. (See Section H for a series of recommended approaches.) The name of this MPD reflects Ames' role as the home of a major university, whose curriculum as a Land Grant institution has focused historically on science and technology.

The City of Ames is located in the west central portion of Story County. Ames is situated within the watersheds of the Skunk River, which flows on the eastern edge of the community, and Squaw Creek, which bisects the community into two sections known as "Ames" and "West Ames" (also called "Fourth Ward"). In 1859, the State of Iowa decided to locate an agricultural college on land west of Squaw Creek; and, after fits and starts, the first unit of Old Main was completed in 1868 to accommodate this Land Grant institution. The Cedar Rapids & Missouri Rail Road laid out the village of Ames in 1864 as a depot station along its east-west line across Iowa. The 1864 date for this MPD reflects this fact. The 1941 date reflects the City's boundaries before major expansion, which occurred following World War II. As can be seen in the table below, the population of Ames has shown a consistent increase at each of the federal government's decennial censuses.

POPULATION STATISTICS

Year	Ames	Nevada	Story County
1860	-	350	4,051
1870	636	982	11,651
1880	1,153	1,541	16,906
1890	1,276	1,662	18,127
1900	2,422	2,472	23,159
1910	4,223	2,138	24,083
1920	6,270	2,668	26,185
1930	10,261	3,133	31,141
1940	12,555	3,353	33,434
1950	22,898	3,763	44,294
1960	27,003	4,227	49,327
1970	39,505	4,952	62,783
1980	45,775	5,912	72,326
1990	47,198	6,009	74,252
2000	50,731	6,658	79,981

Sources: Goudy 1994 and 2002.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 2

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

General Introduction

At all times, the college community has played a critical role in the development of Ames. At the turn of the 20th century, "Ames" and the college were synonymous for most Iowans. The school's athletic teams bore the word "Ames" on their uniforms, and the popular mind associated the college and the town as a single entity.

During the early years, the college operated like a farm, remaining largely separate and distinct from the town both by geography and by inclination. Faculty, staff, and students lived together as a semi-self-sufficient community. Occasional forays into town sometimes punctuated their lives. As the agricultural college grew, the connections between town and gown expanded. When public transportation linked West Ames and Ames in the 1890s, the college began to meld into the broader community, boost the local economy, and contribute to civic life. In the early 20th century, the college achieved national renown as an institution of agricultural, scientific, and engineering repute. This acted like a magnet to attract other institutions to Ames. The Iowa Department of Transportation, first based in Ames in 1904 as part of the college and then established in 1913 as a separate entity as the Iowa State Highway Commission, is a good example.

Although many towns in Iowa have declined in population since World War II, Ames has bucked this trend and flourished. The presence of Iowa State University, the Iowa Department of Transportation, the National Animal Disease Center of the U.S. Department of Agriculture, and other government and private bodies engaged in scientific research and service provides opportunities for employment, which support a healthy local economy.

Interstate 35 provides a convenient vehicular link between Ames and the capital city of Des Moines. This allows some Ames residents to commute to Des Moines and vice-versa. This corridor also facilitates marketing and the exchange of goods, services, and ideas. Local leaders in Ames have also encouraged resident Iowa State students to follow federal guidelines and claim Ames as their rightful domicile so that the city's population might reach 50,000, an important numerical threshold for eligibility for certain federal government programs. These efforts met success in the federal census of 2000, when the Bureau of the Census set the city's population at 50,731.

Perhaps some comparisons are in order. Iowa State University and the City of Ames enjoy a close geographical relationship, but they are not—like Iowa City and the University of Iowa—geographically synonymous. In Iowa City, the university blends into the city and the city into the university. Ames—like the University of Northern Iowa in Cedar Falls—is much different in this respect. West Ames has its campus and Ames has its downtown, and Squaw Creek clearly delineates these two sections of the city, even to the present day.

Editorial Note

Some proper names in early Ames history were spelled in a variety of ways: Hoggatt (Hoggett, Hoggott); Onondaga (Onondogo); Douglas (Douglass); and others. The author selected for this report the form most commonly used today.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

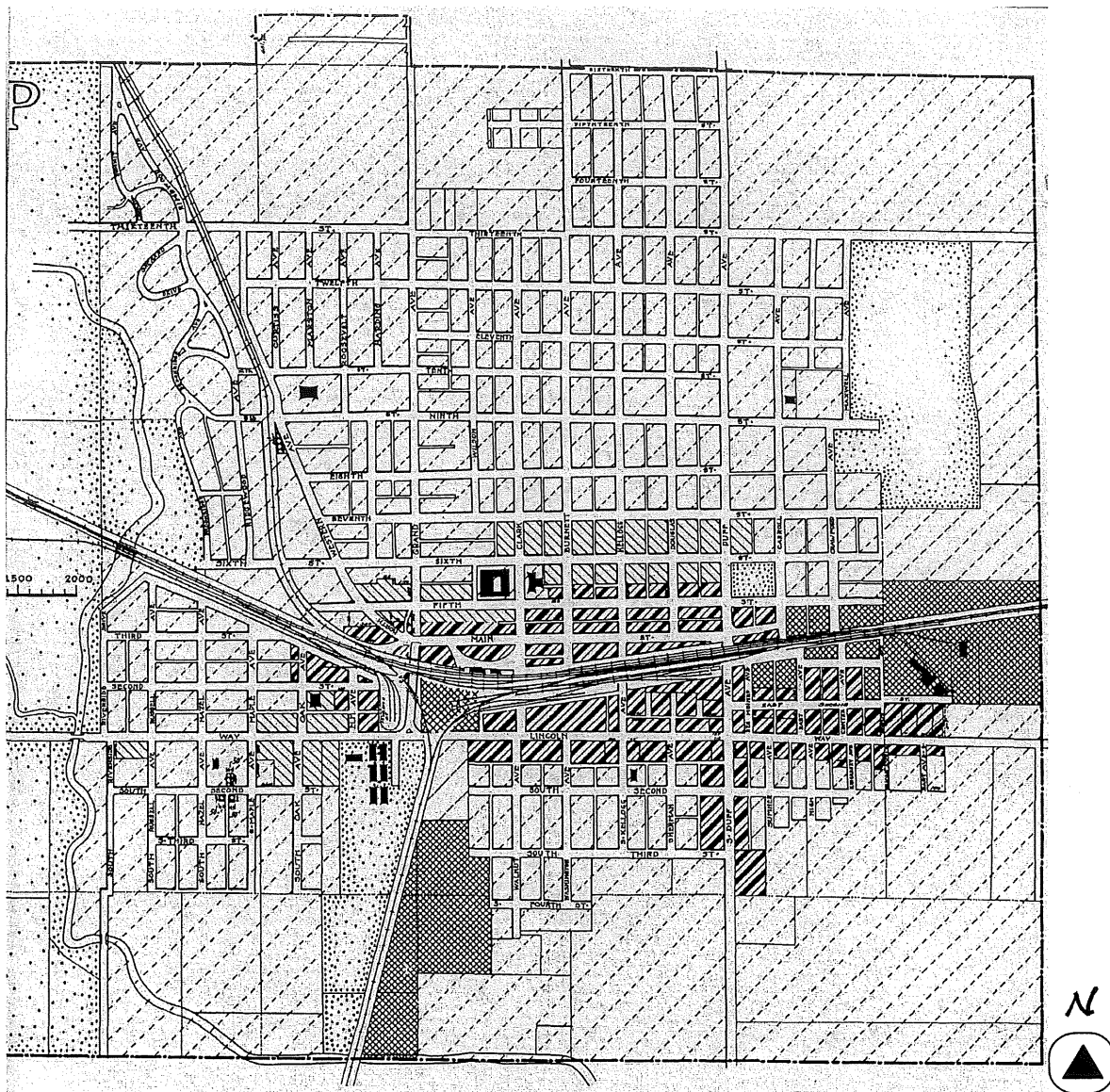
Section number E Page 3

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

General Introduction

AMES IN 1939



The bold east-west gash across the city is the Chicago Northwestern Railroad. Heavy diagonal lines indicate business and light industrial land use. Squaw Creek is at the far left. Lincoln Way (arrow) provides a major cross-town route for vehicular traffic.
Source: City of Ames, Iowa, 1939.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

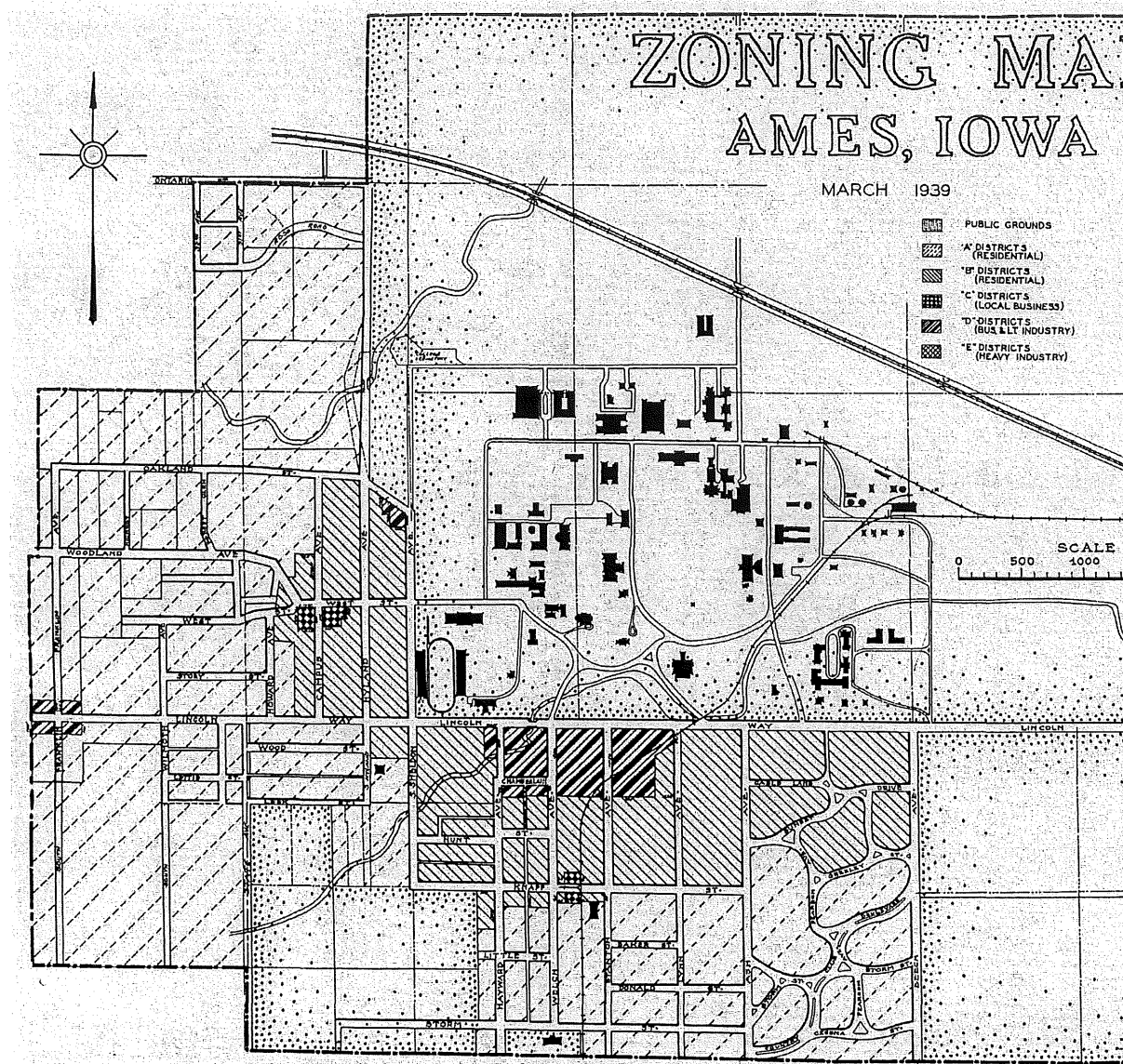
Section number E Page 4

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

General Introduction

WEST AMES IN 1939



The campus and buildings of Iowa State University are shown in the center of this map. Heavy diagonal lines indicate business and light industrial land use. Lincoln Way (arrow) provides a major cross-town route for vehicular traffic.
Source: City of Ames, Iowa, 1939.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 5

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

I. Patterns of Community Development

I. PATTERNS OF COMMUNITY DEVELOPMENT, 1864-1941

Introduction

This historic context addresses the broad development of Ames from 1864, when railroad interests laid out the new town of Ames in 1864 and when the State of Iowa decided to locate a campus for an agricultural college there to World War II. The period saw the establishment of the Ames as a municipal corporation, the annexation of West Ames into the city, as well as the growth of commercial, agricultural, educational, religious, and social interests in the community. These local developments are placed within the context of the nation's history during the same periods so the reader can begin to make connections between the local and the national scene.

This historic context addresses those changes and influences in a format of four historic periods or eras.

Founding the First Growth, 1864-1891
Progressive Era in Ames, 1891-1918
Boom Time for Ames, 1918-1941
Ames at War and Peace, 1941 and Beyond

Founding and First Growth, 1864-1891

The United States experienced great changes following the Civil War. During the third and fourth quarter of the 19th century, America adopted a policy of laissez faire, or non-interference, by the government into economic and business concerns. On the national level, this resulted in a series of booms followed by busts, with very erratic patterns of growth. The railroads, as some of the nation's largest corporations, often possessed more power than local governments. In addition, the unprecedented levels of population growth in this period introduced many new problems for American towns and cities. Town expansion proceeded helter-skelter, because municipal authorities did not seize the initiative and plan for expansion and because local officials did not believe they possessed the authority to inaugurate controls.

The site of the present Ames was laid out in 1864. Additional plats followed in quick succession. Some of these plats opened up land south of the railroad tracks for development, although the original plat stood entirely north of the tracks.

The decade of the 1870s, punctuated by the international economic Depression of 1873, saw little growth in Ames as measured by new plats. One assumes that the economic health of Ames was, like the nation's, unsteady. Four years were required before the country's economic vitality returned. (Nussbaum: 129)

Although few new plats were staked out in Ames during the 1880s, these years saw the established plats fill with new construction in both the residential and commercial sections of the community. The population of Ames

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 6

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

I. Patterns of Community Development

virtually doubled between 1870 and 1890, as noted above, but platted land was more than adequate to serve the community's needs.

The railroad retained a large portion of land directly south of the central business district. When, in the 1890s, the company platted this land preparatory to its sale, the profit motive appears to have prompted the company's plan for the area. In the Fourth Addition to Ames, for example, the Iowa Railroad Company prepared a plan, which made no provision for Burnett Avenue's extension. As a result, this street to the present day does not connect with Lincoln Way.

Ames was incorporated as a town in 1869 by the popular vote of its citizens. The town took another big step in 1893, when it annexed the campus and surrounding areas into the municipal corporation. (The referendum, which approved this annexation, occurred on December 31, 1892. The legal document recording the action is dated January 2, 1893) This union between the City of Ames and West Ames bespoke a new era of growth, reform, and civic enterprise. Still, the significance of annexation notwithstanding, the advent of rapid transportation between Ames and West Ames provided the real turning point in blending the two communities together. That story is discussed below.

Progressive Era in Ames, 1891-1918

Unchecked growth of large corporations did not provide unlimited growth for late 19th century America. Around 1891, Americans began to notice a number of associated problems, which they believed resulted from lack of government involvement or from corruption. Reform became the watchword of this period, generally called the Progressive Era. Led by college-trained professionals, the movement sought to implement reform programs and policies conceived and developed in U. S. colleges. Institutions like University of Chicago, Columbia University, and the University of Wisconsin played important roles.

On the local level, American cities began to adopt the "City Manager" form of government during this period. Forward-looking municipalities recognized the need for coordinated efforts to improve the quality of city life and institute long-range plans to control growth. Regulatory programs were widely adopted to limit unbridled private initiative and fire districts, signage ordinances, zoning districts, and other municipal regulations began to appear in municipal codes.

This period saw great expansion in Ames. New transportation links provided the impetus for much of this expansion. In 1891 regularly scheduled, rapid, and inexpensive rail service was inaugurated between the campus and downtown Ames, a narrow-gauge line called the "Dinkey." A major population shift of faculty, administration, staff, and students occurred into the downtown sections of the city. An interurban railroad network later linked Ames with Boone, Fort Dodge, and Des Moines. About 1893 Ames extended its corporate limits to embrace the Iowa State campus. This expansion brought with it the requisite 2,000 residents required for application as a city of the second class. About a year after this annexation, Ames received this designation.

In 1900, the dormitory section of Old Main on the Iowa State campus burned. Without facilities to house

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 7

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

I. Patterns of Community Development

students, the institution's trustees adopted a new policy limiting the number of publicly available residential units. Up until this time, student residence on the campus had been the rule rather than the exception. The trustees' new policy opened up a widespread and what would become an important business in Ames, the housing of college students. This housing took different forms, boarding houses, apartment buildings, and lodging in private homes. Prior to the construction of the Dinkey, this would not have been possible. Now with efficient rail connections between Downtown Ames and the campus, students could live Downtown and commute to class.

The years between 1891 and 1918 propelled Ames into state prominence as a center of higher education. The expansion of markets for Midwestern agricultural products and a stable price system brought with it a period of great prosperity. More students were able to attend college. As a result, Ames' population growth is astounding during this period. A comparison of this growth with that of Iowa demonstrates the point. During the decade between 1900 and 1910, when the state's population was flat, Ames population increased by about 74%. This growth continued following World War I. Even during the leanest decade of Ames' population growth—during the Great Depression—the community still posted a 22% increase.

In summary, the period between 1891 and 1918 witnessed a conjunction of economic, infrastructure, and educational elements which allowed Ames to enjoy "a period of growth and prosperity, such as no other Story County town has ever enjoyed and which few towns in this part of the state have at anyone time enjoyed." (Payne: 437-438) The period also saw the growth of the city's infrastructure, commercial boosterism, and an emerging civic consciousness known as "the Ames Spirit."

Boom Time for Ames, 1918-1941

The period between the two world wars (1918-1941) saw Americans concentrating on local affairs rather than international. The country turned inward, and local business growth became the primary concern. Trade protectionism was introduced to foster the growth of "home" industries, and unions gained more strength as membership grew phenomenally. The nation prospered. The period also had its negative side, reflected in such social phenomenon as the "Red Scare," "Nativism," and the Ku Klux Klan.

Ames participated in the nation's booming economy. In 1900 Ames population had stood at 2,422. The next four decades saw an outstanding growth rate for the community. Between 1900 and 1910, for example, the population increased by about 74%. During the next decade, the increase was about 48%; and between 1920 and 1930, Ames posted a remarkable increase of 64%. Even during the Great Depression, the community grew by 22% between 1930-1940.

The physical growth of Ames' central business district dramatically shows a vigorous local economy during the 1920s. The 300 block on the north side of Main Street is a good example. In addition to the construction of new commercial stores, the Sheldon-Munn Hotel added a major addition. "Facelifts on Main," a movement among business owners in the central business district to modernize and improve their storefronts, transformed Main Street from a typical Victorian streetscape into an outstanding example of a business district influenced by the

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 8

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

I. Patterns of Community Development

commercial style of architecture. Although downtown Ames remained the fulcrum of the community's retail life, campustown grew as well and provided a convenient shopping, service, and entertainment alternative. Greek Letter societies flourished and began to relocate to luxurious new houses constructed in the Fourth Ward, thus reversing their earlier trend to locate in downtown Ames. The period also coincided with a renewal of the "Good Roads Movement" in Iowa. This drive to extend and pave the state's farm-to-market roads achieved widespread success and the Iowa Highway Commission, based in Ames, administered a huge new state program of highway construction.

The agriculturally based Iowa economy fluctuated during the early 1920s and actually began to decline before the Great Depression hit. The state as a whole suffered greatly as a result of the stock market collapse on Black Monday in 1929 and the subsequent collapse of the nation's economy. Farm receipts declined precipitously, and foreclosures, bankruptcies, and tax delinquencies were exceptionally heavy in Iowa. Ames' local economy bucked this trend, however. Student population at Iowa State continued to grow and this translated into some construction projects on the campus as well as the need for housing and other services. The presence of the Iowa Department of Transportation in the community—another major employer—also helped cushion the blow for Ames. The construction of a large and modern high school building in 1937 illustrated the community's resilience during the Great Depression.

Ames at War and Peace, 1941 and Beyond

America's entry into World War II would change the country forever. Isolationism in America died, and almost overnight the United States experienced one of the greatest mobilizations for war that the world has ever seen. In addition to the large expansion of the armed services, the war called upon the civilian population to address production shortages and supply new and creative ideas, products, and methods for the national war effort. Institutions of higher education, like Iowa State, assumed a leading role in this effort. Research programs, already important on the campus, assumed a larger share of the university's resources.

This emphasis on internationalism would outlast the war. The United States showed great vision in the Marshall Plan to rebuild Europe. Growth of the 1950s and 1960s was based on a new understanding of an interconnected world economy. For example, farm prices began to soar as Americans produced larger and larger crop yields as a result of improved methods, the increased use of chemical pesticides, and the expanding international market eager to buy surplus crops. In the 1960s, the Third World emerged with an agenda. In Ames, this translated into expanded programs for crop and livestock research and opportunities to educate the international community.

The construction trades in Ames experienced rapid growth. Housing starts rose rapidly, with returning soldiers ready to start families and attend school on the G. I. Bill. Suburban growth in Ames encircled most of the older residential neighborhoods in Ames following the war. Centrifugal movement from downtown was given added momentum by the relocation of major institutions. Ames High School relocated to 20th Street, St Cecilia's Catholic Church to 29th Street, and new churches were established to serve the city's new neighborhoods. The North Grand Mall gained market share. All these developments diminished the role of downtown Ames as the center of the community and reversed the centripetal movement, which had channeled vitality into the area during

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 9

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

I. Patterns of Community Development

the 19th century and the first half of the 20th. Although the post-war period is outside the scope of this cover document, its significance for local history in Ames is profound.

Now, as neo-traditionalism spreads across American culture, more and more Americans discovered the vitality, diversity, and richness that cities offer as places to live, shop, work, and recreate. Ames has helped lead this trend in Central Iowa. Cooperative efforts between City government and downtown merchants have renovated the downtown streetscape; merchants' groups cooperate to advertise the "Ames Main Street District"; local residents have formed neighborhoods associations to improve older neighborhoods from the encroachment of inappropriate land use; and the Old Town Historic District was established to ensure that exterior changes to property within its boundaries follow design guidelines appropriate to the historic district's period of significance.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 10

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

II. Town Building

II. TOWN BUILDING, 1864-1941

“Town Building” embraces the variety of forces that fashioned Ames as a built environment. These endeavors included efforts to tame and beautify the natural environment, transportation, real estate practices and customs, and other influences, all of which affected local development. This chapter, divided into the following sections, discusses that history:

Birthright, 1864
Ames Grows, 1865-circa 1891
Improvements Dot the Plats: A Bird’s Eye View in 1875
Corridors of Residential Preference, 1864-1941
To Drain and Tame the Land, 1864-1918
Other Public Infrastructure, 1891-1941

The date delineations used here overlap because this chapter treats each of these subjects separately rather than in one chronology.

Birthright, 1864

Real estate interests associated with the Cedar Rapids & Missouri River Rail Road laid out the original town plat of Ames, Iowa, in 1864. This force of will overlaid a grid of streets, blocks, and town lots—and the railroad’s right-of-way—upon an inauspicious tract of prairie largely devoid of trees and bespotted with wetlands and marshes. Prior to this act but of equal importance, the State of Iowa had located in 1859 the site for an agricultural college on the west side of Squaw Creek. For most of three decades, this institution remained largely self-contained, until an increase in the size of the academic community and the building of a rail line brought the college and the town together in the 1880s and 1890s. Ames, as it stands today, resulted from the union of these two settlements.

Original Town Plat

The original town plat of Ames was laid out to benefit railroad interests. The plat, as with so many other railroad towns, aimed to provide railroad yards for the main line, to establish the community as a viable market center to import and export raw materials and goods, and to sell town lots platted around the depot to new settlers attracted to the town.

As it happened, the site ultimately chosen for the town was the proprietor’s second choice. According to one 19th century history:

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 11

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

II. Town Building

The selection was the result of an accident instead of a predetermined purpose. Our several histories relate that an effort was made by the Northwestern's town site company through a lady of distinguished local repute to obtain by purchase certain lands west of the Agricultural College, on which to locate a "station" but the wily farmer, with an eye single to a plethoric purse, thought he beheld gold galore in the not far future and elevated the value of his acres to so great an altitude that the prospective purchasers were frightened away and thereupon selected the present location for the new town. Opinions differ as to the relative value of the proposed and selected sites. That one possessed certain advantages over the other is not in dispute, balancing one against the other it may be justly assumed from the progress made that nothing has been lost while much may have been gained by the inability of our ancestors to accept the advice of a namesake of one of our prosperous citizens: to move further west and grow up with the county. ("Souvenir Edition")

The good offices of the "lady of distinguished local repute," Cynthia Duff, are discussed below.

John Insley Blair (1802-1899) was the principal proprietor of the railroad's real estate interests in Ames. (Brown 1993: 7-9) An eastern railroad financier, Blair commissioned Charles W. Irish, a duly sworn practical surveyor, to lay out the original plat of Ames. On December 17, 1864, Blair set his hand on seal on this document and directed that:

the same map be recorded, and henceforth deemed a town or village, by the name of 'Ames' and I do hereby set apart for public use, as highways forever, all the lands included in the streets & alleys as shown by said map. (Story County Recorder's Office, *Book D*: 180)

Forty-six years later, Farwell T. Brown, Municipal Historian of the City of Ames, was born on the anniversary of this date.

The railroad's right-of-way formed the southern boundary of the new plat. Duff Avenue formed its boundary on the east, Burnett Avenue formed the boundary on the west, and State Street (now 9th Street) formed the boundary on the north.

One east-west railroad track passed along the railroad corridor for its main line. There was also one siding. Both the main line and the siding angled slightly from the northeast to the southwest through the community. The siding was situated on the north side of the main track. The railroad depot (called "office" on the original plat) was situated between Douglas and Duff Avenues and between the siding and the main track. The depot's location positioned Douglas Avenue as the depot's closest major north-south street.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 12

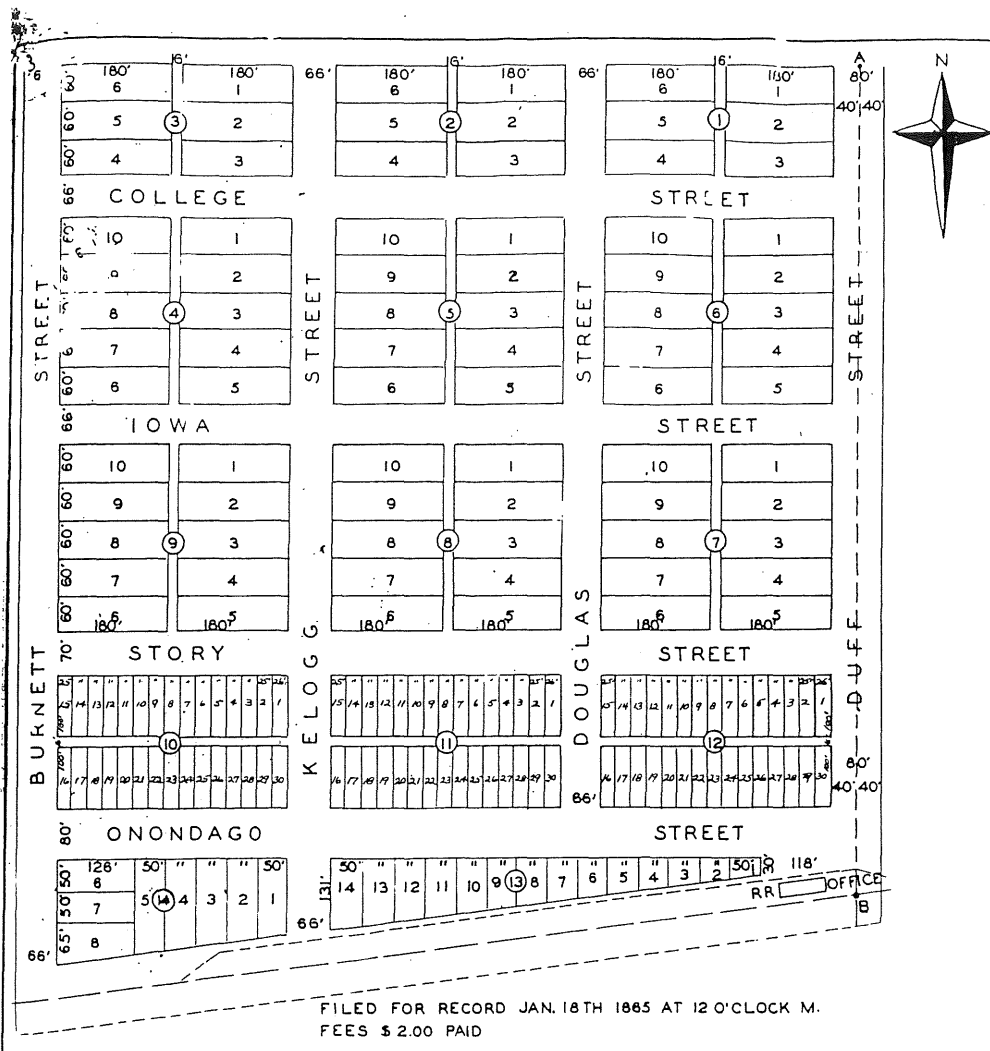
CFN-259-1116

A Home for Science and Technology: Ames, Iowa.

II. Town Building

ORIGINAL TOWN OF AMES

1864



Source: Transcribed by the City of Ames from the original in the Story County Recorder's Office.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 13

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

II. Town Building

A series of city blocks was laid out within these boundaries. Residential property stood to the north. Blocks 1 through 3 contained six lots each. Blocks 6 through 9 contained ten lots each. Each lot measured 60' by 180'. Alleys, measuring 16' wide, bisected these blocks north to south.

Blocks 10 through 14 were laid out for commercial purposes. Blocks 10 through 12 were bisected east to west by alleys with 16' widths. Each block contained 15 lots. These lots generally measured 25' x 100'. Lots on the north side of the alleys fronted 5th Street (then called "Story Street"). Lots on the south side of the alleys fronted Main Street (than called "Onondago Street"). Blocks 13 and 14 fronted the railroad tracks. These lots generally featured frontage widths of 50' or 24'. Their depths varied according to the angle of the tracks. Block 14 also contained three lots, which faced Burnett Street.

Charles W. Irish based the design of his Ames plat on the standard American grid system of streets and lots, laid out to the cardinal points of the compass. Because the prairie presented a relatively flat topography, it enhanced the feeling of the plat's regular layout. Commercial properties stood near the railroad tracks. These lots were laid out in small sizes commensurate with commercial buildings intended to fill the entire parcel and abut one another. This commercial district separated the railroad from the residential section of the community. The size of residential lots was commensurate with standard dimensions for such use.

Economy characterized the plat. It lacked any public spaces other than streets and alleys. Notably absent were parks, a public square, or other green space. While this kind of economy conformed to typical railroad-platted towns in 19th century Iowa, it calls attention to the profit motive, which prompted the original proprietors of Ames to found the city. As discussed below, John I. Blair acted to remedy this deficiency, and in 1884 he dedicated to the City of Ames an entire city block for a public park.

The active role of Cynthia O. Duff and Alexander Duff, her husband, contributed to the layout of this plat. As indicated above, Cynthia appears to have acted as a go-between to obtain land in Ames for the railroad. In 1863 and 1864, she purchased 200 acres land from Isaac Black and 80 acres from Lucius Hoggatt. The Duffs proceeded to sell portions of this land to the railroad.

In partial payment for her service, it is said Cynthia Duff requested the new community be named "Onondaga" in honor of her county of birth in New York State. This precipitated a difficulty, however, because John I. Blair wished to name the town in honor of his friend Oakes Ames. Blair's wish held out, but Cynthia Duff received due recognition, when the railroad named a series of streets in the new plat to please her: Onondaga (now Main Street), the new town's principal business corridor; Kellogg Street, after her maiden name; and Duff Street, after her married name. When John I. Blair platted Blair's Addition in 1868, he named Pearl (now 10th) Street in the new plat to honor Pearl Kellogg, Cynthia's father. (In the early 20th century, the north-south streets in Ames were renamed "avenues".) The Duff Farmstead stood at the north end of Duff Street and the north edge of the new plat. The growing importance of Duff Avenue as a thoroughfare was assured from the very start, because it passed near the railroad depot and was one of the few streets to cross the railroad tracks and access South Ames.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 14

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

II. Town Building

"As the Twig is Bent. . ."

The original town plat established patterns for Ames' growth, which continue to affect the community to the present day. These patterns include the city's grid-layout of streets and the location of preferred sites for development.

The Ames plat was conceived within the context of the U.S. government Land Survey system. The federal government had devised this system during the administration of Thomas Jefferson to map and order the Old Northwest Territory. The system was subsequently extended throughout the new western states. This system imposed a series of imaginary lines on the land to form townships and ranges. Local governments frequently gave proper names to the rectangular units delineated by these lines. The system further divided the townships into a series of smaller units, numbered one through 36 and called sections. Sections could be further subdivided into quarter sections, called by their directional locations within each section. Within this context, the east line of the Southwest Quarter of Section 2 of Washington Township, Story County, Iowa, formed the eastern boundary of Ames' original town plat. Duff Avenue was situated on this line, and it formed the eastern boundary of the new plat. Actually, the plat only dedicated one-half of the avenue's proposed width as a public right of way. The quarter section line ran down the center of Duff. The other half of the street was left to adjacent real estate interests to dedicate to the public.

Section lines sometimes became overland vehicular routes. By 1875, this section line along Duff Avenue had become the route of a road between Ames and the Palestine post office to the south and Ames and Bloomington, a small market center along the Skunk River, to the north. Duff Avenue's situation along this overland route later propelled that street into a corridor of showcase residences. North Street, later renamed 13th Street, is another example. Located on an east-west section line, this street became increasingly important following the construction of Interstate 35 as an artery to that highway.

Other inherent factors in Ames' original plat also shaped community growth. Prevailing winds in Ames move from the west to the east. Property located north and west of the railroad tracks was less likely to suffer from the railroad's smoke, dust, and noise. The position of the railroad tracks on the southern edge of the community protected the north side from these adverse effects. The south side of the tracks lacked this benefit. Indeed, when local industry in Ames emerged, it located on the south side of the tracks. (See Chapter II.)

Patterns of land drainage further reinforced these preferences. The presence of a higher elevation north of the railroad tracks provided another recommendation to develop this section of the community. In crossing the prairie, railroad surveyors selected, where possible, corridors of high elevation to lay out the new road. Its course through Ames generally followed an elevation of about 900 feet above sea level. One benchmark for downtown Ames stands one block east of Bandshell Park at 928'. Land tended to slope downward south of this corridor. It fell, for example, to about 890' at the present-day South Duff Avenue interchange with U.S. Highway 30. The presence of lower elevations, Squaw Creek, and the potential for flooding depressed land development on the south side. North of the railroad's corridor, land tended to slope upward. Above 13th Street, for example, it climbed to about 950'. Some of the choicest land in the area stood there, and that is where the Duff family and the Brown clan located their homes.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 15

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

II. Town Building

Ames Grows, 1864-circa 1891

In the decades following the Civil War, real estate interests sought to capitalize on prospects for the new town's future. The fact that the community's population nearly doubled between 1870 and 1880 validated these expectations. (See "General Introduction.") Landholders adjacent to Ames' original plat laid out numerous new plats. They included:

EARLY ADDITIONS TO AMES

<u>Name of Addition</u>	<u>Date of Plat</u>
Borne's Addition	1866
Kingsbury's 1st Addition	1867
Kingsbury's 2nd Addition	1867
Blair's Addition	1868
Black's Addition	1868
Black's 2nd Addition	1868
Kingsbury's 3rd Addition	1869
Duff's Addition	1869
Black's 3rd Addition	1869
Richmond's Addition	1872
Second Addition	1880

(Story County Recorder's Office)

This series of new plats—hastily laid out in anticipation of profitable land sales—bequeathed a mixed inheritance to Ames. Some of these plats—like Blair's Addition of 1868—harmonized in design with the original plat. Others, laid out by capitalists, who exercised their rights under the prevailing legality of laissez faire and unregulated growth, laid out new plats with designs inimical to the city's best interest. Clark Avenue provides an example. As originally laid out, Clark Avenue stopped north of the railroad tracks. This annoying inconvenience required public agitation to remedy. In 1881, a citizens committee formed and pressed the City to open Clark across the tracks. In March 1882, the Ames city council responded, condemned and purchased the required land, and pushed the street through. The streets and lots directly east of Duff Avenue between 6th and 9th Street illustrate jigsaw irregularity for the same reason, and other examples could also be cited.

Town building in Ames sometimes assumed the look of a patchwork quilt. Some owners of farmland adjacent to growth areas in the community resisted the pressure to sell or to redevelop their land. The Duff Farm provides one example. Cynthia O. and Alexander Duff owned this property, which stood north of 13th Street. Until 1893, the Duffs held the title to 120 acres of this land located north of 13th Street and east of Duff Avenue. This parcel extended to 16th Street on the north and Meadow Lane on the east along with a 40-acre tract, where Carr Pool stands today. The exclusion of this land (and the rest of the Duff farm west of Duff

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 16

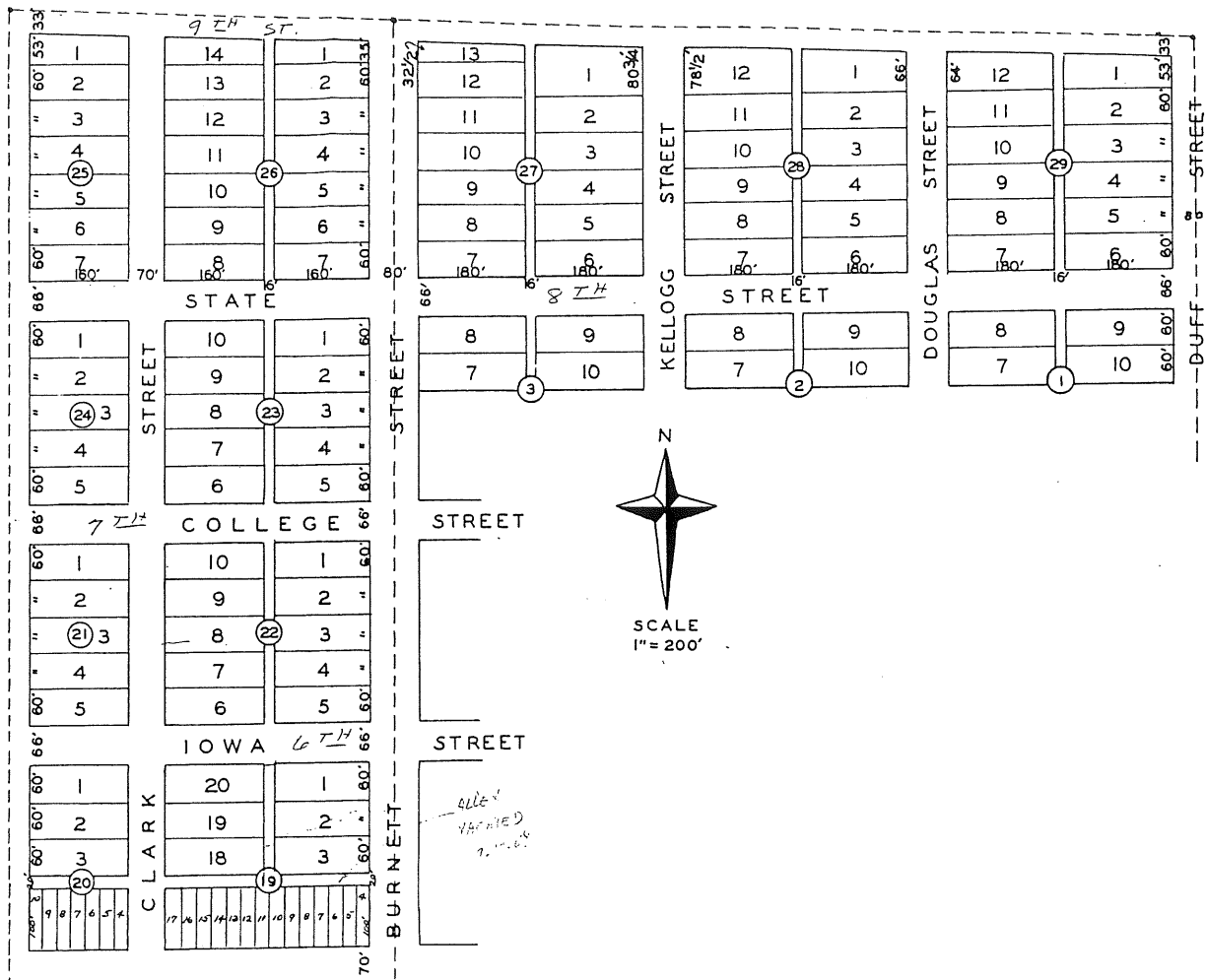
CFN-259-1116

A Home for Science and Technology: Ames, Iowa.

II. Town Building

BLAIR' ADDITION

1868



The streets, alleys, city blocks, and lots of Blair's Addition nicely harmonized with those in the Original Town Plat of Ames. Some of the other Victorian additions to the town broke with this pattern and injected irregularity into the townscape.

Source: Transcribed by the City of Ames from the original in the Story County Recorder's Office.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 17

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

II. Town Building

Avenue and above 13th Street) from development forced real estate interests to look elsewhere within Ames for redevelopment schemes. Clark Avenue was only pushed through from 13th to 15th Streets in 1940. Today, 13th Street stands as a watershed of architectural styling in the city. The residential sections to the south possess mostly pre-1940 houses, and the residential sections to the north possess mostly post-World War II dwellings.

The Hoggatt Farm provides another example. Colonel Lucius Quintus Hoggatt (d. 1896) owned this property, located east of Squaw Creek, in the 19th century. In the 1870s, Hoggatt served in the General Assembly of Iowa and supported the Greenback Party in the state. As Ames grew, this farm was redeveloped for residential use. The principal thoroughfare for this area was named Hoggatt Street in 1894. It was also known as Hoggatt Road. In 1942 the Ames city council changed the name to Grand Avenue. By its action, the council acknowledged the significance that this artery had achieved within Ames' network of streets. In serving as U.S. 69, the principal overland route from Ames to points north in Iowa, the street had assumed a far greater importance for transportation than ever envisioned for it in the 19th century. As the rows of American Elms planted along its course matured, their Gothic-arched canopy over it substantiated the name Grand Avenue. Dutch Elm Disease in the 1960s reduced this delight to a happy memory. The L. Q. Hoggatt House remains extant today at 603 Grand Avenue.

When properties like the Duff and the Hoggatt farms eventually came onto the market, the land was divided and subdivided for redevelopment. The improvements, which filled these parcels, in turn reflected later architectural styles from their contiguous neighbors.

Improvements Dot the Plats: A Bird's Eye View in 1875

An 1875 bird's eye view of Ames provides a detailed picture of improvements to the city about one decade after its birth. What improvements had taken place in the plats?

This drawing shows that the general area known today as Old Town has become the primary location for residential development. Lying between Duff and Burnett Avenues and 6th and 10th Streets, this area features a scattering of single-family dwellings. Douglas stands as the most developed residential corridor, with improvements stretching as far north as pictured in the view. Houses do not necessarily face the direction intended by the plat. The Noah Webster House (nonextant) on the northeast corner of 5th and Douglas (the site of Adams Funeral Home today), for example, faces to the south, while the frontage of its lot faces west. Other examples of this phenomenon are also evident in the view. Fences around certain properties suggest that a number of people have purchased multiple adjoining lots. The house facing Duff Avenue between 5th and 6th, for example, occupies a property possibly a half-block in size. The property is also improved with a barn, which faces 5th Street. A house on the southwest corner of Burnett and 8th occupies a site that could be three lots in size.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

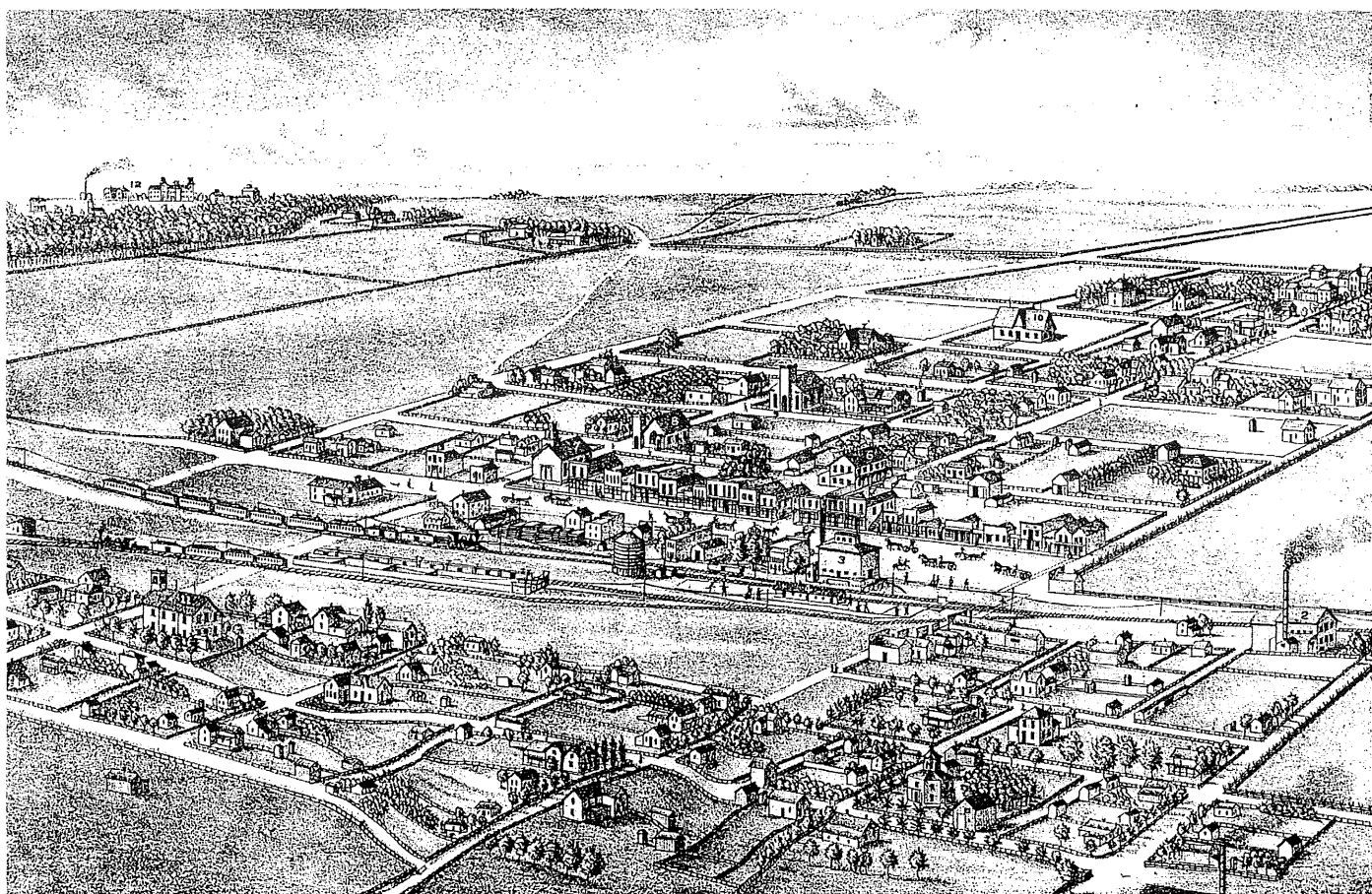
Section number E Page 18

CFN-259-1116

A Home for Science and Technology: Ames, Iowa.

II. Town Building

AMES CIRCA 1875



This "Bird's Eye View of Ames" illustrates the town's growth patterns, which emerged within about one decade of its founding. South Ames is growing in a linear fashion along the railroad tracks. North of the tracks, the town is growing northward. The land north of the tracks and east of Duff Avenue (center right by the smoke) remains unplatted and unimproved. Likewise, the area west of Burnett Avenue (the last north-south street on the left) remains undeveloped land, whose title is held by landowners like L. Q. Hoggatt. While the new agricultural college looms in the upper left hand corner, little stands between it and Ames proper, except Squaw Creek and its wooded banks, shown near the college.

Source: *Andreas Historical Atlas of Iowa*, 1875, p. 324.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 19

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

II. Town Building

As real estate developers laid out new plats in Ames, the town evolved with a north side and with a south side. This too is evident in the 1875 drawing. Inchoate industrial development tends to cluster in the southeast portion of the community, as indicated by a steam-powered flourmill and a steam-powered saw mill located there. Although most of the churches in Ames are located north of the railroad tracks, the local school board has equitably provided a schoolhouse on both sides of the tracks. The south side's South Public School boasts a fine two-story building crowned with a bell tower. The single-story North Public School (whose foundations were later incorporated into the Prof. J. L. Budd House) is situated on a full quarter-block site. The presence of these two schools in Ames provided neighborhood facilities for children to attend and alleviated the danger of crossing the railroad tracks.

Corridors of Residential Preference, 1864-1941

Victorians throughout the United States sought to show their financial capabilities through conspicuous consumption. Frequently they built their homes along important transportation corridors as a visual demonstration of their wealth. Several corridors emerged in Ames, which call local attention to this phenomenon. These corridors included Douglas Avenue and Duff Avenue, which during the 19th century attracted some of the community's most architecturally ambitious residences. A little later Grand Avenue and 9th Street also attracted improvements of this kind.

Douglas Avenue

Douglas Avenue quickly became a street of residential choice during the early settlement period in Ames. Several reasons accounted for Douglas Avenue's popularity as a residential corridor. The depot—the most important piece of real estate in the new community—was located near the south head of the street. Already by 1875, the West Hotel, one of the largest buildings in Ames, stood on the southwest corner of Douglas and 5th, conveniently located to provide lodging and service for railroad travelers. Douglas Avenue provided residential properties faced along it with convenient access to the downtown area. Douglas intersected Main Street midway along its course, unlike Duff Avenue, which intersected the town's principal commercial corridor at the east end.

Douglas Avenue benefited from the prestige associated with some of its early residents. The Webster House—a log structure, built in 1865, reputedly the first house in Ames, and nonexistent today—stood at 502 Douglas Avenue. According to one historical account:

Noah Webster erected the first dwelling house in Ames on Douglas Street, where Capt. Greeley's elegant home now stands. H. N. Tupper helped in the work of building the first residence. The next building erected was the home of Dr. Carr, the first physician to hang out his shingle in Ames. Deacon H. F. Kingsbury, of happy memory, was the first station agent. He resided for a time in the depot building, later he erected a house on the site now occupied by the Davis hotel [on the southwest corner of Douglas and 5th]. Mr.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 20

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

II. Town Building

Kingsbury had also the honor of being first express agent, the first postmaster and the first merchant. ("Souvenir Edition")

Wallace M. and Mary V. Greeley subsequently relocated the Webster House to another site when they purchased that property in 1882 to erect a new showplace residence. (The new house was later converted into the Adams Funeral Home.) The nonextant Dr. H. M. Templeton House stood at 6th and Douglas.

Subsequent new construction along Douglas Avenue reinforced the importance of Douglas Avenue as a corridor of preference. The Ames Public Library constructed its new building in 1902-1904 on the west side of Douglas Avenue between 5th and 6th Streets. The Ames Masonic Temple, completed in 1916, further anchored the importance of Douglas Avenue as a key corridor in the community. It was located on the southwest corner of Douglas and 5th Street. The new Mary Greeley Hospital, also completed in 1916, faced Douglas Avenue. By 1922, Albert Smith's new Douglas Hotel, a "home of the tourist," stood on the northwest corner of the Douglas and 5th Street intersection. This two and one-half-story building with gambrel roof and wrap-around porches faced the intersection and lent a transitional air from the commercial sections of downtown Ames to the residential reaches of Douglas Avenue above 5th Street.

Duff Avenue

By the late 19th century, improvements had filled the choicest lots along Douglas Avenue. Still, Ames continued to grow, prominent residents continued to build showcase houses, and Duff Avenue emerged as another corridor of residential preference in the community.

In 1897, the *Ames Intelligencer* newspaper published a "Souvenir Edition" and showcased Ames as a progressive community. The publication featured an historical sketch of Ames, photographs of prominent residences, and biographical sketches of leading citizens

The newspaper selected residences for publication because of their architectural pretension and the position and prestige of their owners. The following table lists them:

<u>Name</u>	<u>Residence</u>
Chas. Hamilton	703 Duff Ave.
B. F. Sies	unknown
C. R. Quade	610 Main St.
Frank N. Fowler	303 Duff Ave.
Congregational Church Parsonage	
Jerry Sexton	College Addition
Mrs. S. E. Bigelow	
Prof. C. F. Curtiss	712 Duff Ave.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 21

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

II. Town Building

<u>Name</u>	<u>Residence</u>
Methodist Church Parsonage	
Prof. J. L. Budd	8th & Kellogg
H. L. Munn	726 Duff Ave.
Geo. W. Rogers	804 Douglas
Robert Cairns	1006 Douglas Ave.
W. M. Greeley	502 Douglas Ave.
Capt. K. W. Brown	1011 Kellogg Ave.
F. T. McLain	726 Duff Ave.
S. G. & Margaret Hamilton	1003 Duff Ave.

Source: *Ames Intelligencer*, Ames City Directory 1899
and Brown Photographic Archive.

An analysis of these names, addresses, and dates of arrival casts a telling light on Ames society. Long-time Ames residents—Bigelow, Budd, Rogers, Greeley, and Brown—resided west of Duff Avenue. Newer residents—Hamilton, Quade, Fowler, Curtiss, Munn, Cairns, and McLain—tended to reside on Duff Avenue.

As it emerged, the Duff Avenue showcase corridor stretched northward from the 500 block. As downtown Ames expanded, many of the residential properties in the 500 and 600 blocks were redeveloped into commercial use. Still, the feeling of this historic corridor remains largely intact from the 700 block northward to the 1000 block and beyond.

To Drain and Tame the Land, 1864-1918

Frog Town

Before Ames was founded, the U.S. Government had transferred the ownership of thousands of acres of land in the region to the State of Iowa. Classified by the federal government as “swamp land,” much of this property was subsequently transferred to the counties to sell.

The topography of Ames varies somewhat from place to place, but not much. Heights above sea level around downtown Ames vary from 950 feet north of 13th Street to 910 feet around Lincoln Way. Many dips and valleys existed within this fall, so that the general drainage of the area was spotty. Residents nicknamed the new community “Frog Town” in honor of its erstwhile population, although “Swamp Town” would have served equally well.

The railroad had chosen the location of Ames as one among many station stops along its route. The wholesomeness of the site for a town ranked as a second priority. According to Kendrick W. Brown, an early and prominent resident:

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 22

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

II. Town Building

Ames was laid out on as many sloughs as could well be found in so small a space in Story County. (Brown 1993: 14)

Writing in the 1930s, Ames historian A. B. Maxwell also noted the need for land drainage in and around Ames. With the advent of the railroad, he wrote, the city grew rapidly. "After the townspeople drained the land, settlers began to come in until at the end of 1865 there were 300 living here." (Maxwell Scrapbook)

Actually, drainage efforts required more than several generations to effect and spotty conditions prevailed late into the 19th century. Farwell T. Brown has captured the centrality of this topic in the title of his local history *Ames, the Early Years in Word and Pictures*. Brown subtitled the book "From Marsh to Modern City." He cites another of his family's experience with them:

My father was born in 1876. The Brown family lived for many years on Kellogg Avenue between 10th and 11th Streets. He said that when he was a boy there was a little footbridge at the Tenth Street corner on Kellogg. A small stream ran across the town from the northeast toward the southwest in those days. My grandfather often told us that the prairie at the location had never seen a plow. There were high and low areas with wet and dry ground intermingled.

The stream, described by father, meandered through the pond where Taylor shot ducks. When the railroad was built, the cross-town stream had been put into culverts under the track roadbed. It finally drained into Squaw Creek, following the course south from somewhere near the west end of the 1900 depot.

My father often told of swimming in a pond just north of old Central School. It was a vivid memory for him since, as a boy of perhaps eight or ten, he and a friend had decided to swim during a recess one day. There were enough willows around and it was just far enough from the school building (Sixth & Clark) to make the venture tempting.

The boys failed to hear the bell ending the recess and the principal, himself, came out to check on the boys. They hurriedly dressed and ran back to the school with an audience of curious classmates gazing from the north windows of the building. (Brown 1993: 15-16)

These spotty conditions of wet and dry land within the space of a few hundred feet explain why improvements in Ames formed a scattered pattern. The 800 block of Douglas Avenue provides one example. The W. D. and Flora C. Lucas House at 829 Douglas was built about 1874. The house next door to the south at 823 Douglas was built a little later. As the table on the following page shows, lots directly to the south of these properties remained undeveloped for many years:

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 23

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

II. Town Building

<u>Address</u>	<u>Date of House Construction</u>
807 Douglas Ave.	1915
811 Douglas Ave.	1900
817 Douglas Ave.	1922

Source: Property Record Cards, Ames City Assessor's Office.

Throughout the late 19th and early 20th century, local government struggled to address problems like these and to that end built bridges, sidewalks, drainage ditches, hard-surfaced streets, curbs and gutters, and established new grades for city streets.

Bridges

Spring freshets brought close to home the need in Ames for bridges. In April 1870, petitions from residents to the city council frequently appeared to bridge a bayou at the intersection of Grant Street (now South 2nd Street) and Sherman Avenue. These were evidently sidewalk bridges. (Meads) In July 1870, the city council authorized the grading of the streets running east and west across the town and a bridge to be built at a certain location. Petitions from townspeople regularly appeared, particularly in the spring of each year, pleading for such improvements.

In April 1872, the council discussed "buying planks to cross a sluiceway on West Onondago," thought to be in front of the hotel in the block west of Kellogg. (*Ibid.*)

In 1874, the Ames city council continued efforts to build bridges. In July, the council ordered Boone Street (now Lincoln Way) to be graded up and a bridge built at the city's west corporation line, where it intersected with the northbound spur of the Northwestern Railroad. (*Ibid.*)

In 1908, the City constructed the first concrete bridge over Squaw Creek. Story County paid half the cost of this improvement. Other improvements occurred in West Ames. In 1910, the City constructed a concrete bridge on Boone Street (Lincoln Way) in the Fourth Ward west of the Welch intersection. In March 1915, the council voted to build a bridge across Squaw Creek at 6th Street.

Periodic floods played havoc with the city bridges. The 1918 flood washed out the bridge over Squaw Creek along South Duff Avenue. A concrete and plate-girder bridge replaced it. "Every bridge on the Squaw Creek and the Skunk River adjacent to Ames was either severely damaged or entirely taken out by the flood that year." (Brown Photographic Archive, 169.945.1) As late as 1940, the Squaw Creek Bridge at 6th Street remained unreplaced. Finally, in 1948, a contract for this bridge was let at \$87,860.98, and construction began. The Park Board sought and obtained an extra mil levy for improvements in adjacent Brookside Park, affected by this project. (*Ibid.*)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 24

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

II. Town Building

Storm Water Drainage

Throughout the 1870s, the Ames city council ordered various public works projects designed to cope with water-related issues. In June 1873, the Street Committee of the city council ordered excavation dug for an open drainage ditch on south side of Onondago. This is said to be the first storm sewer constructed in Ames. (*Ibid.*)

Although often quite inadequate, alleys provided some means to drain run-off water from rains. By 1892, the City had devised a series of open ditches laid with tile along alleys to handle storm water run-off, but these rudimentary efforts often could not cope with the need, and many alleys remained trouble spots. (*Ibid.*)

The early 20th century witnessed major efforts to improve storm water drainage in Ames. Further archival research could document the development of Ames' storm water drainage network and map its construction across the city as it evolved over time. Until that time, generalizations will have to do. The first generalization is that these improvements proceeded in an orderly sequence of phased projects. As the most densely built-up residential section of the city, the First Ward headed the list of such improvements for neighborhoods. In 1900, for example, the city council ordered the construction of a storm water drain along Story (5th) Street from "the motor culvert east of Hoggatt (Grand Avenue) to Clark Street and then along Clark north to North Street." The council assessed adjacent properties for the cost of this construction. (Meads). In March 1903, the city council authorized a major new storm sewer addition. Storm sewers were subsequently put in on Kellogg, Duff, and Douglas Avenues between 5th and 11th Streets at a cost of \$10,806.50. (*Ibid.*)

Later, the City extended its storm sewer system to the Third Ward. In 1913, the city council set up a plan for implementation in the area.

Other Public Infrastructure, 1891-1941

Throughout the late 19th and early 20th century, municipal government in Ames undertook other infrastructure projects to improve urban life in the city. Included among them was the construction of sanitary sewers, streets and sidewalks, and streetscape improvements. The following paragraphs provide a thumbnail sketch of some of them. These accounts illustrate the fact that the lion's share of improvements occurred on the city's north side, in and around the city's earliest plats, and within those areas of the city's densest population, while such improvements on the city's south side and in West Ames were generally absent.

Sanitary Sewers

The Progressive Movement in Ames eyed the establishment of sanitary sewers as a cardinal objective, and this improvement marched contemporaneously with the construction of storm water sewers. In 1894, the City retained Anson Marston of the Engineering Department of Iowa State College to survey and map sewers for the city and to prepare plans and specifications for them, but the implementation of these ideas took many years.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 25

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

II. Town Building

Although a boon to public health, these projects required great sums of money and could only be implemented over a period of time and in phased construction. To this end, the City divided the town into districts. In 1904, the City established sanitary sewer District #1, which included today's Old Town neighborhood and its surroundings. The City then launched new sanitary sewer construction on Duff, Carroll, Douglas, Burnett, Clark, Hoggatt and Story. The council assessed the costs to property owners, who benefited from the improvement, but also absorbed \$8,500, probably for deficiencies. (*Ibid.*)

Further construction took place in 1905. The city council passed an ordinance that provided for sanitary sewers and sub-drains with their costs of \$19,709.22 assessed to the benefited properties. In 1910, a sanitary sewer was put in along 9th Street from Hodge to Northwestern Avenue. In 1916, sanitary sewers were installed on 5th, 6th, 7th, 10th, 11th, and 12th Streets, most from Burnett to Duff, and all the way across 9th Street. In 1912, the council received petitions for sanitary sewers and drains along Northwestern Avenue and for sanitary sewers on Kellogg north from 10th Street. To handle this waste treatment, the City installed in 1903 its first sewage plant, designed by Anston Marston. The City appropriated \$2,500 for this project and assessed the remainder of its costs to those served by it.

These incomplete accounts illustrate the gradual construction of sanitary sewers along certain streets and blocks, sometimes prompted by petitions by residents, who were willing to help pay for them. At other times, residents protested their construction. In 1915, for example the city council overruled objections to the construction of sanitary sewers on 6th and 12th Streets. (*Ibid.*)

The construction of sanitary sewers to West Ames took longer to implement than in North Ames or South Ames. In 1917, the city council discussed proposals to extend sewer service to the Fourth Ward, but at the request of residents, the council postponed this program, believing that costs for its construction would decrease following the end of World War I, then in progress. (Brown 1993: 142) When the city's sanitary service did arrive in West Ames, Iowa State College disconnected a number of properties in the area from the school's own sanitary sewer system, which previously had served them.

The transition from outdoor to indoor plumbing took a long time. Some people bridled at the expense of installing indoor toilets, and the city council found it necessary to take action to compel compliance. In May 1905, the city council took action against residents on the west side of Hyland Avenue, who were using an open sewer. The council forced them to connect to the city's sanitary sewer. Other violations occurred. In June 1905, the city council declared privies a public nuisance and prohibited them for properties within the municipal sewer district. In spite of orders like this, some residents continued to use privies, and reports of violations continued to surface. In May 1915, for example, the council ordered out a privy at 9th and Duff and another one in Block 11 of the original town plat. (Meads)

The lack of sanitary sewers hindered the development of West Ames. Residents also questioned the cost of improvements like these. In 1916, the matter came to a head, when some Fourth Ward residents agitated to sever its ties with the City of Ames. Invited to meet with the city council, these residents asked for itemized bills on sewer costs and road expenses for Lincoln Way. Ultimately, the secession effort failed.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 26

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

II. Town Building

By the end of World War I, however, sanitary sewers connected all of incorporated Ames into the municipal system. In recognition of this fact, the city council passed in December 1918, an ordinance requiring all properties in the city to be connected to sanitary sewers. Although violations no doubt continued to occur, the privy as an architectural form in Ames had virtually disappeared. The City let bids for the construction of a new sewage disposal plant in 1922, and with the completion of this project, the city possessed a modern sanitary system for waste disposal.

Streets and Sidewalks

The improvement of public streets and walkways figured near the top of those sponsored by city government in the late 19th and early 20th centuries. Already by 1880, the city council had established three committees to attend to specific aspects of city business, including streets, finance, and sidewalks. These issues required the city council to make decisions about appropriate building materials, street widths, placement of sidewalks, and implementation priorities. The council debated these issues over a period of many years, as opinions about building materials came and went and as public opinion affected local action; but not until the advent of the Progressive Era in the 1890s (as discussed in Chapter 1) did the city council really seize the initiative for such improvements.

Street grading constituted a basic improvement for city streets. Although the Ames original plat possessed a fairly level topography, storm water collected in the numerous dips and valleys along city streets and turned them into mud. The city council repeatedly undertook street grading projects to level out the streets as a remedy. About 1916, for example, the City undertook a major grading program to improve Douglas Avenue at the time it was paved. Douglas was cut down south of 6th Street and much of the fill was used to raise 5th Street.

Street grading sometimes caused problems, as the Douglas cut also illustrates. In 1918, the Congregational Church, located on the northeast corner of Douglas and 6th, asked the City to pay for the damage, which the newly established street grade had caused to a retaining wall by the building. (Meads) The City denied the church's request, saying that there was no agreement regarding the matter prior to the construction. Before this time, the church and the street were nearly level in height. Today, the church stands some six to eight feet higher than the street. (Farwell T. Brown interview with author)

Street improvements in Ames required the solution to many issues. In May 1897, the city council considered for the first time the curbing of streets and the parking areas between them and private property. The boundaries between public land and private land remained unclear; and, in some instances, private property owners objected to the City taking frontages for public use. Streets widths across the city remained inconsistent from place to place.

As Ames population grew and traffic increased, the City looked to regularize the width of avenues to bring consistency into the town's network of streets. The city council sought the concurrence of affected property owners in these determinations, and this did not always proceed harmoniously. In August 1910, for example, the council deferred approving an ordinance intended to establish curb lines on the city's avenues "until an

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 27

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

II. Town Building

expression of property owners as to width of Avenues be obtained.” Although this ordinance was deferred “indefinitely,” at the time, work continued to improve the city’s streets. It was not unusual for curbs and gutters to be installed with the street’s hard surfacing to follow sometime later. An historic photograph pictures the 700 and 800 block of Kellogg Avenue in 1912. The street features concrete curbs and gutters, as well as a concrete sidewalk and newly planted street trees, but the street surface itself remains dirt. (Brown Photographic Archive, 146.804.1)

Street paving materials changed over time as new materials became available. Creosote treated timberheads figured as a popular early form of hard surfacing. In January 1910, the city council ordered creosote paving on Onondago (Main) to Grand and on Duff between Main and Story (5th) Streets. This project was said to cost \$51,471, which was assessed to property owners. Another creosote project followed on Kellogg Avenue.

The city council solicited public comment for some street improvements. In 1910, for example, the city council addressed the matter of hard surfacing Hoggatt (Grand) Avenue. In May of that year, the council debated several different kinds of hard surfacing before deciding on the specific treatment. Four kinds of paving materials were put forward and their costs analyzed. These materials included “bitulithic” (a kind of asphalt), creosote block, brick, and asphalt. The city council received bids for each of these types. In June 1910, property owners along the proposed route voted on the pavement they preferred. Thirteen voted for the creosote block. The council ordered the street paved with this material at a proposed cost of \$18,010.16, assessed to property owners. Sewer, water, and gas connections were also made in conjunction with this paving project. (Meads) City council minutes also record the extension of water mains in the city during this period.

Other segments of the city’s street network were also improved at this time. In September 1910, Cole Bros. (as they invariably spelled the firm’s name) paved alleys in Block 11 and Block 12 of the original town at a cost of \$2,767, which was assessed to property owners. The City launched an extensive paving program in the summer of 1915 for projects on 5th and 6th Streets; on Lincoln Way, Crawford, Carroll, Duff, Douglas, and Kellogg; and from Main Street north to Burnett and Clark Avenues. That same summer, the council established 30 feet as the standard width for paved streets in the city.

In January 1916, the City let bids for a series of major paving projects, including the following:

Lincoln Way west to Riverside & Kellogg south of railroad tracks to Lincoln Way
Carroll from Main to 9th & Douglas from 5th to 13th
Duff from 5th to 13th
Kellogg, Burnett, Clark, and Grand from 9th to 13th
Northwest Grand to 8th
Hodge from 6th to 9th
6th & Grand to the railroad tracks & 9th & Grand to cemetery

Source: Meads

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 28

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

II. Town Building

This brief, thumbnail sketch of some of the City's paving projects suggests the *ad hoc* nature of their implementation. Paving materials changed as new and better products became available, and all of the projects proceeded in phased sequence, often in response to property owner willingness to bear the cost through assessment.

Problems inevitably accompanied such big public works projects. By 1918, for example, the utility of creosote block as a paving material proved deficient. The City found the block difficult to repair. When damp, the block bulged upward, causing a rough surface.

Residents rarely were completely satisfied with public improvements. Residents in the Fourth Ward in 1916, for example, complained about the lack of pavement in their section of the city. During one mass meeting to discuss the proposed severance of West Ames from the City of Ames:

As for paving the downtown, it was pointed out that the Fourth Ward residential development was still largely scattered, not like the downtown area that was heavily built up with many homes on every block. (Brown 1993: 141)

The construction of sidewalks for the convenience and safety of pedestrians went hand-in-hand with the improvement of streets and alleys. Wooden planks provided the earliest type of hard surface for public sidewalks in Ames. These walks were often built by private initiative. In 1885, for example, the Baptist, Methodist, and Congregational Churches raised money to construct sidewalks adjacent to their property along Kellogg Avenue. In the late 19th century, that corridor had earned the nickname "Church Street" because four churches stood adjacent to it within a two-block stretch. (Brown Photographic Archive, "Bethesda Lutheran Church")

Plank sidewalks proved to be of rudimentary utility. Some planks would bow downward when stepped upon because they lacked adequate underpinnings or spanned too far a distance. Some walks flooded after rainstorms because they lacked adequate height above grade. The design of these plank walks also varied from place to place, according to the contractor responsible for their construction and the specifications of his contract. By September 1876, the city council was obliged to condemn some of these wooden sidewalks, another indication of the private initiative at some of their sources. Problems continued. On June 19, 1885, the city council enacted Ordinance #86 to regularize the specifications for wooden sidewalks to ensure that they conformed to adequate standards. Thenceforward, city sidewalks must be

made by laying three 16-foot planks parallel, nailed to hard wood cross "sleepers" 4 foot apart. Laid along natural surface of ground except in low places, then raised and laid on stone or timber of sufficient height to take above water. (Meads)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 29

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

II. Town Building

Even then, wooden sidewalks continued to pose problems. In 1891, the city council voted to prohibit their future construction. (Meads)

The City's specifications for sidewalks sometimes raised objection. In 1892, for example, George Robertson petitioned the City to put in a sidewalk "on the surface of the ground" and not up to the established grade. Sidewalks at that time were classified in "1, 2, 3, & 4th grade construction," which (for whatever the classifications meant) indicated a variety of conditions.

As in so many other areas, the Progressive Era sought to solve the sidewalk problem, which had bedeviled Ames for so long. In October 1892, the council ordered that the "inner line of sidewalk must be not less than 1 foot from property line," indicating a hitherto lack of site placement for sidewalks. Many ordinances regarding the establishment of sidewalks occurred in 1894. In 1900, a five-foot side sidewalk along Hoggatt Avenue south to the railroad tracks was ordered in.

Throughout the era, sidewalk design continued to vary. In May 1901, the council ordered a 4 foot walk on the east side of Lincoln between 1st Street east of Duff and on 2nd from Fayette (11th Street) south to Sycamore (9th) Street. In 1901, sidewalks along Douglas and Story were ordered in with 15-inch widths. Later in 1901, a "plank walk" 7-feet wide was constructed on the south side of Onondaga from Kellogg to Burnett, accompanied by a plank walk 4-foot 8-inches wide from Burnett to Clark, an indication of the relative importance at that time of these two segments along Main Street.

In 1904 the city council passed an ordinance obliging the City to underwrite the cost of sidewalk construction only for those at street intersections. (Meads)

Public petitions to the city council agitated for some of this construction. In October 1901, for example, the city council received a petition for a walk on Iowa from Clark to Hoggatt. (*Ibid.*)

By 1905, brick had appeared for sidewalk construction. In that year, the city council ordered a carload of paving brick for sidewalks and crossings and directed the construction a 4-foot wide, brick sidewalk (called a "permanent walk") along Boone, Oak, Center, Hoggatt (Grand), Hanover, Carroll, Duff & Lincoln.

In 1908, more permanent sidewalks were constructed. One local historian believed that these were made of concrete and cites the fact that in August of that year, the city council set specifications for the future construction of concrete sidewalks. (*Ibid.*)

Although brick and concrete sidewalks afforded permanence and greater utility, wooden sidewalks remained part of the local scene, and concerned residents and city officials continued their efforts to replace or to repair them. In July 1918, for example, the City replaced the plank sidewalk along Onondaga with new planks and ordered in six-foot wide sidewalks along Douglas Avenue from Main to Pearl (10^h) Streets. (*Ibid.*)

As Ames grew in population and residential areas expanded, sidewalk construction continued as a priority for infrastructure improvement. In April 1923, the City launched the largest sidewalk construction program hitherto

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 30

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

II. Town Building

in its history. The city council authorized new construction at some 47 different locations. (Meads) Following World War II, Ames residential areas expanded again; and, in July 1949, the City launched another big program of sidewalk construction. By this time, many of the earlier improvements had aged, and this program included the reconstruction and repair of many of these walks. (*Ibid.*)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 31

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

III. Ames, Iowa: A Laboratory for Education

III. AMES, IOWA: A LABORATORY FOR EDUCATION: 1859-1941

Introduction

Ames, Iowa has evolved as a community concerned for secondary and higher education, social reform, for the quality of rural life, for science and technology, and for the democratic process in their implementation. Although Iowa State University has promoted much of this interest and concern, the broader community has demonstrated its own support as well. This historic context addresses these broad trends and issues.

The proprietors of *The Ames Intelligencer* recognized these qualities early in the city's history. Founded in 1869, this local newspaper explained in 1871 the reason for the selection of its name:

Intelligence is the rule among our inhabitants, and earnest devotion to the cause of popular education is one of their most prominent characteristics.

The 1887 *History of Story County, Iowa* calls attention to Ames' and Story County's interest in education. This book pictures woodcuts of Old Main at Drake University in Des Moines, the Office of Iowa Printing Company in Nevada, Old Main at Des Moines University, Callanan College in Des Moines, and the College Building at the State Agricultural College in Ames. The illustration of educational institutions on a regional basis is unusual in a history of this type. Most such works concentrate on the local scene. The viewpoint evidenced by this book shows a more comprehensive perspective.

Chartered in 1858 by the General Assembly of the State of Iowa as the Iowa Agricultural College and originally funded in large part under the Morrill Act and its provisions for land-grant educational institutions, Iowa State University was located in 1859 at its present site—then open prairie—to provide all Iowa residents with a new kind of education. The history of this university is very complex, as is its relationship with the community. Four periods of development of higher education have been identified for this school:

The Industrial Movement Comes to Ames, 1859-1891
Planning For Things to Come: Campus, Curriculum, and Staff, 1891-1918
Leading Land-Grant Institution, 1918-1941
Iowa State at War and Peace, 1941 and Beyond

The reader will note that each of these periods corresponds chronologically with those posited in this document for the broader Ames' community. This report, however, has named these periods differently to highlight the fact that the university is distinct and separate from it. Also, the first historic period in this chapter begins in 1859 (when the school was founded) rather than 1864 (when Ames was laid out).

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 32

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

III. Ames, Iowa: A Laboratory for Education

Most of this historic context focuses on Iowa State and the subheadings related specifically to this institution. As already mentioned, however, this historic context is much broader in its application. Suggestions of this breadth are also given at the end of each subheading's discussion, as well as at the end of this historic context.

Finally, it should be noted that the intent of this chapter is not to create an historic context for the college itself. (See Section H below.) That ambitious effort would require a MPD in its own right. Rather, the intent of this chapter is to provide an outline of that institution's history so that properties influenced by it can be viewed in this perspective. Collegiate architecture at Iowa State is discussed in Chapter VII of this MPD.

The "Industrial Movement" Comes to Ames, 1859-1891

The United States Civil War had a profound effect on many aspects of American life, not the least of which was on education. The war created enormous new demands for products and skills. Technological advances seemed to happen overnight. The postwar years of the 19th century only saw an intensification of these developments. Within the field of higher education, the phrase usually employed to define this idea was the "Industrial Movement" It embodied "an effort to keep education in line with the trend of a democratizing and industrializing nation, by providing a technological training that was popularly available. The ultimate solution was the modem land-grant college." (Ross 1942:1.) At Iowa State, the land-grant idea was embraced enthusiastically. As mandated by the Morrill Act of 1862, the first curriculum concentrated on "agriculture and mechanical arts." Enrollment grew slowly. From a low of 68 students in 1868, the total reached only 336 in 1890. (Dowling)

The early Iowa State presidents and their staffs perceived their role as less administrators but more as educators, broadly defined. They favored using the resources of the college to benefit Iowa State, Ames, the State of Iowa, and, ultimately, the country. Professors used their training not only to teach, but also to develop practical applications, from new inventions to improved processes and applications. The students sought a general education to fit them for jobs in agriculture, horticulture, home economics, and newly developing technological fields.

On the secondary level, the Ames local school district was organized in 1870. Because this district was not primarily concerned in technological training, "Founding and First Growth" is a more appropriate title for this section than that for the college. From an early time, the district's Board showed concern that all sections of the city should be provided with easy access to public education and schoolhouses were built on the north and south sides of the railroad tracks. Also from an early time, links between the local school district and the college were forged. Prior to 1888, for example, seniors were graduated in March so they could enter the second semester at the college. In 1881, Central School was opened, an up-to-date brick building, which housed students from first grade through high school.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 33

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

III. Ames, Iowa: A Laboratory for Education

Planning for Things to Come: Campus, Curriculum, and Staff, 1891-1918

The year 1891 proved to be a watershed for Iowa State because national and local events coalesced. Within the country as a whole, a new movement, generally termed the "Progressive Era," was just beginning. Reform was the watchword of this movement. Education received much new attention, and college-trained men and women led the movement. In Iowa, a "green rising," led by Henry C. Wallace and "Tama Jim" Wilson, focused attention specifically on Iowa State. This insurgent movement opposed the creation of general courses, wanting the college's focus to remain strongly on agriculture and its leadership to come from within the State. With the inauguration of William M. Beardshear as college president in February 1891, this educational philosophy found a forceful exponent, and the Progressive Era began at Iowa State.

Beardshear, a trained minister with an extensive background in educational administration, typified the young, progressive reformers. He "exemplified the spirit of western utilitarian idealism." (Ross 1942: 202) He energized the faculty through a series of important appointments, especially installing Wilson as head of the Agriculture Department.

The campus itself also received a great deal of Beardshear's attention. In 1900 the north wing of Old Main burned, and a second fire in 1902 destroyed the remainder of the building. This disaster was turned around for good, however, when the Board of Trustees recognized they faced a space crisis. In 1906 they hired the well-known Boston landscape architectural firm of Olmsted Brothers to prepare a plan for Iowa State's building and expansion. They also hired O. C. Simonds, landscape architect of Chicago and co-founder of the American Society of Landscape Architects, to develop the grounds and refine the planting plans. Both of these plans are discussed in detail in "Green Hills for Thy Throne: The Collegiate Architecture of Ames."

In addition to these trends and events, the creation of the Ames and College Railroad in 1891 expanded the physical horizon of the campus. Now connected by a rapid, inexpensive, and reliable transportation link to downtown Ames, faculty, administration, staff, and students could now move between the campus and downtown residential sections and also avail themselves more easily of the city's broader commercial, social, and religious life.

In 1898 the name of the institution was changed to "Iowa State College of Agriculture and the Mechanic Art—Science with Practice." This new name reflected many of the curricular changes at the school. More changes followed. In 1912, for example, the college completed reorganization of its curriculum on a divisional basis. Home Economics and Industrial Science were elevated with "coordinate status." In 1913 the school's graduate division was established.

The years between 1891 and 1918 witnessed many other changes in Ames. Taken together, they showed the dominant influence of Iowa State over all aspects of the community's life. When the Ames and College Railroad began service between the campus and downtown in 1891, faculty, administration, staff, and student populations moved into the heart of downtown Ames. This began an era of social, economic, religious, and educational linkages that surpassed any influence the school had exerted over the community beforehand.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 34

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

III. Ames, Iowa: A Laboratory for Education

Leading Land-Grant Institution, 1918-1941

The interwar period saw a greatly expanded student population at Iowa State, heavy pressure on school administration to respond to these challenges, the broadening of the school's curriculum and research, and the greatest boom in construction ever seen on the campus.

After a decline in student population during World War I, attendance began again to increase following 1918. By 1919, the total fall enrollment of Iowa State had exceeded its pre-war high. This enrollment continued to climb. By 1927, total fall enrollment had doubled from 1917. A visible expression of this student increase was the establishment in 1922 of Veishea, said to be the nation's largest student-managed festival. "Veishea" is an acronym for the names of Iowa State's academic divisions at that time. This all-college festival, held in the spring, featured huge parades and other festivities, as well as a high school day for prospective new students. By 1958, the Veishea parade had become two miles in length, included 30 marching bands, and attracted an estimated 100,000 viewers.

Iowa State also broadened its curricula, research, and service to Iowa. In 1921, for example, the radio station WOI was built. This radio station pioneered educational radio in the nation and was licensed by the federal government in 1922. George W. Snedecor, an Iowa State College mathematics staff member, became director of the Mathematics Statistical Service in 1927. This program has been described as "a pioneer venture in applied mathematics and as a brainchild of one of the school's most distinguished alumni." (Hilton: "Education For Pioneers and Pioneers in Education") The influence of educational activities like these at Iowa State deserve further research and evaluation as they affected the local, state, and national scene.

Significant administrative efforts were made to unify research within the institution. Certain subject areas, like objectives for rural life and economy, federal-state relationships in agricultural programs, and an institute for corn research were integrated into interdivision programs.

Iowa State's national prestige reached a new high in 1921. In that year, Henry C. Wallace, son of the pioneering agricultural journalist and graduate of Iowa State, became U.S. Secretary of Agriculture in the Harding Administration.

Iowa State at War and Peace, 1941 and Beyond

World War II saw a sharp drop in student enrollment, offset to some extent by war related research at the university. Passage of the G. I. Bill following the war brought an influx of a new breed of students. Not only were they older and more worldly than their predecessors, many also brought their families with them. An even more unsettling change for the university, however, was the vast number of these students. These pressures required the expansion of faculty, physical plant, and curriculum.

Although the postwar period is critical for understanding local history in Ames, it remains outside the scope of this cover document.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 35

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

IV. Transportation and the Development of Ames

IV. TRANSPORTATION AND THE DEVELOPMENT OF AMES, 1864-1941

Introduction

The history of transportation in Ames closely relates to the story of its development within the State of Iowa. Throughout the period covered by this document, from 1864 to 1941 and beyond, two forms of transportation predominate: railroads and highways.

This important historic context can also be divided into the following four periods of growth reflected throughout this reconnaissance survey:

Founding and First Growth, 1864-1891
The Progressive Era in Ames, 1891-1918
Boom Time for Ames, 1918-1941
Ames at War and Peace, 1941 and Beyond

The earliest era saw the beginning of major railroad construction and relatively unchecked growth of these large nationwide corporations. Within Iowa, relatively little competition led to the domination of a few lines, and prices accelerated accordingly. Concerning vehicular transportation, highways and roads were maintained by localities, and most remained dirt packed, which led to problems with mud any time the weather turned bad. Roads received little attention from state and federal agencies.

During the Progressive Era, the reformers began demanding railroad regulation, while these giant corporations continued expanding almost exponentially. At the same time, rural citizens began to realize they were at a comparative disadvantage, as urban dwellers benefited from improved interstate connections. This led to the beginnings of the "Good Roads Movement," designed to equalize transportation opportunities for all Iowans.

This movement did not realize much success, however, until after World War I. It was during the 1918-1941 period that automobile ownership accelerated and the improvement of primary and secondary roads throughout the State became an important goal. For the first time, automobiles became the primary form of transportation for Iowans. Railroad growth slowed in terms of new construction, but continued expanding in terms of earnings. During the Great Depression, both the state and the federal government funded numerous building projects for both highways and the railroads. Bridges received particular attention. These projects were designed to create new jobs and stimulate the economy as much as to help the transportation industry.

The coming of World War II profoundly affected transportation. Despite government subsidies, railroads were unable to keep up with the two-fold demands created by massive mobilization and rationing of resources on the home front. After the war, the federal government tried to rectify this situation by expanding funding for the proposed interstate highway system. This highly successful and popular program also benefited over-the-road

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 36

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

IV. Transportation and the Development of Ames

trucking, which, in turn, further eroded the financial position of American railroads.

Founding and First Growth. 1864-1891

The first pioneers tended to settle along rivers, for ease of transportation. Although southeastern Iowa benefited from the introduction of riverboats, growth in the rest of the state was slow because of the difficulty of traveling over muddy, rutted trails. Stagecoach routes began to cross the state during the 1850s. Potential settlers faced numerous problems associated with transportation:

Iowa's mud roads and hostile Indians, winter blizzards, prairie fires and robberies were major obstacles to stage travel. Muddy roads resulted in slow travel and long distances between stops made for passenger discomfort and hunger. (Thompson: 7)

Nevertheless, the paths of the stagecoach routes began to reflect a slow growth in population. By 1863 the Western Stage Coach line inaugurated overland stage service through Ames. The stopping point in the Ames area was the Farm House on the Iowa State campus. Both passengers and United States mail were exchanged here. Direct service was provided northeastward to Black Hawk County and westward to Boone County, where one could transfer to a connecting line and proceed on to either Fort Dodge or Des Moines. The stagecoaches declined in popularity as railroads began to traverse the State. By 1870, stagecoach service to Des Moines ceased. (*Ibid.*: 7-8)

Many early accounts of pioneer Ames mention the difficulties encountered in traveling between the college and the town. Not only was distance involved, the wetland made the route slow. It was almost impossible for faculty to live in downtown Ames for this entire period. From an early time, a horse-drawn omnibus line connected Downtown with the Campus. This service was, according to Gladys H. Meads' research, discontinued in 1890.

In the 1850s and 1860s, railroads were the most prominent factor in Iowa's growth. New and different trade routes were established from those provided by the rivers. Construction proceeded unchecked. Each railroad line built tracks for its own cars, and these often varied in width. This variation in gauges meant that only one railroad could travel each line. At first, the railroads competed vigorously to see which lines would control what markets. The presence of the railroad within a town encouraged the growth of permanent settlement. The lines seldom needed all of the land they had been granted, so they frequently sold lots close to the tracks. Businesses were quick to take advantage of such opportunities. Service industries, especially banks, grew along with the railroads. Farmers also took advantage of improved access to markets.

With the completion of the first transcontinental routes, however, the railroad barons began to realize that unrestrained competition restricted their profits. During the later part of this period, the giant companies tacitly divided up the nation, with each selecting areas in which to concentrate growth of spur lines. These actions led to higher profits for the railroads. Larger cities, such as Des Moines, benefited also because they had already

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 37

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

IV. Transportation and the Development of Ames

attracted more than one railroad. But such actions also led to higher prices for passengers and shippers, especially for the farmers who wanted to transport crops. The 1870s witnessed the first reform efforts to control railroad expansion and regulate practices.

The Cedar Rapids and Missouri River Railroad was the first to reach Ames. It constructed tracks into Story County from Marshall County to the east in 1863. The road reached Colo and was then extended to Nevada, to Ames in 1864, and to Ontario. This road later became the Chicago and Northwestern. In 1886, the road ran seven trains daily through Ames to the east and five trains daily to the west, Mondays excepted, when five trains ran daily to the east.

Another railroad company built a narrow gauge route from Des Moines north to Ames and Story City. Such routes were called "short lines" or "branch lines," and they were very popular with the railroads. In about 1883 the Chicago and Northwestern Railroad acquired this line and converted it to wide gauge. A rail route constructed by the Des Moines and Minnesota Railroad also ran north and south, intersecting the Chicago and Northwestern in Ames. In 1886, the DM&M ran five trains through Ames to the south and three trains through Ames to the north. This service provided "Twenty chances to leave every Twenty-Four Hours." (Allen: 246)

The first railroad depot in Ames was constructed on the corner of Duff Avenue and Onondago Street. This location became the crossroads of the community. The Northwestern depot in Ames was, in 1887, described as "a plain building, but comfortable for waiting passengers. . . the new railroad warehouse, about two years old, is a good building and is south of the station." (*Ibid.*: 234)

During the 1864-1891 period, the emphasis on railroad construction "effectively suppressed any comprehensive movement for road improvements beyond the era of plank roads and some local activity." (Thompson: 69) Bridge building took priority over road building. By the 1870s, some Iowans began trying to change this situation, but their efforts met with little success until after the Progressive Era had begun.

The Progressive Era in Ames. 1891-1918

During the 1891-1918 period, attention within the United States focused on efforts to improve the quality of life for all and to restrict the growth and regulate the practices of large national conglomerates, especially the railroads. The need for these improvements began to be felt in Iowa as early as the 1870s. Reformers believed, for example, that railroad construction had created two different areas within the State. The larger urban areas had access to modern, relatively efficient, and speedy transportation, while rural areas mostly made do with dirt-packed roads. At the same time, agriculture was changing from small scale, self-sufficient farms to surplus production farms with crops that needed a quick, efficient way to reach expanding markets. But the unregulated transportation industry was slow to respond to such needs.

In addition, the State government was reluctant to intervene in transportation matters. As late as 1880 the sole responsibility for maintaining roads remained the local governments, usually townships, or the county. The system in use had not changed since the 1840s, when the Iowa General Assembly had mandated that each

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 38

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

IV. Transportation and the Development of Ames

landowner was responsible for providing a certain specified number of hours of labor when requested by the community. These "labor taxes" usually were required just when farmers could least spare the time, in the spring and the autumn.

In January 1883, Samuel D. Pryce, of Iowa City, sparked a new movement by writing the editor of the Iowa State Register concerning the poor condition of the State's roads. Among other proposals, he suggested grading, tiling, draining, and surfacing primary roads, and funding the work through the implementation of a uniform property tax to be paid to each county treasurer. Although his efforts resulted in a statewide convention in March of that year, the Good Roads Movement that was created was fairly short-lived. In 1892 an effort was made to revive the movement, with few results.

In April 1903 the semi-official "Iowa Good Roads Association" was founded, and this time the reformers were more successful. Local autonomy gradually gave way to State control. Progress was slow, however, and the traditional, conservative system of road building proved difficult to change. Although property taxes had been authorized to fund the improvements, many of the rural backers of road reform were alienated because they felt they bore a disproportionate share of the burden. Until 1920, for example, farmers paid a 4-mil tax compared to the urban resident's tax of one-half mil. (Thompson: 70) Another incentive to improve the condition of the roads was provided when the federal government created the Rural Free Delivery Service for the mails.

In 1904 the General Assembly directed Iowa State College to "act as a Highway Commission for Iowa." The establishment of the commission was primarily a result of the efforts of Anson Marston, Dean of Engineering, and Charles F. Curtiss, Dean of Agriculture, both of the College. The efforts by the two men were further recognized when they were appointed commissioners. Thomas H. MacDonald, a recent Civil Engineering graduate at ISC, was appointed as their assistant, and he was given responsibility for overseeing field operations. State appropriations to fund the program were included in the regular college budget under "experimental programs." (*Ibid.*: 76)

The Commission was authorized to devise systems and plans for highway construction and maintenance, conduct research and demonstrations, disseminate information, record the results, and submit a report to the governor. Although MacDonald was a diligent researcher, he quickly discovered that the Commission's first goal would have to be the education of Iowans of the need for an improved, state-coordinated highway plan. The offices were located in the College Engineering Building.

In 1913 a new State Highway Commission was established with increased powers and duties and separated from the College administration. The Commission personnel remained substantially unchanged, however, and it was still located on the College campus. That year also saw the completion of the Transcontinental Highway, connecting the country from ocean to ocean. In 1912, the Ames city council had voted \$1,000 for improvements to this new highway, then known as the "U.S. Post Road." (Meads) The "Lincoln Highway," as it subsequently became known, was routed through Ames and Boone, partly through the influence of "Perennial Mayor" Parley Sheldon. Both these cities actively and energetically campaigned for this route. It had previously also been called the "Iowa Official Transcontinental Route."

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 39

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

IV. Transportation and the Development of Ames

Also in 1913 the reformers realized another long-held goal when the State created the office of Chief Engineer. This office was given responsibility for all county and township road officials. County supervisors also were authorized to appoint county engineers to supervise local roads. For the first time in Iowa, "Plans, specifications, advertisements for bids, and public lettings for bridge and road construction were required." (*Ibid.*: 72) This success was short-lived, however, for a backlash by rural voters, upset over high taxes, effectively killed these reforms when many of the advocates of the program were voted out of office. Many county officials, worried about their positions, never implemented the substantive parts of this legislation.

Finally, the State of Iowa was forced to respond to highway problems by the U.S. government. The Federal Road Act of 1916 required each of the states to meet certain conditions or lose its share in appropriated highway matching funds. This act was intended to improve rural mail service, and it was limited to providing funds for roads for towns with populations under 2,500. Iowa responded to this challenge the following year, when major new State legislation provided for motor vehicle registration fees and motor fuel taxes to fund road improvements.

Although the Progressive Era saw the implementation of few highway improvements in Iowa, the story of the railroads was quite different. The 1891-1918 period proved to be one of consolidation and regulation for rail companies in Iowa. New construction largely ceased. In 1900, for example, there were 9,171 miles of track within the State; by 1915, there were 10,002 miles, a pittance of an increase. But net earnings for Iowa railroads did rise during that same period from about \$17 million (\$1,815/mile) to about \$23 million (\$2,308/mile), according to Iowa Railroad Commission reports. (*Ibid.*: 85)

Another important development was the overall improvement of rail service during this period. In 1899, for example, the Chicago and Northwestern Railroad (C&NW) inaugurated a series of rail improvements in Story County, which took into the next decade to complete. These included the doubling of track, reducing of grades, straightening of curves, installing signaling devices, constructing bridges, laying new and heavier rails, building new depots in Ames and Nevada, and "any amount of new equipment procured and the road generally brought to the highest degree of attainable perfection." (Payne: I, 455) In Ames in addition to the construction of the new depot, these improvements included raising and lowering certain grades for track, laying of a second track, moving the signal block west of its former site, and realigning the western portion of the track in Ames.

The signal block is a portion of railroad track requiring authorization for an engineer to enter. Railroaders call this authorization a "positive block," and only one train has this authorization at any one time. In the 19th century, telegraphic offices were located on each end of a signal block and information was transmitted in this fashion to officials who then manually changed signal lights or signs to communicate the positive block to train engineers. This information is now communicated between train engineers and dispatchers through radio systems.

In 1900 when the C&NW constructed the new depot in Ames, the site for the depot was relocated from Duff Avenue and Main (formerly Onondago) Street to the West Main Street area. This relocation was apparently undertaken to remove congestion caused by railroad traffic in the central business district. This new location required the realignment of the tracks on the west. Trains could no longer ply the tight turn to the northwest.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 40

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

IV. Transportation and the Development of Ames

This bend was extended to the west, rejoining the old tracks north of 10th Street.

The C&NW designated several crew change points along the east-west route from Chicago westward. These points included Clinton, a major point, as well as Boone. Some crew changes also took place at Marshalltown and at Ames. Train engineers, were instructed to make these changes at specific blocks on the line. The C&NW maintained barracks in Clinton for layover crews who worked between there and Chicago. Many crew employees in Iowa lived in or near crew change points.

The Ames Street Railway Company was organized in 1890 to address the problem of transportation between the campus and the town. Later that year, the Ames city council legally recognized this company. This line was generally known as the Ames & College Railway or, familiarly, the "Dinky." Movers behind the project originated in Boone, although Ames provided the local management and much of the capital for its construction. In 1891, the company accepted bids to construct a network of tracks. A steam dummy locomotive was placed in operation on July 1, 1891. The small size of this engine prompted the route's nickname. The route ran between the Downtown and Campus and cost five cents one-way. Because the Dinky provided most of the transportation between Downtown and Campus, the train was a strong factor in reinforcing democratic attitudes. Professors and students alike used the route. Commuting together helped break down natural barriers of restraint between faculty and students. (Hinton: 64). During the early years of the 20th century, the "college bus," a horse-drawn hack, also provided service between the campus and downtown Ames.

In 1907, however, the steam-powered Dinky was discontinued. The City of Ames granted a franchise to a new service providing electric streetcar service between Downtown and Campus. The Ames and College Railroad Company received a 25-year franchise from the City of Ames to install streetcars that would utilize tracks, electric trolley wires, and poles on the streets. In its sixteen years of service, the Ames and College Railway proved incalculable to the growth of Ames. It encouraged new patterns of living, shopping, social life, and entertainment in Ames, and helped foster better relations between the college and the community by linking their economies and thus their people.

Although there was talk of electrification, this was not undertaken until the Ames & College Railway was acquired by the Fort Dodge, Des Moines & Southern (FDDM&S) in 1906. Thereupon, the FDDM&S proceeded to electrify the Ames line and to build connecting track to Kelley, where the Ames system linked with lines to Boone, Fort Dodge, Des Moines, and other points on this railroad's route.

Construction in 1907 of this new track opened up new areas south of Lincoln Way in Ames for development. This route crossed Lincoln Way and continued south between Welch and Stanton Avenues. Beardshear's and Little's Additions to the City of Ames followed as new residential sections in the wake of this improved streetcar service.

In 1916 a new loop around the campus was opened. The years before World War I also saw more efficient and rapid service between points in Ames. Increased competition in the 1920s from street bus service took its toll on the FDDM&S line in Ames.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 41

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

IV. Transportation and the Development of Ames

In 1929 the company ceased rail operations, although it continued to operate its street bus lines. Local merchants pressured for resumed rail service, but the line never reopened. In 1930 the streetcar tracks were removed in Ames. (Carlson: 95-103) It is hard to overestimate the importance of these routes. With the rise of this network, it became more feasible for faculty, staff, and students at Iowa State to live in Ames rather than adjacent to the campus,

Local historian Farwell T. Brown recounts how buses replaced rail service during this period:

By the late 1920s buses had begun to compete with the electric trolley (streetcars). The Hutchison Bus Line was the first to obtain a license to operate buses on Ames streets. With the end of the college year in 1929, the Fort Dodge, Des Moines & Southern Line petitioned the Iowa Commerce Commission for permission to cease streetcar service during the summer. By September, the line introduced its own buses into service in Ames and streetcars ceased permanently to run between downtown Ames and the campus. After a few years, the Midwest Transit Line Company became the primary operator of buses in Ames. (Brown Photographic Archive: 154.849.1-5)

The increase in transportation links between the City of Ames and other parts of the State sparked the need for more municipal regulation. The Ames city council designated speed limits for trains, interurban cars, and streetcars within the city limits during the Progressive Era. In 1909 Section 23 of the misdemeanors ordinance read:

No locomotive engine, or railroad car, including hand car, interurban cars and streets cars, shall be run within the limits of the City at a rate of speed exceeding eight (8) miles per hour. and while running through the city a bell or bells upon each locomotive or train of cars. shall be kept continually ringing. and a bell upon each interurban car of street car shall be rung at each street crossing. Any person violating any of the provisions of this section shall be guilty of a misdemeanor and punished accordingly. (*Revised Ordinances of the City of Ames, Iowa, 1909: 63*)

Boom Time for Ames. 1918-1941

The period of Boom Time for Ames proved to be a boom time for transportation services related to the automobile as well. It was during the 1918-1941 period that automobile ownership accelerated and the improvement of primary and secondary roads throughout the State became an important goal. For the first time, automobiles became the primary form of transportation for Iowans. Because Ames was positioned to administer the State's highway programs, the city broadened its economic base.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 42

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

IV. Transportation and the Development of Ames

In 1905, only 799 motor vehicles were registered in the State. By 1915 the total had grown to 147,078. After World War I, however, the number of registrations multiplied quickly, from 437,378 in 1920, to 782,634 in 1927. (Thompson: 141) Clearly the automobile was in Iowa to stay, and increased pressure would be put on the State to improve highway and road conditions.

Despite State legislation passed late in the Progressive Era, Iowa was described, in 1923, as a "sea of mud." During the 1920s, the major road improvements were grading and graveling, not paving. An exception was the completion of the paving of Lincoln Way from Riverside Drive to Beech Avenue in 1921. Total cost for this project alone was in excess of \$30,000. (Hinton: 97)

Established early in the 1920s, the Ames Improvement Association had as a goal the erection of new facilities for the State Highway Commission. In 1923 C. F. Curtiss was president of the association and M. A. Manning served as secretary. In this year, the Board of Directors filed a plat for land the association owned south of Lincoln Way in the Third Ward. Recorded as the Highway Subdivision, this land was subsequently purchased by the State of Iowa for its new site. In honor of Anson Marston, the entry road into the Highway Subdivision off Lincoln Way was named Marston Street. The original Iowa Highway Commission building was soon completed.

By 1929 the Commission had seven departments: executive, administration, construction, design, maintenance, materials and tests, and purchases and accounts. This expansion of the physical plant reflected the Commission's increasing responsibilities during the years immediately following World War I.

In 1925, further legislation was needed to bring Iowa into compliance with federal highway guidelines. At that time, the State General Assembly passed the Primary Road Law, which granted the State Highway Commission "absolute control over primary road development funds." (Thompson: 74) That same year saw the passage of the State's first gasoline tax bill, with one-third of the revenue earmarked for the State-maintained primary road fund, one-third for county roads, and one-third for township roads.

Legislation passed in 1929 transferred authority over the State's primary roads from the county supervisors to the State Highway Commission. This centralization of control enabled the Commission for the first time to plan for and effectively implement a network of roads to serve residents of the entire State. Most of Iowa's 6,000 miles of primary roads built before 1956 were constructed under the provisions of this law. During 1930 alone, for example, 1,030 miles of high-type concrete pavement were built in the State. (*Ibid.*: 74-75) During the Great Depression, however, the rate of new highway construction fell. But both Iowa and the federal government did initiate many large-scale construction projects for transportation during this time, and many of these provided new highway or railroad bridges throughout the State.

In 1929 the State General Assembly further strengthened the Highway Commission's position when it passed the Bergman Secondary Road Law. This legislation eliminated township trustee control over the newly named "local county roads." This reduced the number of secondary road supervising units from 5,500 to 400. The Commission then supervised a secondary system of 12,377 miles of county roads and 84,246 miles of township roads. The Bergman Bill also gave increased authority to the State's county engineers and made it easier to

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 43

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

IV. Transportation and the Development of Ames

implement county bonds to fund road improvements. According to William H. Thompson, the process of State centralization of control over highways, begun in 1884, was "practically completed by 1929." (*Ibid.*: 75)

Local interests in conjunction with state authorities marked out highway routes throughout the Iowa. Four of these marked highways served Ames, including the Custer Battlefield Highway. This route was registered in Iowa in 1919. It ran through Ames from Des Moines to Boone County, Webster City, Fort Dodge, and Storm Lake, to Sioux Falls and Rapid City South Dakota and on to the Custer Battlefield in Montana, terminating in Glacier National Park. The other marked highways through Ames included the Lincoln Highway, Jefferson Highway, and Wilson Highway. In 1914, the Ames city council changed the name of Boone Street to Lincoln Way to conform to that route's designation across the nation.

The improvements to the State's roads led also to the growth of new automobile-service industries. Tourist courts, early forerunners of present-day motel, emerged as a new architectural form in Ames. They were usually located near the Lincoln Highway. In 1932 three tourist cabins were erected at 316 South Duff. In 1926, the Ames Tourist Court was established southeast of the corner of Duff and Lincoln Way. The court still retains its original features. Previously, the Overland Tourist Camp on U.S. 69 had been established as a tourist camp grounds on a site presently occupied by the Ames Nursery. Lyell Henry of the University of Iowa has extensively researched these phenomena, and the publication of his scholarly article on the subject is anticipated as a major contribution to the subject.

Other improvements in Ames sought to make automobile travel easier and safer. In 1936 construction began on the Grand Avenue underpass. Aimed to speed traffic between the north and south sides, the underpass also implemented a long desired safety measure. Ben Cole & Son won the contract as the general contractor in August 1936. The corner of 5th Street was graded down for the project and vehicular traffic was rerouted. Trains continued to use the tracks, temporarily supported by heavy timbers. The completion of this underpass changed traffic patterns in Ames. Grand Avenue (which still carried the Hoggatt name from Victorian times) assumed new importance. The Ames city council acknowledged this fact in 1942, when they renamed the street Grand Avenue.

Regarding railroads, however, the story of the 1918-1941 period differs significantly from that of the highways. In 1915, every Iowa county seat had a railroad, as did every town or village of 100 or more inhabitants. More than one rail company served most cities with 5,000 or more residents. In that same year, there were 10,002 miles of track in the State, and the railroad earnings totaled \$23.08 million. (Thompson: 85) The World War I years saw a temporary drop in railroad profits, but they rebounded from a loss of \$9.78 million to a gain of about \$10 million in 1921, and then continued increasing to about \$22 million in 1923 and \$33 million in 1929. (Thompson: 139)

The Great Depression hit the railroad companies very hard, however. Many bankruptcies and reorganizations followed. In order to cut operating expenses, many workers were furloughed, and miles of track were abandoned, as businesses along the lines dissolved or relocated. From 1936 to 1939, for example, several major railroads, including the Chicago and Northwestern, operated at a loss. At the same time, the improvement of highways aided the growth of the railroads' new competitor, the trucking industry. Even before the Depression,

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 44

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

IV. Transportation and the Development of Ames

bus and truck traffic already made up a considerable proportion of highway usage. Although the railroad industry would remain lively, the strains imposed by the onset of World War II only intensified the growing number of problems faced by most lines. (*Ibid.*: 167-170)

Ames at War and Peace, 1941 and Beyond

Although the post-World War II period is beyond the scope of this historical context, the following paragraphs provide an insight into the major transportation changes, which occurred then and why the war formed a watershed in Ames' history.

The onset of World War II introduced twin problems for American railroads, still the only efficient, nation-wide system of transportation. Massive, quick mobilization meant that the armed services needed to preempt profitable passenger and freight loads. As the war progressed, the introduction on the home front of rationing gasoline and other resources forced civilians to rely on rail transportation just at the time that the system's capacity faced its greatest strains.

At the end of the war, many citizens were convinced the country needed more than one nationwide system of transportation. Pressures grew on both the federal and the Iowa governments to improve dramatically the quality of the nation's and the State's primary roads. Under the leadership of President Dwight D. Eisenhower, the nation made the commitment to develop the interstate highway system. This highly popular program proved to be more successful than anyone expected. An unexpected result was the rapid growth of over-the-road trucking, as well as an enormous increase in business and recreational automobile traffic. These developments, however, further eroded the financial position of American railroads.

Iowa, however, did not benefit directly as much as some states by the introduction of the interstate system. During the earliest phase of the program, the State received only 711 miles, on interstates 1-80, 1-35, and 1-29. (*Ibid.*: 216) Communities such as Ames that were located directly adjacent to the new interstates received the most immediate benefits.

The Iowa General Assembly also implemented significant changes in the State highway system in 1949. At that time, a pay-as-you-go plan was inaugurated. Motor vehicle registration fees were increased, and use and sales taxes were placed on vehicles. In addition, a single fund was created to receive all State road taxes. (Thompson: 213)

Within the City of Ames, the network of roads expanded to include the newly developing outlying areas. Sixth Street was extended to create another link to the ISU campus. Ames also benefited from the expansion of the Iowa Department of Transportation headquarters and its greatly increased services. In contrast, the reduction of the Ames switching yard reflected the national trend of a decline in railroad services.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 45

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941. V. Civics: Government & Public Participation Improve the Community

V. CIVICS: GOVERNMENT AND PUBLIC PARTICIPATION IMPROVE THE
COMMUNITY: 1864-1941

Introduction

Story of City's Growth One Of Public Service. This banner headline from the *Ames Daily Tribune* of November 17, 1921, encapsulates the story. Characterized by a huge number of transient students, Ames successfully has provided the basic services and amenities of urban living through its municipal government to the city's permanent and semi-permanent residents, as well as to its student population, in part because of enlightened local leadership and the willingness of all its residents to engage in the political process.

Civics in Ames as a theme can be understood through the following sub-contexts:

Infrastructure, Public Health, and Safety
Municipal Regulation and Administration
Streetscape Improvements
Zoning
Human Resources
Fiscal Conservatism
Partisan Politics

The following paragraphs provide an introduction to these sub-contexts. Later sections of this chapter sketch them in greater detail. These sketches are not complete; rather, they are meant to indicate the growing complexity of modern communities and the emergence of pro-action on the part of local government in Ames to address emerging needs.

During the earliest period in the community's history, from 1864 to 1891, Ames moved slowly to develop an infrastructure of modern public works. These included street and sidewalk improvements, and provisions for municipal fire and police protection. Perhaps the most visible public improvement of the period was the erection of public schoolhouses for the education of the city's youth. Generally speaking, local officials showed a conservative approach to committing the limited financial resources of the fledgling community. As late as 1891, for example, the community was without a public water works.

The Progressive Era that followed, from 1891 to 1918, saw a big expansion of the City's commitment to public works. Improvements were undertaken at the water works, an electric light plant was built and enlarged, storm and sanitary sewers were constructed, a new city hall/fire department building was built, hard-surfaced streets and sidewalks were constructed, a system of street lighting installed, and four brick schools built. Other public reforms were undertaken, such as establishing fire limits, building codes and permits, and signage ordinances. Heralding this expansion was the annexation in 1893 of West Ames, including the Iowa State campus and

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 46

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941. V. Civics: Government & Public Participation Improve the Community

surrounding areas, an event, which almost doubled the city's population. In 1894 four wards were created in Ames for electoral purposes. Thereafter, the city council members were elected to represent these wards. People now as likely as not referred to West Ames as the "Fourth Ward." The rapid growth, which characterized this period, also brought growing pains. During the latter years of the period, the community was forced to deal with sectionalism.

In a boom time for Ames following World War I and continuing until 1941, the community experienced growth unlike anything it had hitherto known. Basic services and improvements were expanded. New schools were constructed replacing those of the early period. The City established a city manager system of government, characteristically carrying the official title "City Manager of Engineering." The City embraced modern planning tools and techniques, established a zoning commission, and began comprehensive planning for the future. This tradition of study, analysis, and resolution later served the community well.

Following World War II, a population explosion again engulfed Ames, doubled the number of its residents, and pushed its corporate limits far beyond its old boundaries. In response, city government undertook new planning strategies and adopted its "Comprehensive Plan for Ames" in 1955, the first such comprehensive plan in the city's history. Ames' tradition of good government was helping it cope with new challenges.

During each of these eras, a number of characteristics shaped the course of local government. This agenda can be divided into civic improvements (like infrastructure and public health and safety; regulation; and planning, parks, recreation and beautification), human resources, and fiscal conservatism. The following sections discuss some of the more significant aspects. This information is schematic and subject to revision.

Over time, Ames' city government evidenced the awareness of the need to introduce a number of improvements to benefit all of the residents. These can be grouped into three types. The first concern was to develop the City's infrastructure and to improve public health and safety. The second phase saw the regulation of what hitherto had been regarded as private. The third phase witnessed the expansion of professional planning into new areas and the first attempts to improve the quality of life through the development of parks and recreation facilities and the implementation of beautification programs.

Infrastructure. Public Health and Safety

In the late 1880s, Ames residents debated the need for modernizing the City's equipment and services. Many thought improvements were necessary to preserve the public's welfare. When fire destroyed the opera house and several adjacent buildings on the East End of Main Street in 1887, some pointed to the example of many other American towns that were establishing municipal water works systems. But the first works were not constructed in Ames until 1891, when a wooden water tank was built in the alley on Kellogg between Main and Fifth. In 1896, the city sold water main municipal bonds to pay for equipping, extending, and maintaining the water works plant. In 1906 the sanitary sewer was completed on Main Street, and the first steel water tank was completed for the municipal water works system.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 47

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941. V. Civics: Government & Public Participation Improve the Community

When a private developer failed to exercise his franchise opportunity to build an electric light plant, the City of Ames, authorized by a bond issue passed in 1896, built, operated, and subsequently enlarged a municipal power plant. This plant came none too soon. The growth of the college and subsequently the community in the first decade of the 20th century placed demands on Ames' municipal facilities that strained their means beyond capacity. In 1909, for example, officials resorted to usage cutbacks during peak hours to make sufficient power available for priority needs. (*Times*, October 21, 1909) Although the plant met the city's needs, debate about the nature of municipal ownership continued for many years. At the same time, as the most expensive and visible property owned by the City of Ames, the municipal power plant served as a symbol of civic pride.

The Progressive Era, 1891-1918, saw the first municipal franchises. About 1891, the City legalized the Ames and College Railway, a franchise, which transformed Ames as a community. Other franchises included: in 1896 to the E. B. Hilleman Company for street lighting; in 1897 to the Iowa Telephone Company; and in 1900 to the Boone County Telephone Company.

With a rapidly growing population, the City of Ames also recognized the need for standardization. In 1900 the City Council established the datum plane near the center of the City Park. (*Revised Ordinances of the City of Ames. Iowa. 1909; 96*) At the same time, the City also adopted standard benchmark, street, curb, and sidewalk grades, and curb lines on certain streets in Ames. Other reforms included the 1906 expansion of the sewer system on Carroll, Duff, Douglas, Kellogg, Burnett, Clark and Hoggett to College streets at a cost \$65,000, and the 1910 paving of Main Street with creosote dipped wood blocks. The following year the stretch of Grand Avenue between Main and Ninth was also paved with these materials.

During the boom era, 1918-1941, the political leadership of Ames pressed forward with improvements to the city's infrastructure. At the same time, problems began to surface from earlier periods. The conflict can be seen, for example, in the location and relocation of streets and alleys. In 1919, the south side of Main Street at the rear remained, as it had for decades, without an alley. The railroad owned the right-of-way in this area. In contrast, on the north side of Main Street at the rear, an alley had been laid out in the original town plat. Over the years, a proposal for constructing an alley south of Main Street was often discussed. By 1919 three different City administrations in Ames had debated this question. A contemporary newspaper article entitled "Old, Old Story of Main Street Alley Up Again," reveals the problem:

It is understood that the company could move their tracks a distance that would be sufficient to permit an alley through the place, but it would eventually mean the rear of some of the buildings would have to be torn out. There are some buildings that are on the right-of-way to a distance of three feet and as they have failed to sign a waiver for any paving, that has left the matter up in the air. The property has been changing hands and the present owners are greatly in favor of making the improvement. There also enters into the question as to what shall be done with the telegraph and telephone wires which adorn the alley. The suggestion is made regarding these that they might be placed in conduits in the cement wall, which is to be built, and there they would be out of sight and out of mind of every body. (*Ames Daily Tribune*, July 8, 1919: 1)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 48

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941. V. Civics: Government & Public Participation Improve the Community

A major spate of concrete paving projects transformed the streets of Ames in the 1920s. In 1923, for example, Duff Avenue and Lincoln Way were paved, as well as other streets in the First, Second, and Fourth Wards (*Ames Daily Tribune*, "Must Complete City Paving Before Aug. 1," February 3, 1923). Projects for 1926 included paving Main Street (*Ames Daily Tribune*, June, 4, 1926: 1) and an alley north of the Northwestern railroad's tracks, improving Lincoln Way, building a new bridge over Squaw Creek, and improving bus service from downtown to Fourth Ward (*Ibid.*, January 11, 1926: 1). Finally, the boom years saw the opening of the first airport in Ames in 1926. It was a private facility developed by Joseph Gerbracht, an aviation enthusiast of Ames. (*Ibid.*, April 4, 1926: 1)

Municipal Regulation and Administration

From the earliest times in Ames, municipal government rigorously has exercised its regulatory powers to protect and promote the community's health and safety. Municipal Ordinance #3, enacted on December 18, 1864, prohibited unsafe chimneys. This was the city council's first action taken after setting up the mechanics of town council. (Meads)

During the 19th century, the regulation of animals appeared regularly on city council agendas. The 1875 "Bird's Eye View of Ames" pictures many fences surrounding private residences in Ames. The intent of many of these fences was as much to keep animals out as to keep them in, and from an early time the restraint of animals presented a problem. In May 1871, for example, the Ames City Council enacted an ordinance to restrain chickens from running at large. (Meads) Other livestock issues arose. Prof. William B. Niles, a graduate of Iowa State Agricultural College's Class of 1885, became a highly visible offender. As a professor of veterinary medicine at Iowa State, Dr. Niles achieved national fame for his contributions in the discovery of a serum to combat hog cholera. Locally, however, Ames residents lodged numerous complaints with the City because he kept laboratory hogs on his home property at 223 East 6th Street. The City subsequently cited Niles for keeping a drove of hogs there, and the matter ended up in court. In June 1902, Niles was notified that he must comply with a Grand Jury judgment not to keep hogs within the city. (Meads)

Animal control and public health issues continued on the agenda as part and parcel of municipal government. In 1933, the City received complaints and a petition from residents to deal with dog damage to flower gardens, vegetable gardens and to lawns. The city council ordered the city attorney to develop a legal form to deal with the matter. In 1946, residents in West Ames petitioned the council to abate the nuisance of a turkey farm on West Lincoln Way. The council subsequently declared the farm an obnoxious nuisance. The property was later remodeled into apartments.

As in many other American communities, municipal regulation in earnest coincided in Ames with the years of the Progressive Era, 1891-1918. This concern was evidenced in the adoption of a series of ordinances designed to protect the public welfare and prepare for future growth.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 49

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941. V. Civics: Government & Public Participation Improve the Community

During tuberculosis outbreaks in 1908, the butchering of cattle in Ames posed a health problem. The City began a program of testing dairy cattle in conjunction with the Veterinary Medicine Department at Iowa State College. In 1912, the city council enacted an ordinance that provided for the annual inspection of all scales measuring the weights of commodities for sale. In 1922, the City passed its first ordinance requiring milk inspection.

Within the 1904-1909 period, the Ames City Council updated old measures and implemented several significant new codes. Following the fire of 1887, a limited ordinance established the City's first fire districts. Within these areas, only a restricted number of building materials could be used for all new construction. Extended in 1904, the fire limits of the City of Ames then constituted all territory embraced within blocks 10, 11, 12, 13, and 14 of the original town plat. In 1909 the fire limits of Ames were extended to include all territory embraced within Block 15 of Blair's Addition to the City of Ames. This ordinance continued:

It shall be unlawful for any corporation, firm or person to build erect or place, by removal or otherwise, within the fire limits of the City of Ames, Iowa, any building or addition thereto, unless the outer walls of such building, or addition thereto, are made of brick, iron, stone, mortar or other noncombustible materials, with fire proof roof; it shall likewise be unlawful for any corporation firm or person, to remove any building or addition thereto, from one part of the fire limits to another part therein, unless constructed in accordance with the requirements, of this ordinance with respect to the materials of the outer walls and the roof. (*Revised Ordinances of the City of Ames, Iowa, 1909: 73*)

In 1905, the city council passed a building code, which regulated the construction of buildings within the fire limits of Ames to insure against catastrophic fire. Requirements addressed appropriate materials for roof, cornice, independent and party walls, fire shutters and doors, chimneys, and joists. The ordinance prohibited attics and lofts. For the first time, building permits would be required for all new construction. In 1909 the council adopted an ordinance requiring the movers of buildings to obtain a permit prior to the relocation. This year also saw the council's enactment of the first signage ordinance. It prohibited the erection of wooden awnings and over hanging signs, regulated the height of awnings, and forbid the use of signs and billboards on the sidewalks. This Ordinance, Number 223, also made provision for variances from these regulations on the majority vote of the council. In 1905, the City passed an ordinance requiring plumbers to be licensed for the first time, another action designed to protect property and the public.

Cheek to jowl with regulations like these, the City employed professional managers to help formulate and administer them. For many years, the City had retained Dr. H. M. Templeton as the City Health Officer. When he retired in 1905, C. A. Aplin was elected in his place. That same year, the City also hired T. H. McDonald at \$200.00 a year to serve as the city engineer. This was the first time the City had employed an engineer on a permanent basis. Anson Marston (d. 1949), Dean of Engineering at Iowa State, previously had consulted with the City on an *ad hoc* basis. The employment by the City of professionals like McDonald ensured sound expertise for local government. The establishment of the office of the city manager in 1920 further promoted

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 50

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941. V. Civics: Government & Public Participation Improve the Community

good and efficient government. Characteristically for Ames, this position originally bore the title "City Manager of Engineering."

Streetscape Improvements

The early 20th century saw many new improvements to the streetscape. As new technology like electric lights and fire hydrants became commercially available, the city council sought to purchase and install this equipment. The orientation of buildings along streets strongly affects the streetscape; and, in the 1920s, the city sought to regulate building setbacks from the street to promote uniformity. Ames residents and property owners often participated in the public debate, which accompanied the decision-making process.

In 1905, the city council "ordered in" (a phrase used in the council's minutes) electric lights on Hoggatt (Grand), Sycamore (9th), Boone (Lincoln Way), and Hazel and on Story Street (5th) between Hoggatt and Clark, as well as along Douglas to Agate (12th) and further up Douglas to North (13th). In May 1907, the city council voted a trial test for arc lights as an improvement over incandescent lamps as a source of lighting.

The electrification of streetlights continued in Ames in piece-meal fashion. In 1908, Hodge and College received new incandescent street lamps, showing too that types of equipment varied from place to place and from time to time.

Commercial sections of the community often were the first to receive these improvements because of the volume of their pedestrian and vehicular traffic conferred priority status on them. In 1915, Eclectroliers were installed in the Fourth Ward, likely in its business district, an early improvement of this type in West Ames. In April 1929, ornamental streetlights were installed on Main Street in downtown Ames. (Meads)

By the time Ames was settled in the 19th century, the earlier tradition of siting houses directly on the public rights-of-way had long since declined in popularity in America. The 1875 "Bird's Eye View of Ames" shows, for example, that almost all the houses in North Ames and South Ames possessed a front dooryard. Still, the City lacked regulations stipulating requirements for building setbacks into the 20th century, and setbacks could vary considerably. More research will pinpoint when the City established specific setback requirements.

Street and streetscape improvements sometimes met objections from adjacent property owners. In 1929, for example, the City undertook to widen 5th Street from Duff to Burnett Avenues, but all the property owners along this stretch objected to it. The plan included stipulations for a deep building setback. Had the plan been implemented, it would have required setbacks along this stretch to conform to the setback seen today at the Tribune Publishing Company Building at 317-319 5th Street. At the time, John L. Powers, the owner of the *Ames Tribune*, served as the president of the Ames Plan Commission. When Powers erected a new building for the Tribune Publishing Company circa 1926, he used it as a model to showcase how 5th Street would look with buildings deeply setback and with front yards planted with trees. (The role the newspaper took to promote this idea would make an interesting research project.) These efforts notwithstanding, most property owners along 5th Street objected to this vision, and, ultimately, the setback plan for 5th Street was rejected because it caused

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 51

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941. V. Civics: Government & Public Participation Improve the Community

such controversy. Still, Dr. McFarland agreed with Powers, and when he built a new medical clinic at 313-315 5th Street (next door to the *Ames Daily Tribune*), the clinic's setback conformed to the proposed setback plan. (Later, the clinic added a 2-story addition on the front of the building, so that today it edges the public right-of-way.) (Farwell T. Brown interview) John L. Powers had better luck in another endeavor. In his official capacity with the City, Powers also promoted a program to plant trees in the "parking" area between city streets and buildings. The project succeeded in planting 600 trees in Ames.

Zoning

The years following World War I witnessed the beginning of government planning on a significant scale. Popularly established throughout the nation during this time, municipal planning commissions were understood to be non-partisan, independent of the city council and mayor. The commissions frequently employed a professional planning consultant, often from outside the community, who prepared an outline for the community's future. From this early experience, city-planning staffs evolved.

In addition to planning, cities began regulating patterns of land usage through the adoption of zoning laws. Zoning controls what happens on land so that a community can effectively order its physical growth. This is accomplished by establishing zones or districts in which certain specific uses may or may not be undertaken. Zoning laws also specify certain building requirements, such as height, bulk, and setback. The first zoning district in the United States to regulate an entire community was established in New York City in 1916. By 1930, it is estimated that several hundred communities across the nation had enacted zoning ordinances.

The City of Ames created its first Zoning Commission in 1924. To serve on the commission, Mayor Rice appointed Roland Wallis, C. S. Nichols, A. H. Munn, F. H. Schleiter, Charlie Ash, A. T. Evans, and A. L. Camplin. In 1930 the City Plan Commission was created. The next year the City of Ames passed a zoning ordinance designating five classes of districts and regulating certain building activities in them.

An Ordinance regulating size of buildings and other structures; the size of yards, courts and other open spaces; the density of population; the location and purposes; establishing the boundaries of district deemed best suited to carry out the purpose of this ordinance; requiring the issuance of building permits before the erection, construction, reconstruction, conversion, alteration, enlargement, extension, raising or moving of any building or structure, and providing penalties for the violation of the same.

The City of Ames, Iowa, is hereby divided into five (5) classes of districts, as follows:

- "A " Districts-(Residence)
- "B" Districts-(Residence)
- "C" Districts-(Local Business)
- "D" Districts-(Business and Light Industry)
- "E" Districts-(Heavy Industry)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 52

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941. V. Civics: Government & Public Participation Improve the Community

This ordinance classified all land within the corporate limits under this typology, including "public grounds" to those listed above. Iowa State University was classified as public grounds but remained outside City authority.

The zoning process immediately provided a structured forum for public debate about the physical growth of Ames. Several issues quickly arose to stimulate such debate. One of these issues involved 6th Street. In 1940, the Ames Women's Club owned the lot on the southeast corner of 6th and Burnett and asked the City to rezone it as a "D" District (business and light industry). Later that year, the Plan Commission denied the club's request on grounds of not wanting to extend the business district that far.

Fifth Street became another early test for the zoning ordinance. Throughout the early 20th century, 5th Street had remained essentially residential in character, although some enterprises had converted single-family dwellings along it into commercial uses. In January 1941, the city council denied a proposal to convert property along 5th Street for commercial use. This proposal had eyed the commercial redevelopment of 5th Street between Clark and Grand Avenues. (Meads) A public perception emerged from these early cases that the City officials responsible for administering the zoning ordinance possessed the will to sustain its authority.

At this same time and as the United States became engulfed in World War II, the Ames' Plan Commission recognized that in the postwar world, Ames would continue to experience the housing shortage, which emerged during the war and plagued the nation. Even before VJ Day, concerned local interests studied plans to alleviate this shortage. In 1944, a joint meeting of the Ames Chamber of Commerce, Plan Commission, and the Ames Real Estate Board met and discussed postwar zoning and housing conditions as might develop in Ames. (Meads)

Over the next few years, the City of Ames enacted a series of ordinances to promote orderly growth and address these needs. In April 1948, the city council passed an amendment to the zoning ordinance to set up residential districts permitting 4-plex dwellings with common walls. Under this revision, developers could achieve greater density and greater efficiency for residential uses. The plan stipulated required footages for dwellings intended for one family through dwellings intended for seven families. In September 1948, the council passed an ordinance that set up six zoning districts throughout the city, ranging from residential to heavy duty. These changes to the Ames' zoning ordinance shaped the physical development of Ames and the patterns of construction in the postwar era. (Meads)

Of course, rezoning requests continued. In 1949, Fareway Stores, Inc. presented a request to the city council for a building permit to allow the construction of a new supermarket on the northeast corner of 5th and Kellogg. (Meads) Although this request met with opposition, the supermarket continued to eye the area for redevelopment. In the 1960s, the City granted a rezoning request and building permit and the company built a new store at 619 Burnett Avenue. A cottage, which had stood on the site, was relocated in 1963 to its present location at 217 7th Street.

Land use can also be regulated through the use of restrictive covenants or agreements between sellers and

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 53

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941. V. Civics: Government & Public Participation Improve the Community

buyers that limit future development on the property being transferred. By the end of the Progressive Era, landowners in Ames were able to employ restrictive covenants attached to a property's title to require new homes on the property to be valued at a certain worth. In 1917, for example, when Charles B. Murray purchased land north of the city, he agreed to a restrictive covenant requiring a new dwelling to cost at least \$2,000. He also agreed that none could "construct...any barn or out buildings within 150 feet nor any dwelling within 75 feet of the west line of the street or public highway known as Grand avenue which passes along the east side of the above described premises." (Story County Recorder's Office, *Town Lot Deed Record Book 73*: 181)

Such restrictions were open to misuse. In 1917 the United States Supreme Court struck down the use of municipal ordinances designed to segregate residential neighborhoods. By the 1930s and 1940s, restrictive covenants were being designed to prevent the sale of homes in white areas to Blacks and other minorities. Although these covenants were seen as legal, they were judicially unenforceable. Employment of such restrictive covenants was found in Des Moines during the 1930s, but their use in Ames has not been documented.

Human Resources

Resident expertise in Ames, available from Iowa State and the Iowa Highway Commission, has moved between these institutions and the staff of the City of Ames to the benefit of both the city and the university. With the employment of university personnel in both official and volunteer capacities, the City's staff was able to develop a high level of professionalization over the periods covered by this study. Two examples will suffice. For further details, see "Commerce, College, Community."

In 1894, the City of Ames employed Anson Marston, Dean of Engineering at I. S. C., to survey and map the sewers for the City Council and to prepare plans and specifications for their construction. Later, in 1903, Marston planned the City's first sewage plant.

An even better example is John H. Ames. (The community liked his name and his service.) As the city manager of the City of Ames between 1927-1953, he served longer than any other person in this position. His career provided the City a continuity of administration during the interwar years somewhat like Parley Sheldon's did during the previous era. As a supporter of modern government planning, he continued Ames' progressive attitude toward local government, which Sheldon had helped establish. John Ames had previously worked at the Iowa State Highway Commission. His professional commitments—as vice-president of the International City Managers Association and in the American Society of Civil Engineers—indicate his links with national trends and the breadth of experience he brought to his official position. His engineering background further demonstrates the City's respect for this discipline in training for public service. John Ames also encouraged the economic development and beautification of the community. In 1940, for example, a tree nursery opened on South Duff after his suggestion.

Parley Sheldon exemplifies the reciprocal trend: the desire of Ames' commercial elite to help the university thrive. Called the "Perennial Mayor," Sheldon was mayor of Ames for a total of eighteen years, over a thirty-two year period. He began his career in banking by purchasing the Story County Bank in 1890. He quickly

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 54

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941. V. Civics: Government & Public Participation Improve the Community

diversified his holdings, becoming involved in a variety of commercial interests. Sheldon later become a part owner of the Sheldon-Munn Hotel. In politics, Sheldon strongly favored the construction of municipal resources, especially the City's electric light plant. He was instrumental in the development of the Ames and College Railroad in 1892. Parley Sheldon usually favored any development that would help either his community or the university thrive. He was a Democrat in politics and wielded an influential position in the party.

Ames has also benefited from a consensus of shared goals and assumptions about the preferred quality of life held by most residents and by a civic spirit of the city's elites. This has been manifested in many ways. Wealthy individuals frequently made large donations to the City. In the late 19th century, for example, John Blair gave land totaling a square city block in size to be used as a city park. Capt. and Mrs. Wallace M Greeley donated land for the new Carnegie Library in 1903. Later, Capt. Greeley built a new municipal hospital in his wife's memory. In 1909, Parley Sheldon offered to buy the Ames municipal electric plant to keep it locally owned. And in 1926 a new municipal pool was opened to the public on North Dayton (now non-extant) in Riverside Park on July 4, 1926 on land donated by Mr. and Mrs. Carr (*Ames Daily Tribune*, July 8, 1926, p. 1).

Volunteering for public service on boards and commissions is strongly rooted in Ames as well. Between 1935 and 1939, for example, Henry D. Bergman, professor of veterinarian medicine at Iowa State, served on the City Planning Commission. Ann Munn, the only woman on the commission, served throughout this early period. There are many other notable examples of service to the public by Ames residents. Two of the most striking were those of Professor Phillip H. Elwood, Jr., Head of the Department of Landscape Architecture at Iowa State, and Professor Frank Kerekes, Assistant Dean of Engineering at Iowa State, for their work on the monumental "Comprehensive Plan for Ames," adopted by the City in 1955.

Fiscal Conservatism

Throughout all of the stages of Ames' development, fiscal conservatism has characterized the community. In the 1930s, for example, the federal government decided to replace the Ames' post office with a new building. In an attempt to stimulate the flagging national economy, many new post office buildings were constructed across the country. The proposal was met in Ames, however, with considerable criticism. It was felt that a new building was not necessary. The old building (then located one block south of the present site) was adequate. Not only was a new building not needed, the large size of the one proposed was especially unnecessary. The public tradition of fiscal conservatism in Ames searched out wanton expense to bridle it. The new post office was, nonetheless, constructed; and, into the 1950s, remained subject of public criticism. (Gladys Meads in *At the Squaw and the Skunk*, published in 1955, discusses the issue). The U.S. Post Office stands today as a significant architectural addition within the city's civic district.

Partisan Politics

Finally, although the role of partisan politics in Ames far exceeds the scope of the reconnaissance survey, it has

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 55

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941. V. Civics: Government & Public Participation Improve the Community

undeniably played an important role in the history of the City and Story County. This story needs to be fleshed out. The level of political engagement can, indeed, be said to exceed that of many Iowa communities. The *History of Story County Iowa*, written in 1911 by W. O. Payne, chronicles, for example, local and countywide politics in greater detail and length than similar accounts in other Iowa counties during the period. The roots of political engagement may lie in the nature of the county's population: Nevada, the county seat and rural Story County, have traditionally been Republican while Ames has been Democratic. Ethnic interests in Story County have also provided an overlay to the political spectrum.

Few instances better portray this active political engagement on the local level than the competition between the twin Titans of Ames' politics, Captain Wallace M. Greeley and Parley Sheldon, Ames' "Perennial Mayor." The following chapter discusses the careers of both of these men. While both men remained loyal sons to their political parties, the good of Ames overarched partisan lines.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 56

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VI. The Notables of Ames

VI. THE NOTABLES OF AMES, 1864-1941

Introduction

This chapter discusses the historical significance of individual residents of Ames and the collective force of their influence on the development of the community. These individuals include members of the business, academic, and professional classes in Ames.

Numerous individuals in Ames have achieved state and national prominence because of their significant inventions, achievements, technological advances, and discoveries in the scientific disciplines and in the fields of higher education. Many individuals in Ames have achieved local prominence because of their contributions to the commercial life of the community, to the betterment and enrichment of the community, to local politics and government, education, social reform, artistic achievement, and other human activity. All of these people possess historical significance in their own right; and, as a collective group, have contributed to the emergence of a community ethos distinctive, if indeed not unique, in Iowa.

What follows are biographical thumbnail sketches, in alphabetical order, of a few of the Notables of Ames. These individuals were selected somewhat at random; and, while the sketches are neither inclusive nor listed in any order, they suggest the rich tapestry of intellectual, scientific, and civic-minded life that has shaped and bound the Ames community together.

Thomas Radford Agg (b. 1878)

Born in Fairfield, Iowa, T. R. Agg became dean of the College of Engineering at Iowa State in 1930 and remained in this position for many years. Agg served as director of the American Society of Civil Engineers from 1938-1940 and was heavily involved in other professional organizations in his field. He was particularly interested in road and highway engineering.

Joseph Lancaster Budd (1835-1904)

Born in Peekskill, New York, J. L. Budd became one of Iowa State's most notable faculty members during its early years. He helped establish the institution's national prominence in horticulture. Budd was appointed professor of horticulture in 1877, a position he held until his retirement in 1899. Budd introduced many non-indigenous plant species to Iowa and was largely responsible for the establishment of Arbor Day in the state. In 1885, Budd and his family moved from a house constructed especially for them on the campus to a new home at 804 Kellogg Avenue near downtown Ames. This helped set a trend for faculty members to relocate there. Etta Budd, his only daughter, was largely responsible for bringing George Washington Carver to study at Iowa State. Carver, who studied under Prof. Budd, later characterized him as:

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 57

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VI. The Notables of Ames

my professor of Horticulture. . . kind, considerate, loving and lovable; a great teacher, and he made of his students his personal friends. (Quoted in Zanish-Belcher)

Budd's most notable publication, *A Horticultural Handbook*, was published in 1900.

Charles Franklin Curtiss (b. 1863)

Born in Illinois, Charles F. Curtiss came to Story County with his family in 1863. He attended Iowa State College and was later employed by the agricultural experiment station. Between 1900-1933, Curtiss was Dean of the Agricultural Experiment Station. During his tenure, Curtiss was instrumental in establishing programs to educate farmers in new methods. He served as an officer on many livestock association boards and was a director on the Iowa State Fair Board for 30 years. Curtiss was active in Republican politics in Iowa. He served as a delegate to the party's national conventions in 1920 and 1928. Curtiss and his family lived for a time on the college campus and then moved to a new house on 712 Duff Avenue in 1893, an event which increased the prestige of that street.

Captain Wallace M. Greeley (1838-1917)

Wallace M. Greeley (addressed locally as "Captain Greeley") was one of Ames' most notable citizens. As president of the Union National Bank, Greeley became a millionaire during his lifetime and wielded considerable power in the community, which he used to promote community betterment. A Republican in politics, Greeley served in the Twenty-ninth, Thirtieth, and Thirty-first General Assemblies of Iowa. Greeley also served as mayor of Ames, first elected in 1887 and re-elected in 1888 and 1889.

According to the City Historiographer of Ames, Greeley

did much for the developing city of Ames. Often his contribution was of the less visible nature. Many a vital cause received his support at a critical moment." (Brown 1993: 45)

One year's Chautauqua program, for example, was marred by a hailstorm in Ames, which threatened to collapse the auditorium tent. As a result Cap Greeley donated money to construct an outside auditorium. Into the 1950s this structure stood on Lincoln Way and Grand Avenue after having been relocated onto this site from its original location in Maxwell Park. The building in the 1950s was used as field house for Ames High School, its sides having been enclosed. (Meads: 160)

Greeley's most visible contribution to civic life in Ames was the construction of Mary Greeley Hospital, which opened in 1916. Named in memory of Mary V. Greeley, his wife, this institution continues to promote the

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 58

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VI. The Notables of Ames

public welfare to the present day. Other local buildings constructed by Greeley include the Ames Masonic Temple, also completed in 1916.

Herman Knapp (b. 1863)

A Vermonter by birth, Knapp relocated to Iowa with his parents in 1866. In 1879, his father, Seaman Knapp, was elected professor of agriculture at Iowa State. (He later became the school's second president.) In 1879 Herman Knapp entered the college, graduating in 1883. Knapp remained at the school, first as deputy treasurer of the college, then teaching agriculture, and finally as treasurer and registrar of the college. Knapp also served on the Ames Library Board and lived on the campus in a college house. Knapp resided at 427 Ash Avenue, according to Anne H. Clubbing, the present owner of this house, which appears to have been built in the 1920s.

Dr. Seaman A. Knapp (1833-1911)

Seaman A. Knapp had an outstanding education in the East and, with his family, relocated to Iowa in 1866. He became principal of the Iowa College for the Blind from 1869-1975 and also pursued stock farming. As editor of the *Western Stock Journal* of Cedar Rapids, Iowa, Knapp became known in state agricultural circles. He was elected professor of agriculture at Iowa State and served in this capacity between 1879-1886, also serving between 1883-1884 as second president of the institution. Knapp later became president of the Rice Growers Association of America. He toured the Far East on behalf of the U. S. Secretary of Agriculture and became involved in international agricultural development. Knapp is best remembered for his fight against the Mexican boll weevil in Texas during 1903. As a result of this successful campaign, Knapp opened the way to the establishment of the Farmer's Cooperative Demonstration Work of the South, a federal program to improve agricultural methods in that region.

"Himself the product of the classical school, he became the apostle of and gave his life to the exemplification of modern industrial education." (Payne: II-200.) Knapp is buried in the College Cemetery.

Ann Munn McCormack (b. 1901)

Born in Rock Rapids, Iowa, Ann Munn McCormack attended Iowa State for two years and then went to the Chicago Academy of Fine Arts. She returned to Ames to earn a degree in Applied Art but was asked to teach full-time. In 1927 she married H. L. Munn. Ann Munn became a member of the Ames Planning Commission in 1929. She was the only woman for many years and served for at least 30 years. Although not a charter member of the commission, several commissioners thought her background in applied art would be useful. An early issue tackled by the commission was land-use zoning. It was sponsored by the commission and received by the general public in Ames as an important planning tool for the city. Ann and H. L. Munn opened their home at 726 North Duff Avenue on numerous occasions for university related functions. At this time, liquor was not

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 59

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VI. The Notables of Ames

allowed at the Knoll, the university president's official residence, and the Munn home became a center for town and gown parties. This hospitality contributed to good East -West relations in Ames.

Frank J. Olsan (b. 1859)

A native of Moravia in Central Europe, Olsan emigrated to the United States in 1887. He descended from a family of horticulturalists and continued these interests in America. First settling in Iowa City, Olsan then moved west where he was the first editor of the horticultural department of the *Hospodar* of Omaha, Nebraska, "the largest Bohemian publication in the world interested in this subject" (Payne: II-90.) Later, Olsan returned to Iowa and settled in Ames where his floral business prospered. "Loganville," the site of his greenhouses and business establishment, is pictured in the 1911 *History of Story County, Iowa*. (Payne: II-93) It is thought to be in the West Gate area.

Winifred Richards Tilden (b. 1880)

Member of an old line Ames business family, Winifred R. Tilden illustrates the growing connections between this tradition and those of Iowa State University. She also calls attention to women and education at Iowa State. Born in Ames and educated at patrician institutions in the East, Tilden returned to her hometown and became head of the Physical Education Department for Women at Iowa State in 1904. She later became Dean of the Home Economics Division at the school.

Parley Sheldon (1844-1932)

According to a 1911 biographical sketch, "The greater part of the municipal improvements of Ames have been made under his administration, and he brings to the conduct of the duties of the office the same progressive spirit and earnest purpose which characterized him in his private business affairs" (Payne: II-460). A Democrat in politics and a banker by profession, Parley Sheldon embodied Ames boosterism. He was instrumental in establishment of the Ames and College Railroad, the State of Iowa locating the new Iowa Highway Commission in Ames, undertook a joint venture with A. H. Munn to provide Ames with a new hotel facility, and served many years as mayor of Ames. Nicknamed "the perennial mayor," for this service, Sheldon competed with his political, banking, and philanthropic rival Captain Wallace M. Greeley at every turn. The Ames community benefited profoundly as a result. Sheldon died on May 22, 1932. Regrettably, the Parley and Frances Sheldon House, built at 603 Douglas Avenue, no longer stands. A municipal parking lot has taken its place.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 60

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VI. The Notables of Ames

Edgar Williams Stanton

A native of Pennsylvania, Stanton came to Ames as a sophomore at Iowa State and graduated in 1872. He remained at Iowa State, teaching mathematics and political economy, later serving as Dean of the College. In that later position, he became embroiled during the early 1900s in a controversy about the future of education at the institution. Proponents of a strictly agricultural curriculum at the school bitterly opposed proponents of a more liberal education. When William M. Beardshear, the school's president, died in 1902, the selection of his successor brought the issue to a head. U.S. Secretary of Agriculture James ("Tama Jim") Wilson and Professor Charles F. Curtiss proposed a new president committed to the narrowly agricultural curriculum. The opposing group, a "conglomerate alliance" of older alumni, and the faculty of general science and engineering disciplines,

found the most appropriate and available candidate in {Edgar W.] Stanton, the teacher and counselor of all of them. In dealing with college problems, he had the direct advantage of his long experience as secretary of the board, and acceptable service as temporary president. Gue, speaking as a founder and one of the most enlightened of the early trustees, was convinced that Stanton would be the logical executive, while Curtiss could better serve the cause in his existing position. (Ross: 120-121)

Although Stanton was said to have a majority of one among the institution's trustees, Stanton withdrew his name from consideration for the presidency, recognizing that his selection would have disastrously divided the college. Stanton's conduct in this matter shows that he placed the welfare of the college above personal ambition. A compromise president was subsequently selected.

Julia Wentch Stanton

Julia Wentch Stanton was a graduate of Iowa State and served as instructor in mathematics at the school. She was prominent in club and social life of the college and Ames, also serving as president of the Ames Library Board. She was the second wife of Edgar W. Stanton. The presence and careers of Julia and Edgar Stanton and Margaret McDonald Stanton (see below) at Iowa State added a sense of family connection and continuity to the institution amid its frequently changing student body and faculty. The presence and society of the Stantons in their home at 712 Duff Avenue near downtown Ames helped bridge the gap between the community's town and gown.

Margaret McDonald Stanton (d. 1895)

Margaret McDonald Stanton served as professor of French at Iowa State from 1870 until 1878. Before her marriage, Margaret also served as a preceptress at the school. After her death in 1895, the new woman's

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 61

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VI. The Notables of Ames

dormitory building on the campus was named Margaret Hall in her honor. This building was the first women's dormitory outside the school's main building. Influenced by Chateau styling, the design of this building featured steeply pitched hip and gable roofs with dormers and a tower with an octagonal roof. At the time, Chateau styling, with its references to French culture, was deemed appropriate for female students, as evidenced by a similarly designed women's dormitory on the campus of Iowa Wesleyan College in Mount Pleasant, Iowa; but it also called fitting attention to Stanton's field of academic endeavor. Fire destroyed Margaret Hall in 1938. Margaret McDonald Stanton was the wife of Edgar W. Stanton.

John L. Stevens

John L. Stevens of Boone was an important attorney, politician, and capitalist in the late 19th century in Boone and Story Counties. In 1878 after a hotly contested race, John L. Stevens of Ames won election as Story County district attorney. In 1882 Stevens was renominated as district attorney without opposition and in 1886 Stevens was a candidate for nomination as Judge of the District Court during a period of sensational politics in Story County. Other candidates were Mr. Weaver of Iowa Falls, Mr. Hindman of Boone, Judge Bradley of Marshalltown, Mr. Hemmingway of Hampton, and Judge Miracle. Stevens was able to establish a strong political base through a combination in Story County politics and was one of the chosen judges. He resigned in 1891. That same year, Stevens launched one of the most significant enterprises in Ames history, the Ames and College Railroad. Serving as president of the company, Stevens' efforts resulted in a transportation link between the Campus and Downtown, which was destined to alter relationships between Town and Gown in Ames. Although begun on a small scale (the narrow gauge service was nicknamed "The Dinky"), the service evolved into an efficient and reliable transportation link. Stevens divided his time between Ames and Boone, choosing to live in Boone. Stevens was active in real estate operations as investments. He built, for example, the building on northeast corner of Main and Kellogg, selling a half interest in the building before it was finished to Joseph L. Budd. Stevens also had interests in numerous subdivisions in Ames.

Note

These sketches provide only a sampling of the Notables of Ames. Others, whose careers are documented in directories of professional academic and business organizations like Isaac Asimov's *Biographical Encyclopedia of Science and Technology* or Valerie-Anne Giscard d'Estaing's *The Second World Almanac Book of Inventions*, or in state and local histories and documented by living memory, deserve inclusion in this pantheon for their contributions.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 62

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

VII. HOUSING THE TOWN AND GOWN: A VARIETY OF ARCHITECTURE, 1864-1941

Introduction

The built environment of Ames has evolved from rudimentary buildings serving mixed needs to those that reflect planned design concepts serving specialized public and private functions. Throughout this evolution, considerations of construction technique and aesthetics have given shape to this architecture. This historic context attempts to trace the development of the most significant property types that embody the characteristics of a type, or a period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

This historic context embraces more buildings than any other in this cover document because it includes the full-range of architectural possibility. Because of this breadth, it is divided into the following historic subcontexts:

Architects: Interpreters of Design
The Contractor-Builders of Ames
Community in Nature: Suburban Growth in Ames
Style, Function, Materials
Ames Applies Science and Technology
Housing the Faith: The Architecture of Religion
Green Hills for Thy Throne: The Collegiate Architecture of Ames
Addresses for Greek Letters: Fraternity and Sorority Architecture

“Community in Nature” is particularly complex because it provides context for the following plats:

College Park Addition	1893
College Park Addition First North	1900
Chautauqua Park Addition	1910
College Heights Addition	1913
Ridgewood Addition	1916
Ridgewood Second Addition	1923
Murray's Subdivision	1927
Colonial Village	1939

Each of these historic topics is discussed below in the order listed above.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 63

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Architects: Interpreters of Design, circa 1891-1941

In the quest to obtain comfortable and aesthetically pleasing shelter, the residents of Ames have sought architects to help in its design. "Architects: Interpreters of Design" addresses the role of architects in Ames and how they have helped improve the built environment of the community. All manner of property types are included in this historic context except commercial architecture (which is addressed in the intensive survey portion of this cover document), religious architecture, collegiate architecture, and that for Greek Letter Houses. These latter property types are addressed in "Housing the Faith," "Green Hills for Thy Throne," and "Addresses for Greek Letters" historic contexts.

Varieties of Professional Consultation

Professional architects have made their mark on Ames in more varied ways than in most Iowa communities. Sometimes a design is the result of a personal client-consultant relationship. Sometimes designs result from informal conversations where the architect shares expertise, *gratis* or *pro bono*, with the builder. Whatever the relationship, the information disseminated to the builder usually improves the design and helps set it off as distinct, if only slightly, from the norm. Nuances of style, level of architectural detail, high quality building materials, and custom features differentiate architect-designed buildings from others in Ames. Size of the building has little importance. Of course, some architect-designed buildings are immediately recognizable as unique; but even here, usually, it is the concept rather than scale of the building that is the visual signal. More information about the influence of Iowa State's College of Architecture and its faculty on architecture in Ames is contained below in the sections "Notes Concerning Architects at Iowa State" and "Ames Applies Science and Technology."

The contractor-builder is another purveyor of home design. Here the manner in which style is implemented is filtered through the contractor-builder before it reaches the homeowner. Even when the contractor-builder custom builds homes, these buildings often take on characteristic forms with which he is familiar. This phenomenon is discussed in another historic context of this cover document, "The Contractor-Builders of Ames."

Consultation with an architect is the exception rather than the rule for home construction in Ames. At this stage of research, it is not possible, however, to generalize as to the frequency of architect designs in Ames in comparison with other Iowa communities.

Residents in Ames have solicited help from architects in a variety of ways. In 1910-for example, Harry F. and Mary T. Brown commissioned Proudfoot & Bird, architects of Des Moines, to prepare plans for a single-family dwelling. With these completed plans, Brown proceeded to hire Mr. Dunn, a local contractor-builder, to construct their new home at 1004 Kellogg Avenue. This example illustrates the traditional architect-client relationship.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 64

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

The experience of Robley and Verne Winfrey provides a variation. In 1927 when planning their home at 535 Forest Glen, Robley discussed the proposed house informally with Engineering Department faculty at Iowa State. Through this exchange, Winfrey was able to communicate his wishes to Ernie Anderson, a graduate student who prepared constructions drawings for masonry work, and to Mike Griffith, who served as general contractor.

Fritz and Joy Munn provide another variation on the architect-client relationship. When they constructed a new home in 1959, Mrs. Munn recalls:

When we built our house at 339 Hickory Drive, it was a lumberman's dream. We used a different wood paneling in each room of the house. Butternut in living room, cherry in bedroom, knotty cedar in the boy's room, pecan in-the baby's room, walnut in the kitchen, knotty pine in the basement. We had rented a house at 6th and Crawford on the northeast corner. We moved into the new house and lived in the basement while the first story was being completed. There's a story behind the design of the house. We wanted a house, which looked like "a house in the woods." We worked with Barney Slater, an architect-friend from ISU. He came up with a design like Buckingham Palace. It was embarrassing to tell him we would take it back into our own hands. I found a plan in *Parents Magazine*, a house of the year design. The following Sunday afternoon, Fritz was lying on the couch reading a trade magazine. He said, "Honey, I think we have found the house." It was the same house I had seen. It was an outstanding design within the affordable price range for families. We went back to Slater and he, graciously, did the adaptations for us. (Ann Munn interview with author)

This case study demonstrates how the Munn family ingeniously combined mail order plans with custom design. Other variations on the architect-client relationship are also likely in Ames.

Proudfoot & Bird

Headquartered in Des Moines, this firm was chief architects to the Iowa State Board of Regents for many years. The firm operated under a variety of names as new partners entered it, including Proudfoot & Bird, Proudfoot, Bird & Rawson; Proudfoot, Rawson & Souers; and Proudfoot, Rawson, Brooks & Borg. Brooks Borg Skiles Architecture Engineering, L.L.P., the successor firm, remains active to the present day and based in Des Moines

Proudfoot & Bird designed more buildings in Ames than any other architectural firm. Although these buildings were mostly located on the campus of Iowa State, there were other, privately constructed buildings as well. These include the Sheldon-Munn Hotel and the Harry F. and Mary T. Brown House at 1004 North Kellogg Avenue.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 65

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

In 1898, architects Proudfoot & Bird of Des Moines, won the commission to build Schaefer Hall at the University of Iowa. Proudfoot & Bird so pleased the State Board of Education that they subsequently became its chief architects. Because of this association, Proudfoot & Bird constructed 29 university buildings in Iowa City, 29 at Iowa State College in Ames, and five buildings at the State Normal School in Cedar Falls.

With these credentials, it was no wonder that this firm received, in 1916, a contract to prepare designs for a new hotel in Ames for Parley Sheldon and A. H. Munn. Erected between 1916 and 1917, this building virtually relocated the epicenter of the Ames central business district from Douglas and Main to Main and Kellogg. Sheldon continued his association with Proudfoot & Bird in 1926 when an addition was planned and constructed adjacent to the building.

Proudfoot & Bird provide a specific example of how architects have influenced the built environment in Ames. This firm probably supplied more architectural designs in Ames than any other one architectural firm. A list of their work in Ames reveals the extent of the property types they designed. (Although this survey documented that most, if not all, of these designs were actually built, further research is required to document specific implementations and present status.)

PROUDFOOT & BIRD DESIGNS IN AMES
(includes related firms)

Date of Commission & Name of Design	Notes
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APARTMENTS

1910	Apartment for Ben Edwards ("before" 1910)	
1916?	"A flat building for Mrs. L. G. Hardin"	Southwest corner 9th & Douglas (?)

BANKS

1913	Union National Bank (addition)	201 Main Street
1915	Story County Bank	Portion of Sheldon-Munn Hotel

CHURCHES & RELATED

1915	Collegiate Presbyterian Church	Southwest corner Sheldon & West
1920	Wesley Foundation of Iowa Building	Basement of today's Collegiate Methodist Church

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 66

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

PROUDFOOT & BIRD DESIGNS IN AMES
(includes related firms)

Date of Commission & Name of Design _____ Notes

COLLEGIATE BUILDINGS (all on Iowa State campus)

1900	Marston Hall
1903	Beardshear Hall
1903	Judging Pavilion
1904	Alumni Hall
1904	Dairy Building (East Hall)
1906	Curtiss Hall. Agriculture Hall
1906	Power Plant
1907	Machine Shop
1909	Engineering Annex
1910	Domestic Technology
1910	Veterinary Medicine Quadrangle
1911	State Gymnasium
1912	Steam and Gas Laboratory
1913	Gilman Hall
1913	Transportation Building
1914	Addition to English Annex
1914	Horticulture Hall
1914	Lyon Hall
1915	Freeman Hall
1915	Science Hall
1916	Hospital (addition 1923)
1916	Meat Laboratory
1917	Burton Hall
1920	Armory
1920	Armory (west side)
1920	Oak-Elm Lodges
1921	Engineer Hall
1921	Hog Barn & Pavilion
1922	Birch Hall
1922	Physics Hall
1923	Library
1923	MacKay Hall
1924	Cattle Barn
1924	Judging Pavilion
1924	Laundry
1925	Military Barracks & Stables
1925	Stadium
1926	Horse Barn & Machine Shed
1926	Veterinary Clinic

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 67

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

PROUDFOOT & BIRD DESIGNS IN AMES
(includes related firms)

Date of Commission & Name of Design Notes

COLLEGIATE BUILDINGS (all on Iowa State campus) (continued)

1927 Chemical Engineering
1927 Dairy Industry Building
1927 Hughes Hall
1927 Insectary
1927 Memorial Union
1928 Welch Hall
1937 Memorial Union (4th & 5th stories)

HOTELS

1915 Sheldon-Munn Hotel 301-311 Main Street
1937 New Marquise for Sheldon-Munn Hotel

HOUSES

1910 Harry F. & Mary T. Brown House (1910-1913) 1004 Kellogg Avenue
1911 Dr. Harold E. Bemis House 822 Brookridge Avenue
1912 J. F. Tilden House 1011 Duff Avenue, razed circa 1960
1919 Dr. Julius. F. Nelson House Southeast corner Grand & 6th

LODGE HALLS

1910 Clubhouse for Colonial Club of Ames Now Theta Delta Chi Fraternity 217 Ash Avenue
1911 Clubhouse for the Hawkeye Club

SCHOOLS

1910 Third Ward School (1910-1913) 120 South Kellogg Avenue

OTHER COMMISSIONS

1903 Carnegie Library 5th and Douglas
1916 Interurban Station on Ft. D., DM. & Southern Razed 1965,
Where ISU Credit Union now stands

Source: Long and Kooser

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 68

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

The influence that these buildings of Proudfoot & Bird exerted over future construction in Ames can only be surmised at this time. Their work was restricted almost entirely to commercial, collegiate, and other institutional designs. The firm had few residential clients in Ames.

Liebbe, Nourse and Rasmussen

Headquartered in downtown Des Moines from 1899, this firm was retained by several clients in Ames for architectural designs. Buildings constructed from these designs include:

LIEBBE, NOURSE AND RASMUSSEN DESIGNS IN AMES

<u>Building</u>	<u>Location</u>	<u>Date of Construction</u>
Ames Municipal Bldg. (City Hall)	420 Kellogg Avenue (extant)	1915-1916
Masonic Temple Building	413-427 Douglas Avenue (extant)	1916
Ames Savings Bank	Southeast corner of Kellogg and Main (substantially remodeled after extensive fire damage)	1913
Mary Greeley Hospital	Douglas Avenue & 11 th (greatly enlarged and redeveloped)	1916
Landscape Architecture Dept. Building	Iowa State University	1910
Emergency Hall	Iowa State University	1901
Stock Pavilion (a.k.a. Theatre Bldg.)	Iowa State University	1900
"The Knoll" (President's House)	Iowa State University (extant)	1900-1901

Source: Wesley I. Shank and Iowa Architects Files, State Historical Society of Iowa, Des Moines.

Liebbe, Nourse and Rasmussen redesigned Wallace and Mary Greeley's House at 502 Douglas Avenue and may have designed the New Nurses' Home on East 12th Street (non-extant). (The Nurses' Home was built in conjunction with Mary Greeley Memorial Hospital to provide living accommodations for nurses at the hospital. In 1922 the city council authorized the hospital board to purchase the two lots east of the hospital building for this purpose. ["City Buys Lots for a New Nurses' Homes," *Ames Daily Tribune*, March 21, 1922]).

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 69

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Notes Concerning Architects at Iowa State and in Ames

Clair B. Watson provided the following thumbnail sketches. His comments were given spontaneously over the telephone and from memory without prior preparation or notice. These notes provide piquant commentary on the extent to which Iowa State associated architects have enriched the community through commissioned designs and through designs intended for their own private purposes. Watson was not given the opportunity to review and correct these notes. This consultant expresses his appreciation for the opportunity to conduct this oral interview. Errors of commission and omission are the consultant's.

J. W. Tinsley, an apiarist at Iowa State College, had a son who became a partner in a Des Moines architectural firm.

There are in the history of the community a few practicing architects and what few there were were with the university. The founder of the department, Alan H. Kimball, who came to Iowa State part time from the University of Illinois about 1914 or 1918. He spent part of a week teaching in the Agricultural College in a course called Rural Structures. (From say about Thursday on.) In 1918 he began working toward a program degree in architectural engineering which later became the Department of Architectural Engineering. It continued from about 1923 to 1947 when it became the Department of Architecture and Architectural Engineering. In the ensuing years and maybe as early as 1915, he designed several churches in town, including St. John's Episcopal Church (dedicated in 1930). He also designed some fraternity and sorority houses, and, perhaps, Collegiate Methodist Church. Other Kimball designs include the Keeper's Cottage at the Ames Golf and Country Club and the south and west additions to the Club House on the property. [Ed.: Kimball, working as a partner in the firm of Kimball, Balie & Cowgill, also designed the Tilden Manufacturing Company Building at 208-210 5th Street in Ames in 1927.]

Thomas FitzPatrick was head of architecture. He designed residences and the First Baptist Church still standing with the spire south of campus. Residences include the Wallace and Louise Cassell House off of Woodland. Wallace Cassell was professor of electrical engineering. He was very tall, and the house was designed expressly for him. The built-ins were high to accommodate him. "Tiny" Cassell was, perhaps, seven feet tall. Hickory--south of town, off of State Street way-south--cluster of houses. He designed this for himself. Beverly was his wife. FitzPatrick did not remain at Iowa State for a long time.

In 1947-1948 the department becomes the Department of Architecture. Leonard Wolf arrived and designed two additions to Collegiate Presbyterian Church and also the Helser Chapel. Also Nichols Chapel in connection with the Collegiate Methodist Church. He also did some residences. He did his own house plus houses up north of downtown. Dr. Julian McFarland House contained a bowling alley. Located up behind Roosevelt. The street had been developed and there were several lots there which McFarlands owned. The house built on a double lot and Wolf then built his house behind it on the adjacent street (back to back, more or less). This would have been in the late 1960s.

Then Raymond Reed was the next chair. He built two houses on Forest Glen, including the contemporary house on the creek. Also one on Briar Wood Place.

This brings the story up to the 1970s. The later architects after him (there are three) did not design in Ames to Watson's knowledge.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 70

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Well thought of and head of the department, Leonard Wolf became supporter of the Ames Home Builders Association. He was the architect for the original McFarland Clinic on 5th Street. Remodeled and occupied by the Ames Tribune Newspaper. First floor are offices of the Heartland AEA. Wolf designed an addition to the Westminster Presbyterian Church. Wolf also designed single-family dwellings in Ames. He supported the development of Edgewood Park by the Friedrichs. They hired Chuck DeCovie.

(Clair B. Watson interview with author, 1992)

Additional Information

Additional information concerning architects and engineers at Iowa State and their designs in Ames is included in the "Ames Applies Science and Technology" historic context of this cover document.

The Contractor-Builders of Ames, 1864-1941 and Beyond

Introduction

For many years, the home-building industry has been a bellwether of the national economy. The contractor-builder (also called the operative builder) is the individual who, working on a small scale, drives much of this industry. Although generally thought of as inefficient, the contractor-builder is able to construct homes on a competitive basis. He has limited overhead and can effectively deal with local suppliers and government officials. His main problem is lack of capital.

Until the first decades of the 20th century, information about contractor-builders in Ames is sketchy. W. O. Payne relates that, following devastating fires at Old Main on the Iowa State campus in 1900 and 1902:

the dormitories of the college being thus destroyed, the town started to build boarding houses, and the building of boarding houses required the moving in of mechanics in the building trades. (Payne: 447-448).

Insufficient information about this period precludes generalizations about it at this time.

The period from the 1920s until the present time, however, is particularly rich. This is partly because of the great population growth in Ames during this time and the subsequent high level of home building.

Building in Ames came to a halt soon after the United States entered World War II in 1941. For this reason, this historic context ends at this date. But the significance of this historic context far exceeds this time period. Following the war, the tract builder emerged as the driving force behind new home construction in Ames. The

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 71

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

tract builder (in contrast to the contractor-builder) bought land for subdevelopment and took it through the various procedures to improve the land, including, but not necessarily, the construction of homes.

Ames has provided a profitable home for the contractor-builder. In the 1920s and 1930s, for example, the great physical expansion of Iowa State provided a major boon for the economic health of Ames. Local contractor-builders like Ben Cole & Son (Chemical Engineering Addition of 1931, Addition to Central Stores of 1937, Elm Hall of 1938) and F. M. Eller (Birch Hall of 1923) could successfully compete in the bidding process because of their locally based operations. Even if out-of-town contractors won the bids, these construction projects infused thousands of dollars into the community because of the raw materials that were purchased, services that were provided to laborers, and the additional local employment opportunities that were created. A list of Iowa State building projects, their costs, and the years in which they were built serves as a barometer of the economic health of Ames.

An interesting phenomenon among the contractor-builders of Ames is the number of 20th century immigrants. These include Reinhard Friedrich from Germany and, from Norway, Carol Tweedt, Chris Christiansen, and Gunther Fjiere. All first-generation immigrants who arrived when Iowa was already settled, they comprise a subject worthy of survey in its own right. Skilled craftsmen bordering on artisans, they could do in wood what anyone asked. Friedrich was particularly gifted with business acumen.

What follows here are thumbnail sketches of contractor-builders in Ames. This list is not inclusive and should be expanded as local history research develops in Ames. Oral history informants supplied much of the information about 20th century contractor-builders. Also discussed below are two topics related to new home construction. Mail order plans and pre-cut houses discuss how national planning and construction services influenced Ames. The second topic, financing home ownership in Ames, explains a few traditional and non-traditional approaches used in the community to stimulate housing construction.

V. Tomlinson

V. Tomlinson (whose first name remains elusive) was an early contractor-builder in Ames. He is particularly remembered for buildings he constructed on the campus of Iowa State. Although many of the structures identified with him are single-family dwellings built as faculty housing, Tomlinson's work embraced a wide range of property types. Few of his buildings appear to remain extant. They included the Joseph L. Budd House of 1877, for which Tomlinson built an addition costing \$780 (presently the site of Catt Hall—the Budd House was later used by Professor Kent, then relocated southwest of the Farm House when the new Agricultural Hall was built); the Sloss House of 1882, finished in 1884 for Professor Bessey and costing \$2,490; the Black House built for Professor Wynn for \$2,200 and housing Herbert Osborn in 1884; a house and barn on North Farm in 1884 (from designs of Foster & Liebbe, architects of Des Moines) costing \$1,575, later sold to Mr. Campbell; and laborers' cottages of 1882. Margaret Kooser related in 1939 that:

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 72

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

House occupied in 1934 by Hamilton was old Sexton house, originally located where Ellen H. Richards House now stands. Sexton House moved to a site north and west of Marston's house-then to present site south of heating plant. (Kooser, Appendix)

None of the other single-family dwellings appears to remain extant.

Other non-residential buildings by Tomlinson on campus included sheep barns erected in 1882 on the campus (these were razed in 1927); the Creamery of 1882, which cost \$1,000; and the Shop for Buildings and Grounds completed in 1885 at a cost of \$10,600.76. Possibly the most ambitious of Tomlinson's work was Engineering Hall. This building remains extant. Completed in 1884 from designs by J. B. Ballenger and Foster & Liebbe, this building cost \$11,957.94.

Hans J. Hansen (b. 1871)

The following information is contained in the Old Town Historic District application for local designation:

Hans J. Hansen was born in 1871 and moved to Ames at age 15. He attended a country school and worked for carpenters and builders until 1896. He then returned to Denmark and studied carpentry for three years. Upon returning to Ames in 1898, he worked for area contractors including Charlie Duntz, a well-known Ames builder. In the early 1900s, he began to contract independently and continued building homes until 1940. Homes within the designed boundaries identified as built by Hansen (13) are: 704 Burnett Avenue, 213 8th Street, and 320 8th Street. (Wirth)

E. P. Stuckslager

Stuckslager came to Ames to assist in construction of buildings at Iowa State. According to the Old Town Historic District application for local designation, Stuckslager constructed the building at 812 Douglas Avenue for himself and his family between 1891-1892.

Hiram E. Emery (b. 1858)

Born near Nevada, Iowa, Emery grew up on a farm. He entered the employ of E. P. Stuckslager, carpenter of Ames, where he learned this trade during the next three years. The Chicago and Northwestern Railroad Company subsequently employed Emery, where he engaged in bridge and other building work. After further employment by the Milwaukee Railway Company, Emery returned to Ames. "Since that time he has engaged in contracting and building on his own account and now has a liberal patronage. He has done much work in Ames and throughout the surrounding country, confining his attention largely to the building of houses." (Payne: 300).

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 73

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Emery illustrates how the carpenter-builder could graduate into real estate investment. Emery, for example, "made judicious investments in property and is the owner of a good farm in O'Brien county and another in Minnesota, while in Ames he has three good residences and other business interests." (*Ibid.*)

C. A. Duntz and Thomas Thompson

According to the Old Town Historic District application for designation, "Duntz was known as one of the best builders in the Ames area. An 1897 advertisement lists the firm as 'contractors and builders, plans and specifications furnished.' Homes within the designated boundaries identified as built by Duntz and Thompson are 703 Duff and 726 Duff."

Fjier Builders

Gunther Fjier [pronounced Fee air' ee] founded Fjier Builders in the 1930s. This firm was one of the biggest contractor-builders in Ames prior to the 1960s. Norwegian by ancestry, Gunther and Jane, his wife, had two sons, Lloyd G. and Milford A., and Jurine, a daughter known as "Gert." They lived at 1209 Marston Avenue.

Each of the sons worked with their father in the business. During the 1930s and through the early 1960s, this contractor-builder firm was one of the largest in Ames. The company ceased operations about 1963. Fjier Builders specialized in home building. They were responsible for the Fjier Subdivision, north of 16th Street, as well as many other earlier individual houses in Ames.

Henry Brahms

Informally known as "Heinie," Henry Brahms emigrated from Germany to Ames and first appeared in the Ames City Directory in 1936. He was a cabinetmaker, finish carpenter, and homebuilder. He built many of the homes between Northwestern and Roosevelt Avenues north of 13th and south of 16th Streets. He also built houses before this time. One specific example of his home building is 1315 Marston Avenue. Brahms lived on Curtiss directly behind this house. In 1936 he lived at 1412 Douglas. Heinie Brahms did a lot of finish and interior work, according to Joy Munn's recollections of what Fritz Munn told her.

John Moore

Moore was already active as a contractor-builder in the late 1920s or early 1930s. Known as a contractor-builder and developer, John Moore constructed mostly custom built homes in Ames during the late 1950s and 1960s. These clustered in the Country Club Subdivision, on Greenbrier Circle, Gaskill Drive, and Ashmore Drive. Some of the original owners remain in these homes, such as Dr. William H. Barnett at 2118 Ashmore

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 74

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Drive, Don S. Martin at 2033 Ashmore Drive, Roger W. Coulson at 2160 Ashmore Drive, and Jean John at 2152 Ashmore Drive. Some of these property owners reportedly still have the original plans for their houses. The old Ames Country Club stood on the site of the Country Club Subdivision.

George Henry Stevens (b. 1833)

Still living in 1914 at the age of 81, Stevens was "well known as a carpenter, builder and architect." (Payne: II-514). A native of New York State, Stevens arrived in Iowa in 1865. After temporarily locating in different locations, he settled permanently in Boone. He "continued to follow his trade and as an architect and builder became well known in this county, erecting many of the early substantial residences of Boone and the surrounding country, while the Phipps Hotel, one of the first hostleries of Boone, was a monument to his skill and enterprise as a builder." (*Ibid.*) Although this survey did not identify any buildings specifically constructed in Ames by Stevens, his name is included here for future researchers to bear in mind because of his work in the "surrounding country," Boone's proximity to Ames, and Stevens' inclusion in W. O. Payne's *History of Story County, Iowa*.

Reinhard Friedrich (1900-1990)

Born in Niederbobritzsch near Dresden in Saxony in 1900, Friedrich came from a farming family and region. He trained in Germany as a butcher and emigrated to America in 1924. Friedrich came immediately to Ames, via Ellis Island, to work for Fred Fisher, his half-brother and sponsor. Emigration laws at the time required that immigrants have a job in place before they could bring their families. After establishing this employment, Friedrich brought his wife and child to Ames the next year.

Fred Fisher was established as a general contractor and builder in Ames. Fisher built some of the school buildings in town and also worked on the bandshell in Bandshell Park. He also built several homes and may have built the one he lived in on Ridgewood. Fisher was thrifty in his business and liked to recycle old lumber for new buildings. Fred and Reinhard quarreled and they parted.

Friedrich helped on construction of the Memorial Union at Iowa State and Saint Mary's Catholic Church in Grinnell. Fred Fisher was the contractor of the latter project, and he also built the original Roosevelt School in Ames. Friedrich built the new addition to this school.

Reinhard wanted to establish his own business. He built a fine reputation for quality. The first floor systems in his buildings were, for example, often built out of concrete—not a wood floor system as was usually done. This eliminated the problem of shrinkage of the lumber and was fireproof.

Friedrich's houses were distinctive in the 1940s and 1950s because he used silver waterproof reflective aluminum material under the roof shingles in contrast to the black 15-pound felt used by other contractors.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 75

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Most of Friedrich's bread-and-butter work was custom building, in contrast to speculative house construction. Reinhard also occasionally engaged in spec houses to keep employees busy. Speculative building has efficiency because a plan is already in place and there are no custom details requiring customer decisions. It is also more risky. Friedrich built several homes this way in the 1930s. These houses and their lots sold for under \$10,000.

During World War II, Reinhard began farming because building materials were not to be had and construction was all but halted.

Specific information concerning Friedrich's projects—like Colonial Village and individual homes—is contained in other sections of this cover document. (See “Colonial Village” and “College Heights” elsewhere in this chapter.)

Philip Coy

Begun by Philip Coy, the father, and carried on by sons Frank W., Hugh, Jack, Richard, and William, the firm continues today managed by Philip's grandsons. The firm has variously been styled Phil Coy and Sons, Richard Coy and Sons and Jack Coy and Sons (when these brothers began separate operations), but it is now known as Coy Builders-Ron and Greg. In the 1940s, Frank and Jack were listed in the Ames City Directory as carpenters, and William as a bricklayer. The father eventually moved to Arrowsmith Drive. He died about 20 years ago.

Ben Cole and Sons

Ben J. Cole specialized in concrete projects. He advertised in the 1922 Ames City Directory, saying “Concrete Bridges and Culvert Work a Specialty—Builder of 500 concrete bridges in the last five years.” Cole's office was located in the Union National Bank Building in 1922.

Mail Order Plans and Pre-Cut Houses

Throughout the 20th century, plans for houses have been available through mail order. Sears, Roebuck and Company, one firm, which supplied both plans and pre-cut materials to construct them. *Houses By Mail*, a 1986 publication of the National Trust for Historic Preservation authored by Katherine Cole Stevenson and H. Ward Jandl, features “the Ivanhoe,” a two-story, craftsman influenced single-family dwelling identified as erected in Ames. This may be the home at 928 Burnett Avenue. Another house, located at 903 Burnett Avenue, possesses pre-cut materials. Another home featured in *Houses By Mail* and erected in Ames is “the Avondale.” This is a one-story bungalow type single-family dwelling. Its location has not been identified.

Pre-cut building materials supplied by Sears typically have the butt ends stamped with a company mark. After purchase of plans and materials, if they were ordered, the owner either erected the building or contracted for its erection through a local contractor-builder.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 76

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

The Old Town Historic District application for local designation contains this additional information about mail order houses in Ames:

In addition to trade catalogs and pattern books, another architectural influence on the area was the prefabricated house. Pre-cut houses, as they were called, were available to consumers from catalog businesses such as Sears, Roebuck and Co. and Montgomery Wards and Co., and from manufacturing companies such as the Gordon Van Tyne Company of Davenport, IA and the Aladdin Company of Bay City, MI. The pre-cut houses were delivered to the buyer cut, notched and numbered with specific instructions for the builder who was to assemble the house. These were popular in the early 1900s when mail order companies using standardized floor plans and exteriors, subject to some variations, were able to produce low cost housing. Prices ranged from \$400 to \$5,000.

One such pre-cut house (see p. 23) is located at 903 Burnett. It is a Ward Way Square House, which is a variant of the Bellevue style featured in the Montgomery Ward catalog. A number of other homes within the subject area strongly resemble homes by Montgomery Wards and Sears, and may actually be pre-cut homes or mail-order plans which were constructed by local builders. These include 118, 309, and 317 7th Seventh Street; 111 and 307 Eighth Street; 109, 112, 317, and 512 Ninth Street; 702, 705, 816, and 821 Clark; and 709, 807, and 825 Duff. (Wirth)

Sears had their own financing program for homeowners.

Financing Home Ownership in Ames

The contractor-builders of Ames, in association with building material suppliers and lending institutions, have successfully employed experimental techniques to finance new home construction.

According to Robert K. Friedrich, when building was slow in Ames during the Great Depression, the S. Hanson Lumber Company would have a contractor build a house. The lumber company would supply the building materials and the contractor-builder would supply the labor. A kind of joint venture, this would help both the contractor-builder and the lumber company. When the house sold, the proceeds would be divided between them. This method of home construction enabled the contractor-builder to continue construction without the burden of overhead for building materials. Robert K. Friedrich, in an informant interview, used one example. In discussing a "House For S. Hanson Lumber Company," a blueprint on file at R. Friedrich & Sons, Inc., Friedrich recounted that:

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 77

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

During the Depression things were so bad that Necessity was the Mother of Invention. Dad went to the lumberyard and said this lumber was not doing you any good in yard. Let's get it out on site where it can be used. So, they got together. The lumberyard was Dad's bank and accounting system. He bought everything through the lumberyard and charged it. Then the lumberyard got their money when the house sold.

First this required trust between the lumberyard and the builder. Dad had already established himself as a businessman, and so it became a joint venture between the lumberyard and the builder. Interest rates were low and so it was also not a terrible risk for the lumberyard. This concept was in operation in the 1930s. The lumber company shared the materials risk. The builder shared the labor risk. (Robert K. Friedrich interview with author)

The particular house in the blueprint question has not, to date, been identified. Robert K. and Reinhard K. Friedrich have also written about financing new home construction in Ames.

Reinhard and Wella built several homes for sale and under contract during the next several years [in the 1920s and early 1930s]. His reputation for quality work and integrity was becoming firmly established and his services became more and more in demand. In these early years they were helped along with trust and credit by Carr Hardware Company and S. Hanson Lumber Company. Carr Hardware handled finances in those days and builders purchased most all other materials (lumber, bricks, cement, roofing, paint, concrete blocks) all from one place--the lumber yard. This made accounting rather simple at the end of a job. Few people were able to borrow from the bank then--especially anyone starting out like Reinhard. So they had to depend on these kinds of friends to carry them all the way until the job was done and sold. There were many struggles and at times it was hard to meet even the small payroll. Deep ties of trust, honor, and integrity were developed between builders and suppliers back then." ("History of Friedrich and Sons, Inc.")

In a more traditional method of finance, the Ames Building and Loan Association explained in 1917 how it could assist homeownership.

This Association desires to call your attention to the fact that if you have any pet plan or object for which you will need money in a few years, we are offering very choice ways and means to attain it.

As for instance:

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 78

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Five dollars monthly invested in the stock of this Association will, with the semiannual dividends we are paying, amount to about \$350.00 in five years.

If you want to make it \$1,000.00, the same process will bring it in 12 years.

Or, if you have something larger in view, and have an income so you can save \$25.00 a month, you can realize \$1,750.00 in five years. It is worth saving to have that amount sure to look ahead to, and might mean big things in your life you have not dreamed possible before. You lose nothing except time in case some accident of sickness prevents the regular deposit.

Any stockholder will be glad to explain the workings of the Association to you. You are invited to call at the office of the Association for printed matter and other information.

A. F. Allen, Secretary
Frank Theis. Asst. Secretary.

(Ames City Directory 1917: 90)

Contractor-Builders and Small Scale Residential Developments

Gates Subdivision

This compact subdivision developed prior to 1926. The subdivision includes five houses in the 800 block of Crawford Avenue and the 200 block of East 9th Street. The small scale of this subdivision and the small scale of the houses, which Gates constructed call attention to the modest residential development projects which characterized the growth of Ames during the first half of the 20th century. This particular subdivision had the attraction of the nearby Beardshear Public School. Apparently Gates had purchased title to lots one and two in Ives Addition, proceeded to subdivide them into five lots, and construct single family residences. Earl R. Gates operated a plumbing and heating company in Ames.

The resources of Gates Subdivision include:

Crawford Avenue
821
823
825

East 9th
218
220

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

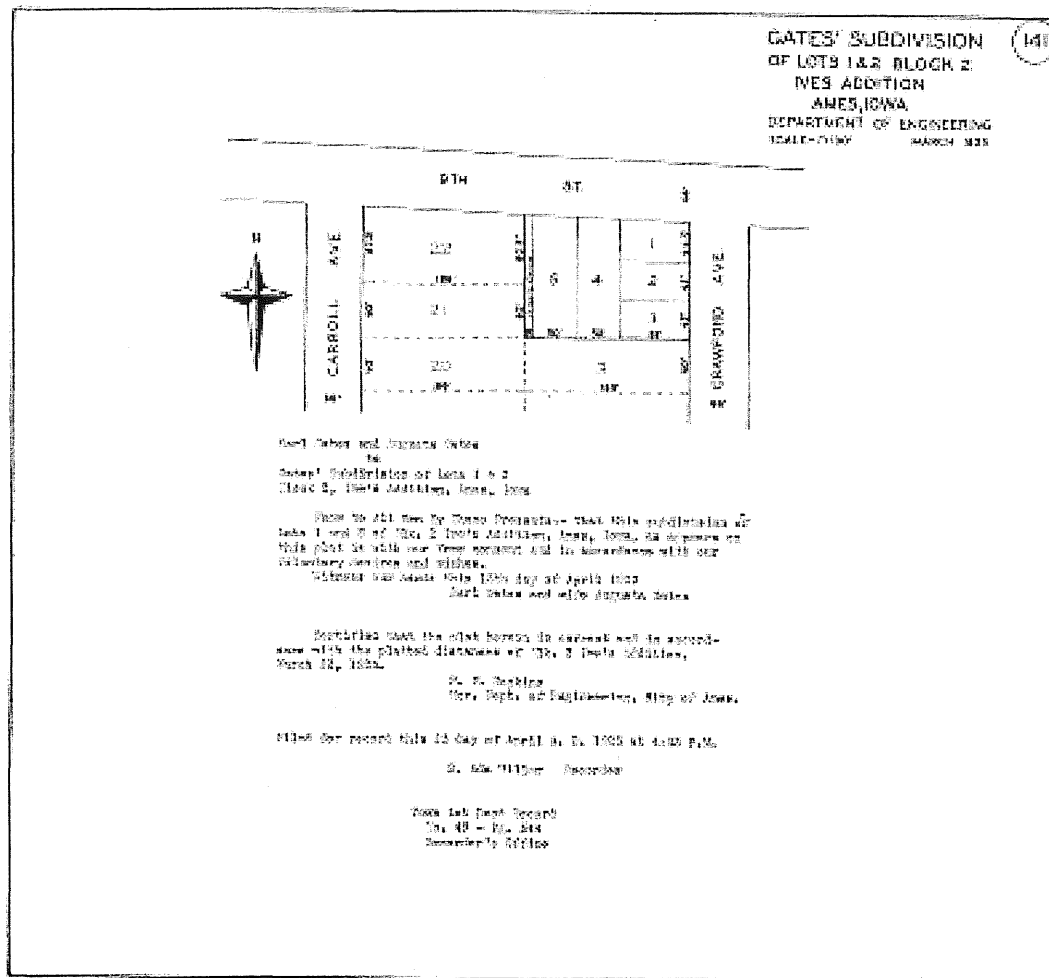
Section number E Page 79

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

GATES SUBDIVISION



Platted in 1923, Gates Subdivision reconfigured Lots 1 and 2 in Ive's Addition into five lots.

Source: Department of Planning and Housing, City of Ames, 2003.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

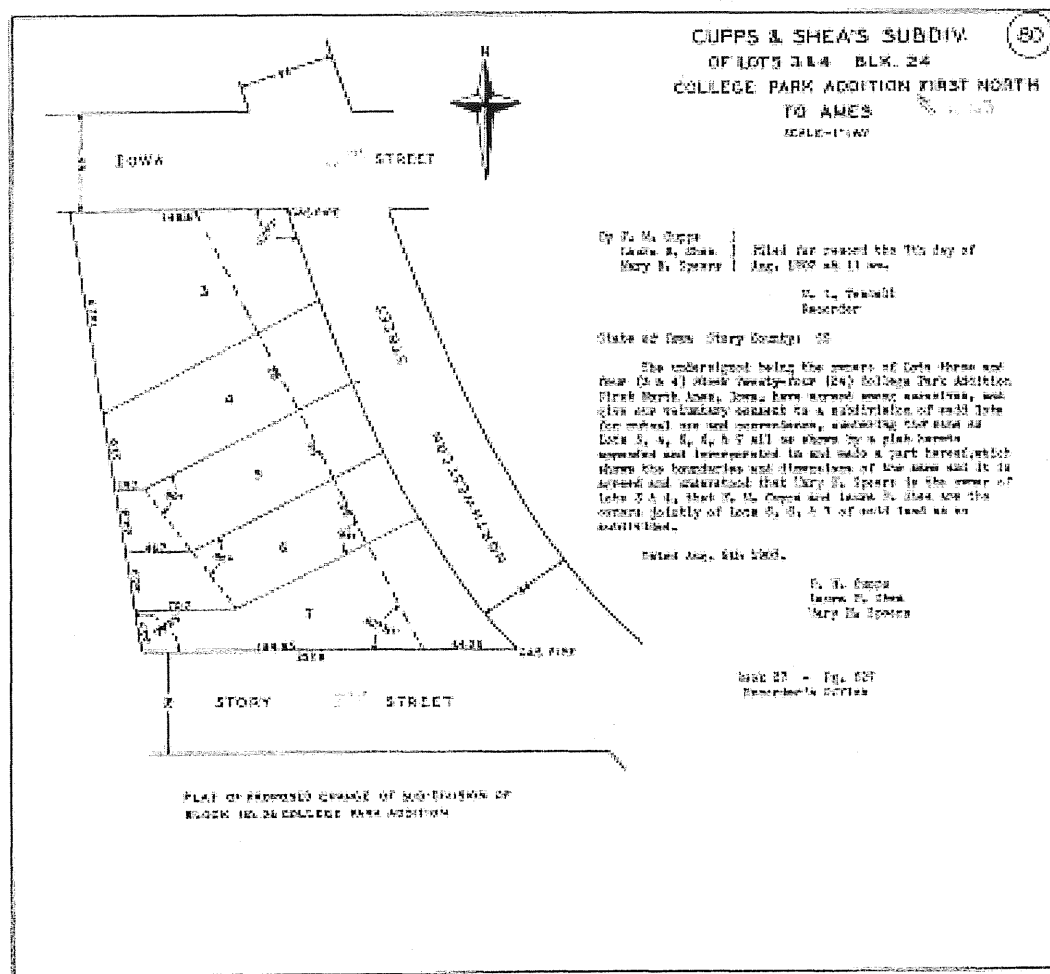
Section number E Page 80

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

CUPP AND SHEA'S SUBDIVISION



Platted in 1907, Cupp and Shea's Subdivision reconfigured Lots 3 and 4 in Block 24 of College Park Addition First North (originally platted in 1900) into five lots, numbered 3, 4, 5, 6, and 7.

Source: Department of Planning and Housing, City of Ames, 2003.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 81

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

The resources in Gates Subdivision are small scale, frame cottage bungalows; these houses are similar in design to those at 923, 925, and 927 5th Street.

Cupp and Shea's Subdivision

This subdivision was developed about 1907. The subdivision includes six houses along Northwestern Avenue. The small scale of this subdivision calls attention to the modest residential development projects, which characterized the growth of Ames during the first half of the 20th century. This particular subdivision had the attraction of the nearby Ames High School. F. M. Cupp, Laura B. Shea, and Mary H. Spears owned two lots in the College Park 1st North Addition. They jointly agreed to subdivide their property into five lots. Cupp and Shea held title to Lots 5, 6, and 7 in the new subdivision; Mary H. Spears held title to Lots 3 and 4 it. Six houses were constructed there; five of them feature a similar American Four Square design. F. M. Cupps was a lumber dealer and lived on Sumner in 1899.

The resources of Cupp and Shea's Subdivision include:

Northwestern Avenue American Four Squares

515

519

523

These are frame American Four Squares all similar in design and scale.

Colonial Village

Reinhold Friedrich became very interested in Neo-Colonial architecture. (He once made a trip to Williamsburg, Virginia, to familiarize himself with the original buildings). He became acquainted with J. C. Nichols, the developer of County Club Plaza in Kansas City. At one time, according to Friedrich's sons, J. C. made their father an offer to move to Kansas City and become a builder for him. Reinhard decided to remain in Ames instead.

Colonial Village and the Curtis Woodwork Company of Clinton, Iowa, had a close business relationship. Curtis Woodwork was a leading millwork company in the nation. Begun in 1866, by the 1930s they were making very good, detailed entrance frames, fireplace surrounds, and kitchen, dining room china cabinets, as well as millwork for baseboard and moldings. Trade publications of the pine industry, known as the "White Pine Monographs," popularized the use of millwork features like these across the country during the 1920s and 1930s and may have influenced design and stimulate demand for the Curtis Woodwork Company products.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

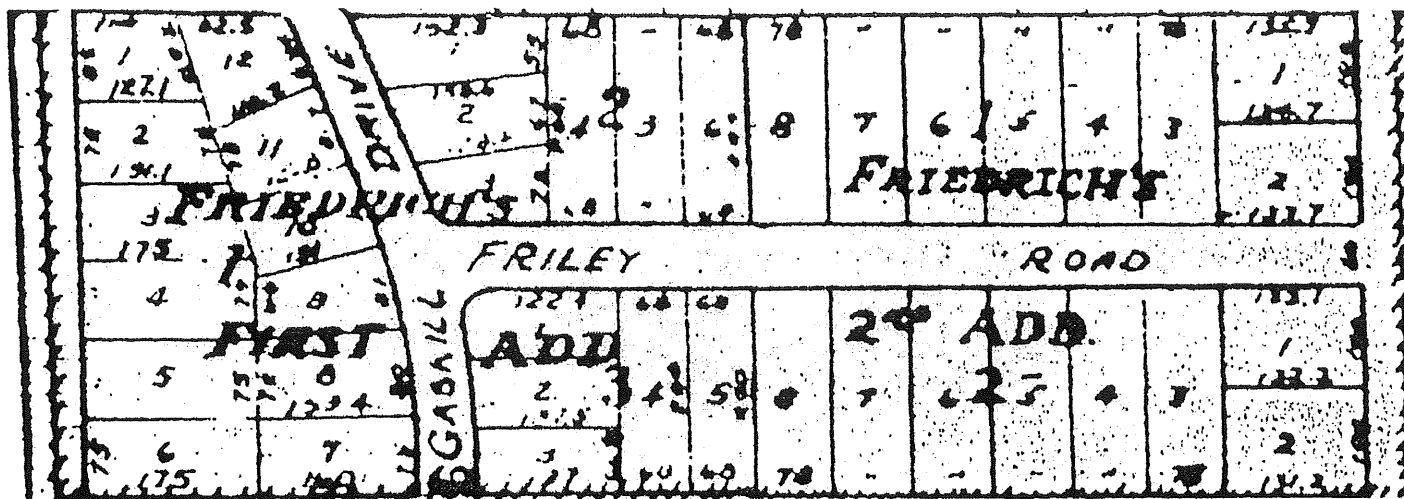
Section number E Page 82

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

COLONIAL VILLAGE



Beech Avenue runs north and south on the eastern edge of Colonial Village. Ash Avenue bounds it on the west.

Source: Department of Engineering, 1943.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 83

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Reinhard became acquainted with Curtis' work, and one of their representatives came to Ames and took pictures of his homes to showcase their products. This was prior to World War II. Al Green was staff architect for Curtis Woodwork Company. He began test marketing the company's products with Reinhard. These products included fireplace mantel designs, entrance frames, and so forth. Al Green designed many of the interior architectural details for Curtis.

Construction of Colonial Village began about 1938 and 1939 but the war intervened and construction was halted. There are about 50 units at Colonial Village. Prior to the war, about 20 units were constructed. Most were 2-story houses influenced by Neo-Colonial styling. A deceased, local architect designed some of them, according to Reinhard Friedrich's sons.

Later Friedrich Subdivisions

Colonial Village was the first subdivision developed by Reinhard Friedrich. As his operations expanded, he began to number his subdivisions instead of naming them, *i.e.*, Friedrich 1st through 14th and 15th.

Friedrich reportedly also developed subdivisions in other parts of Iowa following World War II. One was in Iowa City; another thought to be in Council Bluffs; and also in Waverly. Most of Friedrich's business was in Ames.

Community in Nature: Suburban Growth in Ames, Circa 1893-1941 and Beyond

Introduction

Landscape architects of the late 19th century like H. W. S. Cleveland and Frederick Law Olmsted provided a vision for the future through designs for planned communities beyond the urban center. Known as suburbs—"below the town"—these areas emphasized natural beauty, romantic, winding, and tree lined streets, parks set aside for public use, lots for the construction of single-family residences, and a location with facilities for rapid transportation into the central business district.

Early suburban developments, like Riverside, Illinois (designed by Olmsted and Vaux between 1868-1870), were located on railroad routes that provided transportation into the downtown. These suburbs are often called streetcar or interurban suburbs. Later suburbs responded to the flexibility offered by the automobile. Families could now move into new areas outside the service area of public transportation. These are often referred to as automobile suburbs.

The historic subcontext, "Community in Nature," discusses suburban growth in Ames. To a certain extent, the use of the word "suburban" in this context is a misnomer, since it implies the growth of areas beyond existing corporation limits. Still, for many years (at least in Iowa), "suburban" has come to denote town growth in the late 19th and 20th centuries both within and beyond existing corporation limits, when stimulated by streetcar and

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 84

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

automobile transportation. Phrases like "streetcar suburb" and "automobile suburb" have become standard shorthand to describe such phenomena.

This discussion is divided into two sections. The first section places Ames' historic suburbs in perspective and includes the following:

Transportation Links Expand Ames Housing
Typology of Ames Suburbs
Streetcar Suburbs
Automobile Suburbs
Post World War II Suburban Boom and the Tract Home
Irregular Growth
Suburban Design

The second section focuses on the history of specific suburbs and includes the following:

<u>Name</u>	<u>Date of Plat</u>
College Park Addition	1893
College Park Addition First North	1900
Chautauqua Park Addition	1910
College Heights Addition	1913
Ridgewood Addition	1916
Ridgewood Second Addition	1923
Murray's Subdivision	1927
Colonial Village	1939

Each of these historic subcontexts is discussed below in the same format as presented throughout this cover document.

Transportation Links Expand Ames Housing

Suburban development embraces a huge portion of Ames, which expanded the original residential core of the city with sections built between approximately 1890 and 1941. New transportation links enabled this development to take place. Like today, when the interstate highway system enables people to commute to work from hitherto prohibitive distances, the late 19th century saw the establishment of public transportation facilities that also enabled this to occur.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 85

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

In Ames the 1891, the establishment of the Ames and College Railroad formed new linkages between downtown Ames and West Ames. Now that students, faculty, and staff could commute more easily between these two sections of the city, downtown residential areas became attractive for university residence for the first time. Downtown Ames drew because of its housing opportunities (with families, with rooming houses, and with apartments), the commercial products and services supplied by the central business district, religious and social activities provided by churches and other organizations, entertainment at movie theaters, and so forth.

Construction in 1907 of the Fort Dodge, Des Moines, and Southern Railroad—an interurban rail network which linked Ames with Des Moines, Boone, and Fort Dodge—expanded Ames' public transportation network and opened up new sections of the community for residential development. The area most attractive because of such opportunities was the South Campus neighborhood of Fourth Ward. The route crossed Lincoln Way in the 2200 block and continued south between Welch and Stanton Avenues. Beardshear's and Little's Additions to the City of Ames were subsequently platted as streetcar suburbs in the wake of these improved lines of transportation.

By 1912, the I.A.C. Motor Line was established between Downtown and the campus. This was followed by construction of a cinder path between the two points so that students could walk to and from classes.

Especially following World War I, the increased availability of the automobile caused additional portions of the incorporated city to become more attractive for new housing. The ownership of an automobile was expensive. One expects, therefore, that subdivisions planned with the automobile in mind might be on the upscale of housing.

Typology of Ames Suburbs

Ames suburbs comprise basically of three types: the streetcar suburbs from circa 1890 through circa 1915, the automobile suburbs from circa 1906 through the 1930s, and the tract house suburbs of the post World War II period. Built before widespread use of the automobile, streetcar suburbs are usually immediately adjacent to the central area of the city, often contain a mixture of single family and multi-family housing, usually with the highest densities nearest to the public transit lines to the city, and usually contain little vacant land. The automobile suburbs are often farther from the central core, located in areas earlier thought to be inappropriate for housing (like wooded, hilly terrain), and often feature detached garages as secondary structures. Tract suburbs are a post World War II phenomenon. Developed at lower densities than the earlier public transit-oriented areas, the ranch style tract house is a hallmark. Non-residential facilities in new suburbs are also usually less dense than in older suburbs. Much land is given over to automobile parking facilities.

The physical characteristics of the property types in this historic context are diverse and varied. They can include large areas, like the College Heights Addition, or they can be relatively small in size, like Murray's and Evert's Subdivisions. The scale of buildings in these suburbs also varies. Typically, however, those suburbs platted in areas of rolling topography appear. Street layout patterns can be curvilinear, as in many of these suburbs, or they can be laid out on a grid plan.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 86

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Streetcar Suburbs

The establishment of transportation links increased the attractiveness of certain sections of the city close to these routes. College Park Addition, platted in 1893, was laid out soon after the Ames and College Railroad began service. This area—lying in the wedge between Grand Avenue, Lincoln Way, and the railroad tracks—illustrates a streetcar suburb. College Park Addition First North—lying between Grand Avenue, 9th Street, and the railroad tracks—provides another example.

These two suburbs did not, however, develop at a rapid rate and it required a long time for the lots to be developed. Because of this, streetcar suburbs in Ames cannot be seen as classic expressions of this trend.

Automobile Suburbs

The early automobile suburbs emerged on tracts of land hitherto regarded as too rugged for development. The East Squaw Creek Ridge is a notable case in point. This area is located, as this non-historic name denotes, on a ridge east of Squaw Creek, west of the Chicago and Northwestern Railroad tracks, and north of 9th Street. A portion of the area was platted shortly before World War I and platted as Chautauqua Park. Lots in this area sold quickly to many of Ames professional people who built homes on them. The success of development in Chautauqua Park led, in 1916, to the platting of adjacent land to the north as Ridgewood Addition. This addition was supplemented in 1923 by Ridgewood Second Addition. Ridgewood Addition required considerably longer to build up than Chautauqua Park with lots still undeveloped into the 1930s. Ridgewood Second Addition developed even at a slower pace. The homes built here were generally of a more modest nature than in the other mentioned areas. Later automobile suburbs also extended residential sections of Ames. In 1927, for example, Murray's Subdivision, was platted and in 1937 Hyland Heights.

Although automobile suburbs can, by their very definition, occur anywhere accessible by the car, they appear in Ames to cluster in the north side and the northwest sections of the city.

Post World War II Suburban Boom and the Tract Home

The post World War II suburban boom and the tract home are outside the scope of this cover document. This era is included here for the sake of a comprehensive periodization.

Irregular Growth

Like many (if not most) American cities in the 19th and early 20th centuries, Ames extended its residential and commercial areas without much municipal regulation. This resulted in a patchwork quilt of additions and subdivisions, which sometimes continued established city patterns but which often times did not.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 87

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

The Fourth Ward provides an illustration of this irregular growth. Consistency of street names was lacking, subdivisions were platted without careful regard to street networks, lot sizes varied according to the property owners' wishes, and interior lots were left unplatted. Nowhere in the Fourth Ward is this trend more evident than in the neighborhood west of Hyland Avenue and north of Lincoln Way. Parker's Addition, platted in 1901, is another case in point. Located south of Lincoln Way between Welch and Ash Avenues and Knapp Street, this addition comprises 10 acres. Although it contains a regularly configured tract—one quarter of a quarter section of land—its lots are irregularly configured.

In spite of its expansion, Ames remained, in 1930, a community with a constant permanent population of approximately 6,000. The U.S. census listing Ames' population as 10,261 contained student population as well. Ames remained in 1941 virtually two cities separated by the Squaw Creek floodplain. Although transportation linkages had been established between the two areas, Fourth Ward remained distinct from the rest of Ames. While downtown Ames looked to its residential sections, public buildings, and central business district, the Fourth Ward focused on the university.

Following World War II, the pressures for housing that had been restrained during the war, exploded in an unprecedented suburban growth across the nation. Nowhere was this more apparent than in communities like Ames, which hosted universities now enrolling thousands of new, older students on the G. I. Bill.

Suburban Design

Suburbs are usually privately developed but supported to varying degrees by city government. Because suburbs are the expressions of different time periods and real estate developers, the suburban layouts and the design of individual buildings in them is also diverse.

Residential subdivisions in Ames have, for example, been surveyed and laid out by both the City Engineer, presumably retained for a fee by the developer, and by independent land-survey engineers retained specifically for this purpose. City Engineer designs include Baird's Addition of 1916 and the Riverside Addition of 1915. An independently employed land-survey engineer laid out the Ridgewood Addition in 1916. More local research is necessary before conclusions can be made concerning the results of these different approaches.

The newer the house, the lower the height seems to be a good rule of thumb. One expects, therefore, that in the older residential sections of the community individual buildings will present a bolder image because of their height. Neighborhoods and individual homes built following World War II will, in contrast, present a more linear and horizontal feeling.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 88

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

College Park Addition

College Park Addition is significant as an early example of a streetcar suburb in Ames. The area has the feeling of a working class neighborhood. Its proximity to public transportation helps explain the attraction of this section of Ames to those people who wished to own their own homes and commute to work.

The growth of the neighborhood calls attention to the expansion of Iowa State and the influx of students, faculty, staff, and administration into Ames. College Park Addition also calls attention to the downtown area of Ames as the residential section of choice for many of these newcomers.

Established in 1893 as a streetcar suburb, College Park was platted soon after the Ames and College Railroad began service between the campus and downtown Ames.

The original plat was filed for public record in 1893 and laid out by H. W. Bean, surveyor of Green County, Iowa. The plat was recorded on behalf of the owners, William D. and Margaret C. Hodge, J. L. and R. E. Stevens, and Daniel and Mary A. McCarthy. The purpose behind the platting appears to have been the desire to realize a profit on land owned in proximity to the new streetcar lines. The principals mentioned above did not, to any large extent, develop the addition other than to survey and plat it.

College Park was platted adjacent to the Ames and College tracks and between Lincoln Way and Fourth Street (called "Grand Boulevard" on the plat). The area had the great attraction of convenient transportation and appears to have developed in response to this opportunity. This convenience was reinforced when the Fort Dodge and Des Moines Railway subsequently acquired Out Lots A and B and built the company's interurban depot in Ames on the land.

Apparently embracing two subdivisions, lots in College Park were opened for purchase in 1906 by McCarthy and Lee, attorneys by profession.

The upbuilding of this suburb required a number of years. Construction continued following World War I, and many houses in the neighborhood appear to date from the 1920s.

College Park Addition First North

College Park Addition First North is significant as an early streetcar suburb in Ames. Development of this addition was restricted to its platting, and construction of houses in the neighborhood was slow. This fact indicates adequate housing existed in Ames at the time. Around World War I, however, the neighborhood came of age and growth was rapid. As such, the neighborhood contains a mixture of architectural stylistic influences, with bungalow and craftsman influences strong.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

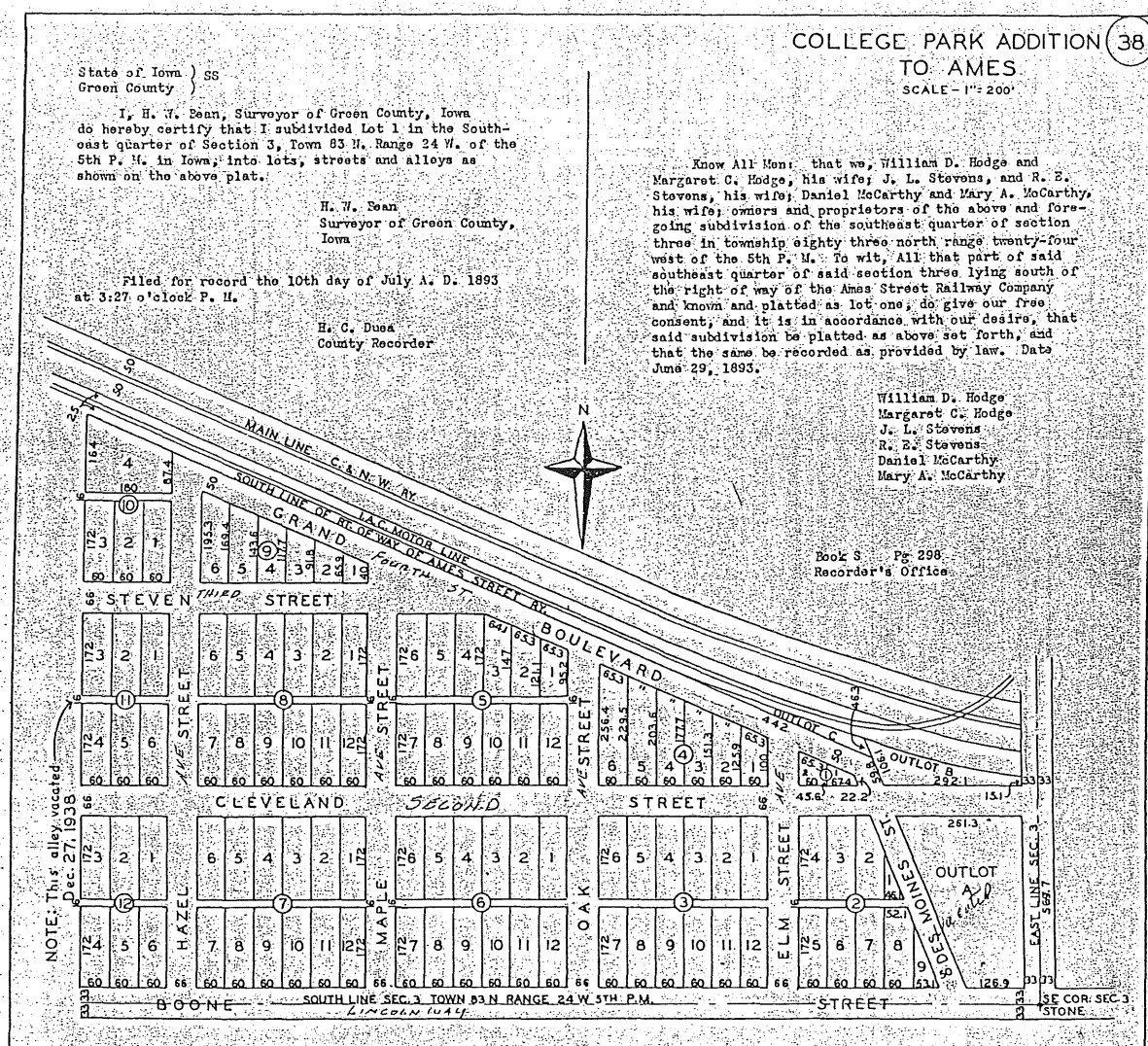
Section number E Page 89

CFN-259-1116

A Home for Science and Technology: Ames, Iowa.

VII. Housing the Town and Gown

COLLEGE PARK ADDITION



College Park Addition is bounded by Lincoln Way ("Boone") on the south, a section line on the east, the Chicago & Northwestern Railroad tracks on the north, and a section line on the west..

Source: Transcribed by the City of Ames from the original plat in the Story County Recorder's Office.

CFN-259-1116

VII. Housing the Town and Gown

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Source: Transcribed by the City of Ames from the original plat in the Story County Recorder's Office.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 91

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

College Park Addition First North also calls attention to the expansion of Iowa State and the influx of students, staff, faculty, and administration into Ames and the downtown area of the city as the residential section of choice for many of these newcomers. The name of this addition underlines its significance in the community.

Platted in 1900 as a streetcar suburb, College Park Addition First North was laid out by H. Y. Ludwig, and filed for public record in 1900. Development of the addition was led by J. L. Stevens of Boone, Iowa, along with G. D. Rowe, also of Boone, and William D. Hodge of Wright County, Iowa, along with other owners residing in Story County. This development was restricted to land surveying and platting, because the developers did not undertake extensive construction in the addition. The plat was recorded on behalf of the owners, William D. and Margaret C. Hodge, J. L. and R. E. Stevens, and Daniel and Mary A. McCarthy.

The upbuilding of College Park Addition First North required a number of years. Construction continued following World War I. During the 1920s, one informant noted, Hodge Avenue was known as "Professors' Lane" because of the many college faculty families living there.

Chautauqua Park Addition

Chautauqua Park Addition is significant as an outstanding example of an early automobile suburb in Ames. The curvilinear layout of Chautauqua Park's streets shows the influence of suburban design on Ames. The homes constructed in this area are notable for the quality of their building materials and architectural design and this adds additional architectural significance.

Many of the neighborhood's first residents were associated with Iowa State; some of its first residents were associated with the commercial expansion of Ames. As such, the neighborhood calls attention to the population and economic growth linked to the expansion of the university in Ames.

Entered for public record in 1910 and platted as the Chautauqua Park Addition to the City of Ames, this area was promoted by John L. Stevens, G. D. Rowe, R. H. McCarthy, and C. G. Lee.

Prior to the platting of Chautauqua Park, a portion of land north of this area had already been platted. Known as Oak Park Addition, this area was platted by John L. Stevens and R. E. Stevens, his wife. Most of Oak Park Addition was vacated in 1916 when Ridgewood Addition was platted. The sale of lots in Chautauqua Park was brisk and considerable construction activity soon followed. The area benefited from the topographic beauty of its location on the East Ridge of Squaw Creek and the layout of the neighborhood's streets and lots effectively exploited this situation. This suburb became a popular place for faculty and administrators from Iowa State as well as for the professional and commercial families of Ames. Mrs. William N. Beardshear, widow of the college's president, moved into Chautauqua Park, for example, and lived at 714 Brookridge Avenue. City directories list residents of this area and their names read like a local Who's Who. In 1926 street names were changed in Chautauqua Park to conform to those in Ridgewood Addition. Prior to this time, Ridgewood Avenue had been called Park Avenue between 6th and 9th Streets. (Park Avenue had originally been platted as Chautauqua Avenue but was later changed, probably to save confusion between it and Chautauqua Boulevard). The name Brookridge Avenue also replaced the name Chautauqua Boulevard between 6th and 9th Streets.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

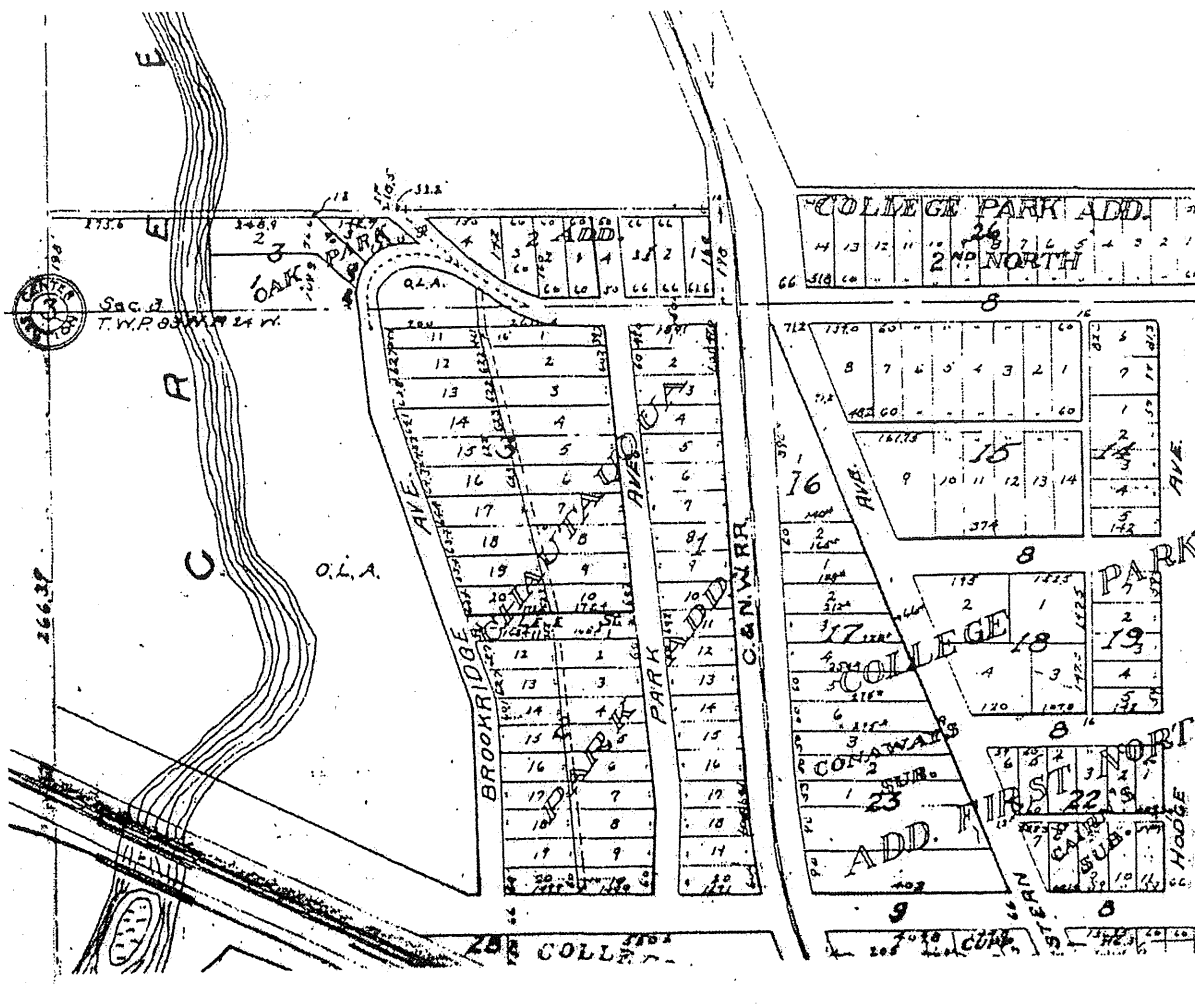
Section number E Page 92

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

CHAUTAUQUA PARK ADDITION



Chautauqua Park Addition is bounded by Squaw Creek on the west, 9th Street on the north, the Chicago & Northwestern Railroad on the east, and 6th Street on the south.

Source: Office of City Engineer, January, 1916.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 93

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

College Heights Addition

College Heights Addition is historically significant because many administrators, faculty, and staff employees of Iowa State helped build up this neighborhood. As such, the area calls attention to the growth of Iowa State as an institution and as an influence in Ames.

College Heights is also architecturally significant as an early automobile suburb in Ames and as the most extensive suburb of this type in the city. College Heights is additionally significant as an outstanding example of landscape architectural design notable for its curvilinear street layout and boulevard system. In this regard, the area might obtain architectural significance on the state level. Several landscape architect plans remain extant for individual residences from the 1930s in the neighborhood. These call attention to the area's long-time concern for good landscape design.

Located in the South Campus area of Ames, College Heights Addition was first platted in 1913. Blocks 7 and 9 were platted in 1915. A second addition to College Heights was platted in 1916 for Mr. and Mrs. R. F. Graeber. Development of this residential area took place over the next three decades. This area benefited from the improved transportation system provided by the interurban route, constructed in 1907, that linked Ames with Des Moines, Boone, Fort Dodge, and other points.

Two property types evolved here: single-family dwellings south of Greeley Street and multi-dwelling fraternity and sorority houses north of Greeley. The southern portion is discussed here. The northern portion is discussed in "Greek Letters," a subheading under the "Housing the Town and Gown" chapter.

J. Q. Wickham surveyed College Heights in June 1913. Wickham was also City Engineer for the City of Ames. The addition was formed from portions of William H. Donaldson's Subdivision and Gray's Subdivision to the City of Ames. In the legal instrument recording the platting of this addition, Alexander Gray, the petitioner and owner, dedicated all streets, alleys, and walkways to the public. Also included in the agreement for this platting was the proviso that grades recommended by the Ames City Engineer for the proposed streets in College Heights be constructed before the City Council would accept the platting.

In 1915, another portion of land was added to College Heights and designated Blocks 7 and 9. Wickham had also surveyed these blocks in his 1913 work in the area. This platting was undertaken for R. F. Graeber and Jennie M. Graeber, husband and wife. Graeber was a prominent Sheldahl banker. In 1916 the Graebers platted College Heights 2nd Addition. The development of College Heights was slow and continued into the 1920s and 1930s. Although bankruptcy proceedings during its early years were mentioned by one informant, the neighborhood evolved into an outstanding example of suburban design.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section number E

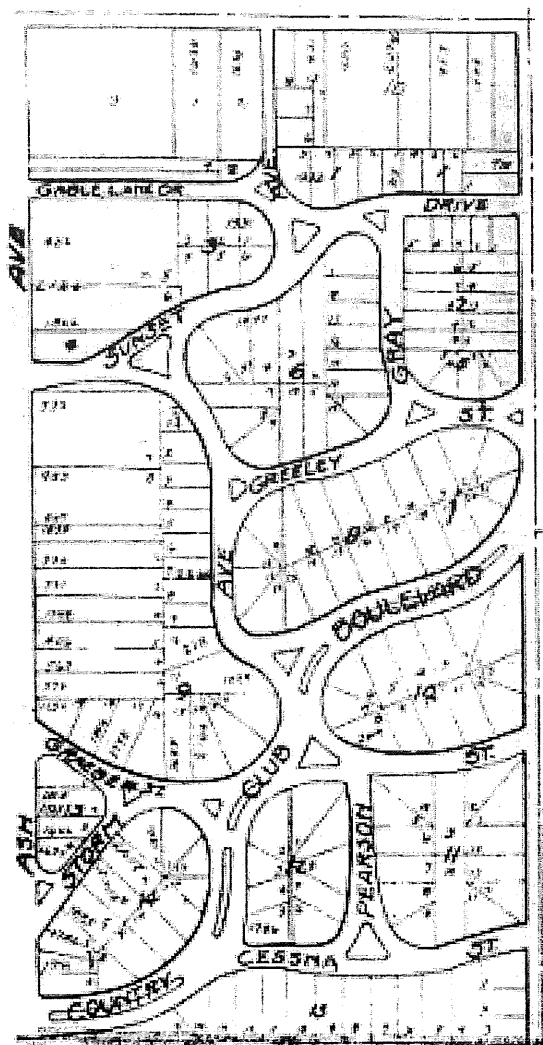
Page 94

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

COLLEGE HEIGHTS ADDITION



College Heights Addition is bounded by Beech Avenue on the east, Lincoln Way on the north, and Ash Avenue on the west.

Source: Office of City Engineer, 1923.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 95

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Reinhard Friedrich constructed many homes in College Heights. Robert K. Friedrich, his son, related the following information during an interview.

During the Depression, the City of Ames was all cooperative to help anybody who wanted to build anything. The city put in all the sewer, water, utilities, cinder streets, et cetera. It was as low as \$50.00 per lot. Country Club was paved by the City.

Reinhard built several homes near 2127 [now 2107] Country Club Boulevard, all in Tudor Revival style. Then he moved into the colonial style. The apartment houses were his next big projects.

Reinhard built most of the houses on Cessna. Except for the Sands property, he built most of the houses on both sides of Agg between Cessna and Kildee Street. In Block 12, he built every house except the two-story frame house Sass' house. This house was already there (but it has been remodeled). Reinhard also built the Tudor Revival style houses on Country Club. (Robert K. Friedrich interview with author).

When the United States entered World War II, College Heights was sometimes derisively called "Pretzel Park," a reference to its curving streets and the German citizenship of Reinhard Friedrich, who had constructed many of its homes. During the 1930s, the Ames Garden Club sponsored a number of residential landscape architectural designs, and several of these were implemented in College Heights. The landscape architecture portion of this cover document contains information on this topic.

The neighborhood features many architect-designed buildings. Many of these are large fraternity and sorority houses, but many of the single-family dwellings, which are relatively modest in size, are also said to be architect designed.

Ridgewood Addition

Ridgewood Addition is significant as an outstanding example of an automobile suburb in Ames. Streets are platted in a curvilinear fashion, some containing triangular-shaped medians at intersections. The neighborhood is also significant because it calls attention to the growth of Iowa State following World War I. Many faculty, administrators, and staff chose this neighborhood for their homes.

Many middle and upper-middle class enclaves in the nation, like Forest Hills and Riverdale in metropolitan New York City, are homogeneous in the social and economic mix of their residents. The Ridgewood Addition in Ames is interesting because it encourages (apparently by intention) a variety of incomes. Lots in this

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

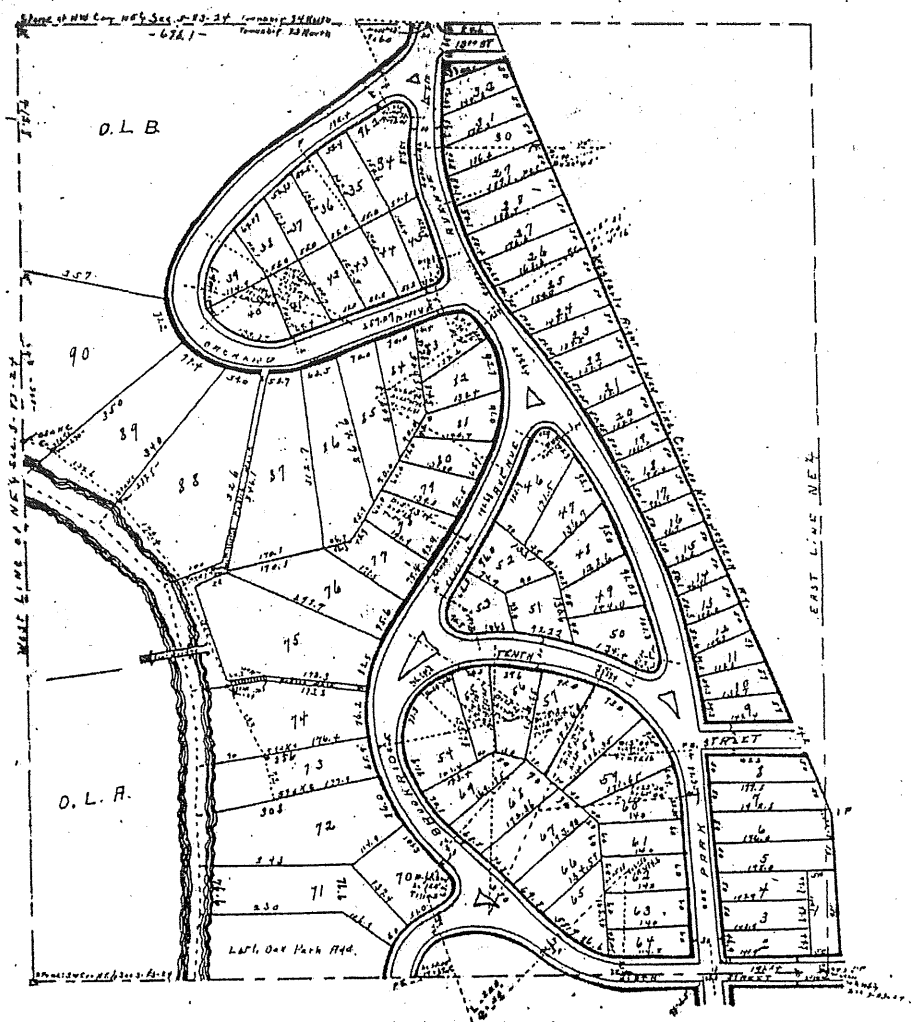
Section number E Page 96

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

RIDGEWOOD ADDITION



Ridgewood Addition is bounded by 13th Street on the north, the Chicago Northwestern Railroad on the east, Ninth Street on the south, and a quarter section line on the west. Squaw Creek appears in the lower right hand corner of the map.

Source: Office of City Engineer, 1923.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 97

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

neighborhood are platted in a variety of sizes from large to very small. The lots between 9th and 10th Streets, adjacent to the railroad tracks, are cases in point.

Until the second decade of the 20th century, the East Squaw Creek Ridge area of Ames remained mostly undeveloped. The heavily wooded topography discouraged construction.

Entered for public record in 1916 and platted as the Ridgewood Addition to the City of Ames, this area was developed by John L. Stevens and others. In accepting Ridgewood Addition, the Ames City Council required that certain streets, walks, and parks, dedicated to the public, be properly graded to the satisfaction of the Council.

Prior to the platting of Ridgewood Addition, several of its southern lots had already been platted as Oak Park Addition by John L. Stevens, R. E. Stevens, and R. E.'s wife. The Oak Park Addition plat was vacated in 1916 when Ridgewood Addition overlaid it with its new design.

H. R. Green, civil engineer of Cedar Rapids, Iowa, prepared the plat for Ridgewood Addition. His pen and ink drawing of this plat, on file in the Story County Recorder's Office at Nevada is beautifully rendered. It shows a professional skill, which far exceeds the general level of plat documents filed in that office during the period.

In 1926 street names were changed in Chautauqua Park to conform to those in Ridgewood Addition. Prior to this time, Ridgewood Avenue had been called Park Avenue between 6th and 9th Streets. (Park Avenue had originally been platted as Chautauqua Avenue but was later changed, probably to save confusion between it and Chautauqua Boulevard). The name Brookridge Avenue now replaced a portion of that street, which ran between 6th and 9th Streets and had previously been called Chautauqua Boulevard.

The McGregor Subdivision Company marketed much of Ridgewood Addition to the public. Organized about 1917, the company was comprised of W. McGregor, H. M. Havner, and R. B. McGregor. In 1917 the company bought, for a purchase price of \$20,000, Out Lot B in Ridgewood Addition and all that land now included in Ridgewood Second Addition from John L. Stevens. Although these promoters were able to sell these lots within a short time, not much development occurred. The plat had curbs and gutters but remained unpaved with sandy streets and without many houses. Some people probably bought lots on speculation. Early residents of Ridgewood were Professor and Mrs. T. H. Ahrens, according to the Ames City Directory of 1917. One of the first houses was built at 901 Ridgewood Avenue. When development of the plat occurred, however, it did so rapidly, according to Farwell T. Brown; and by 1927-1929 many of these houses were in place. Not many were built prior to 1920. Most date between 1920 and 1925.

Howard R. Green, the civil engineer who platted Ridgewood Addition, deserves comment here because of his substantial contribution to this neighborhood. Green graduated from the University of Illinois Department of Engineering and began practice in Cedar Rapids, Iowa, in 1913. (His son, a physician, lives in Golden, Colorado, and his daughter lives in Cedar Rapids. A second daughter is deceased). The Howard R. Green Company of Cedar Rapids provided the following information. Green started the firm in Cedar Rapids in 1913

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 98

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

on a shoestring. As the legend goes, some good friends told him if you come back to Cedar Rapids, we would have a job waiting. It had to do with construction inspection of a big church project in Cedar Rapids.

From there the firm worked in the early years on civil engineer and surveyor projects. It was one of the forerunners in Iowa (if not the country) in sanitary waste treatment through the teens and 1920s. Many plants date from the teens and the 1920s, and Green was responsible for many of their designs. Through World War II the firm concentrated on these projects. It also did a lot of work for the military. An air base in Lincoln, Nebraska, is one example. At one time, Green had more than 400 people working for him. They did a lot of air base design. During those years, the domestic and commercial effort was almost nil.

Following World War II, the firm advanced into consulting. Green remained active in the firm as sole owner until the early 1960s. Eventually he took in a partner or two, divested the business end of the company to the new partners, but kept himself active in engineering, marketing, managing a few projects, and serving in an advisory role. Green came in every day and maintained an office. He died around 1970 in his office at his chair. Green was instrumental in setting up professional registration procedures for engineers. He served on the Iowa Board for many years. Through him, other states set up examining and licensing boards. Green remained very active in professionally related developments and ethics.

Known popularly as "Hod," Green wore a big, white Stetson hat, which became his personal trademark. Green did the first platting for the original Amana villages following the "Great Change" of 1932. When the communal society was disbanded and the corporation formed, as it now exists, none of the villages was platted into lots. In 1932, Mr. Green field surveyed the villages and platted the area into lots around the buildings, streets, et cetera, as they existed.

Ridgewood Second Addition

Ridgewood Second Addition was conceived in conjunction with other plats situated along the East Squaw Creek Ridge and designed to benefit from the topographical beauty of the area. Although Ridgewood Second Addition was platted prior to World War I and can be considered an early automobile suburb because of this, the area was slow to develop: It consequently projects an image of later vintage than the date of its plat suggests. The neighborhood might obtain architectural significance in calling attention to a mixture of influences-the early plat coupled with architectural styling of homes from a later period. The neighborhood might also obtain historical significance in calling attention to the growth of Iowa State during the 1920s and 1930s.

Entered for public record in 1923 and platted as the Ridgewood Second Addition to the City of Ames, this area was developed by the McGregor Subdivision Company. Organized in 1917 or earlier, the McGregor Subdivision Company was comprised of A. W. McGregor, H. M. Havner, and R. B. McGregor. In 1917 the company bought, for a purchase price of \$20,000 Out Lot B in Ridgewood Addition and all that land now included in Ridgewood Second Addition from John L. Stevens. Although H. R. Green, civil engineer of Cedar Rapids, Iowa, had planned the original Ridgewood Addition, it is unclear if he also planned Ridgewood Second Addition. The official plat on file in the Story County Recorder's Office does not mention his name. The

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

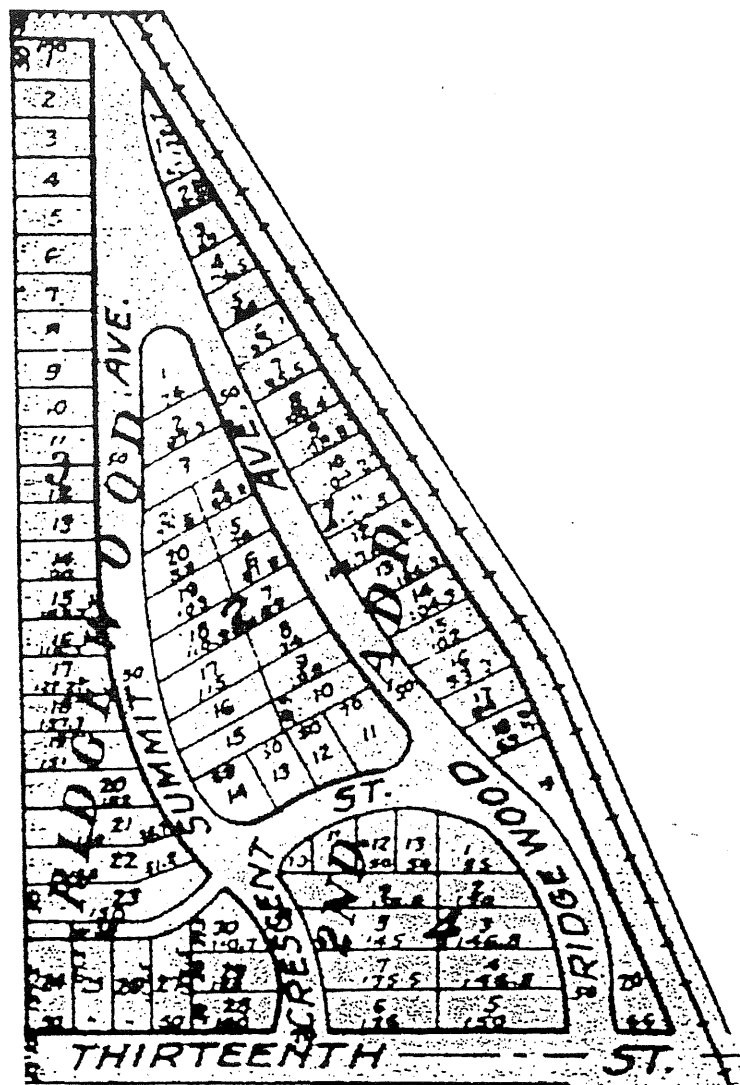
Section number E Page 99

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

RIDGEWOOD SECOND ADDITION



Source: Department of Engineering, 1943.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 100

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

quality of this graphic is also less striking than the one entered in 1916 for the Ridgewood Addition.

Regardless of the design's source, the plat for the Ridgewood Second Addition follows the spirit of its sister addition in its curvilinear street layouts. In other respects, however, Ridgewood Second is less pretentious. Lots here, for example, do not reach the large proportions of some evident in the Ridgewood Addition.

Murray's Subdivision

Murray's Subdivision (and its subsequent replat) is significant as a fine example of a 1930s automobile suburb in Ames. The plat calls attention to the growing use of restrictive covenants in the first quarter of the 20th century as a planning tool to protect property owners and their investments. Although this planning tool was widely used in metropolitan areas, restrictive covenants were infrequently employed in smaller communities. Murray's Subdivision is even more unusual in this respect because the property was unincorporated at the time. The subdivision is additionally significant because it calls attention to Charles B. Murray, his association with Iowa State, and how the school's administration also participated in the upbuilding of residential subdivisions in Ames. Finally, the subdivision is significant as a stylistically homogeneous, well-planned residential development constructed with quality building materials.

Comprising seventeen lots on the north side of Murray Drive adjacent to Grand Avenue, Murray's Subdivision typifies a small suburban subdivision in Ames platted in the 1920s and developed over the next several decades. Restrictive covenants attached to the property's warranty deed promoted uniformity within the neighborhood.

Charles B. Murray, in conjunction with C. L. Egemo and Marie Egemo, platted this area in 1927 as Murray's Subdivision. J. Q. Wickham, City Engineer of Ames, laid out the land. The southerly boundary of Murray's Subdivision lay directly adjacent to the north corporation line of the City of Ames so that, when platted, the subdivision was rural property.

The plat, as recorded for public record in the Story County Recorder's Office, appears to be in the hand of an older person, possibly Wickham himself, who had been City Engineer in Ames.

In 1938, Murray, in conjunction with the Egemos and two other families, had the area replatted. Known as the Replat of Murray's Subdivision, this plan was a somewhat scaled down version of the 1927 plan. The proprietors employed an assistant professor in the Civil Engineering Department at Iowa State to prepare the replat. This engineer started the physical layout of the lot corners but lacked the time to finish the work. The engineer subsequently subcontracted the work to Frank F. Budd, who finished the layout in his spare time. Budd worked directly through the assistant professor. Budd set the corners in the site and did the measuring for the lots. Granted his civil engineering license on April 2, 1937, Budd was a student at the time in the Engineering Department. The quality of his drawing is superior as a graphic to most plats filed in the Story County Recorder's Office from this and earlier periods.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

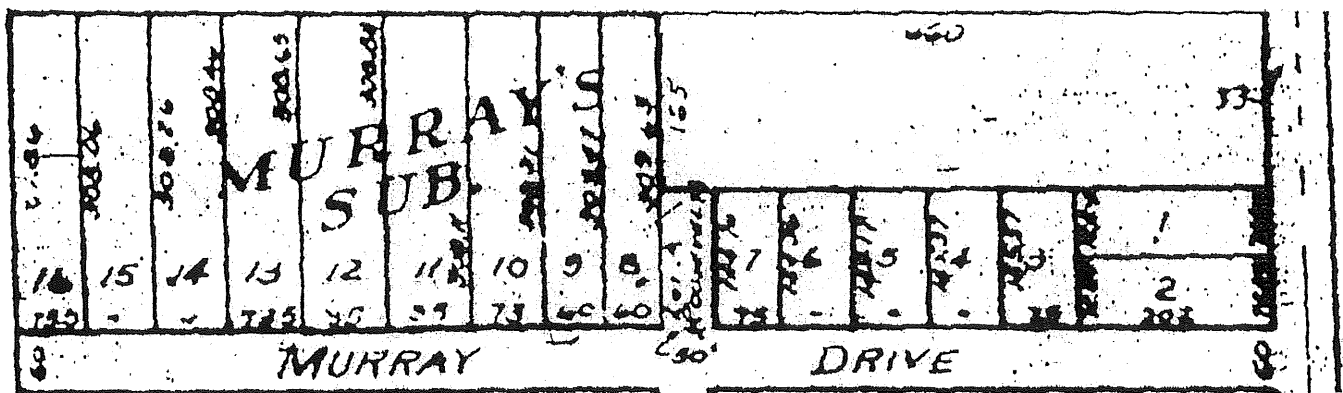
Section number E Page 101

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

MURRAY'S SUBDIVISION



Grand Avenue runs north and south along the eastern edge of Murray's Addition.

Source: Department of Engineering, 1943.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 102

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Certain restrictive covenants were attached to the warranty deed whereby title was conveyed to Murray from Mr. and Mrs. W. H. Van Duzer (and others) in 1917. Murray covenanted "not to build or construct nor will we permit or allow any other person, persons, firm, company or corporation to build or construct. . . any barn or out buildings within 150 feet nor any dwelling within 75 feet of the west line of the street or public highway known as Grand avenue which passes along the east side of the above described premises, nor will we build or permit any dwelling to be built on said premises which costs less than \$2,000.00." (Story County Recorder's Office *Town Lot Deed Record Book 73*: 181)

Charles B. Murray was the treasurer of Iowa State College. He and his wife lived, in 1936, at 107 Howard. They later lived at several different locations, and it is unclear whether they ever lived in the subdivision. It appears that Murray's Subdivision was a land development operation. (Alice Cupps Murray, daughter-in-law of Charles B. Murray, presently lives in Indianola, according to Farwell T. Brown).

In 1940 four lots were improved: 803,821,903, and 919. (The Egemos lived at 919). By 1945, a fifth lot had been occupied at 929.

Everts Addition should be viewed alongside Murray's Subdivision. In 1946, Ernest E. and Jennie Everts caused Everts Addition to the City of Ames to be surveyed, platted, and recorded. Comprising nine lots, this land lay directly south of Murray's Subdivision. E. V. John, Registered Land Surveyor #1468, laid out Everts Addition. Mr. and Mrs. Everts lived, in 1940, in their subdivision at 820 Murray Drive. This was the only lot occupied in the addition until after World War II. In 1946, lots were occupied at 802,806,818,820, and 1008. This last lot was the home property of Leslie C. Jensen, a building contractor, who may have constructed some of these new homes.

Colonial Village

As a stylistically homogeneous, well-planned residential development constructed with quality building materials, Colonial Village is as an outstanding example of a mid-20th century automobile suburb built during a critical period of Ames' growth.

Colonial Village is also significant as a showcase for the products of the Curtis Woodwork Company of Clinton, Iowa. Reinhard Friedrich reached an agreement with this company whereby houses in Colonial Village would field-test the milling firm's products. Earl Green, architect for Curtis, designed such products as trimwork, entrance frames, fireplace mantels, corner cabinets, and windows. Reinhard Friedrich installed these products and showcased them for Curtis' sales and promotional purposes. Colonial Village homes were mostly custom built for clients. Although the neighborhood shares many similar characteristics, each house was apparently custom-constructed by Reinhard Friedrich's firm. It is these individual design elements that distinguish the homes of Colonial Village from the tract housing developments of the post-World War II years.

Embracing two subdivisions including Friedrich's First Addition and Friedrich's Second Addition, Colonial Village is a marketing name for a collection of residential dwellings constructed by Reinhard Friedrich in the

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 103

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

mid-20th century. Colonial Village embraces homes built on both sides of Friley Road and a portion of Gaskill Drive in Ames' Fourth Ward.

Friedrich, who had immigrated to Ames from Germany in 1925 and began work in Ames as a carpenter-builder, expanded the scope of his business in 1939. While hitherto he had custom-built houses (many in the College Heights neighborhood adjacent to Colonial Village), Friedrich now purchased land for development, platted Friedrich's First Addition in 1939, negotiated with the City of Ames for construction of sewer, water, streets, and street lighting, and proceeded to build homes. During this period the City, anxious to prime the pump for construction, underwrote the costs for infrastructure improvements in new subdivisions. In 1940 Friedrich expanded this development with the platting of Friedrich's Second Addition.

In naming the two streets of his subdivision, Friedrich chose the names of prominent men prominent in the community—Dr. Charles E. Friley, President of Iowa State (1936-1953), and Dr. Harold V. Gaskill, Dean of the university's Division of Industrial Science (1938-1956). This practice had precedent (Cessna, Agg, Kildee, and other neighboring streets also reflected the luster of university notables). These street names added a note of prestige to Friedrich's development.

The architecture of Colonial Village conforms mostly, as its name suggests, to late Colonial Revival styling. Prior to the late 1930s, Friedrich had built houses according to Period Revival designs. Robert K. and Reinhard K. Friedrich, his sons, have written about the evolution of their father's design preferences.

Curtis Woodwork Company, of Clinton, Iowa, which had started back in 1866, was the leading manufacturer of authentic colonial woodwork, entrance frames, fireplace mantels, corner cabinets and windows through the USA. They enjoyed the highest reputation for quality. Curtis sought out Reinhard Friedrich in Ames to become somewhat of a field advisor on their products. Earl Green, their famous architect, made arrangements with Reinhard to use his first subdivision, "Colonial Village," as their on-site models for their products...Colonial Village (Gaskill Drive and Friley Road) was first developed in 1939-40. It was Reinhard's and Friedrich's [his firm's] first real subdivision. It was and still is recognized as one of the finest examples of Colonial Architecture in homes in central Iowa. Reinhard also was coached by the famous J. C. Nichols, of Kansas City, who developed the well-known "Country Club Plaza" and was also known for fabulous colonial subdivisions there. Reinhard made several trips there and at one time Mr. Nichols wanted Reinhard to come down there to take over some areas and build them for him, but Reinhard decided to remain in Ames. ("History of R. Friedrich and Sons, Inc.": 2)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

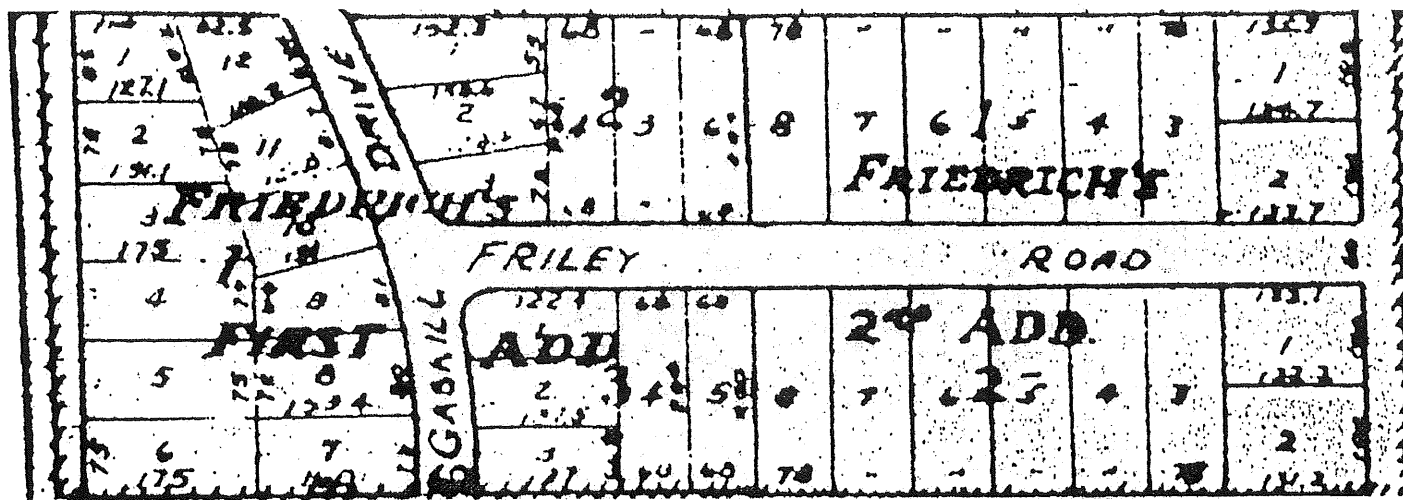
Section number E Page 104

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

COLONIAL VILLAGE



Beech Avenue runs north and south on the eastern edge of Colonial Village. Ash Avenue bounds it on the west.

Source: Department of Engineering, 1943.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 105

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

By 1940, there were four residences located on Gaskill Drive in the subdivision. They included houses at 810, 811, 817, and 903. The Ames City Directory for 1940-41 lists one residence standing on Friley Drive, as it styles the road.

Construction proceeded rapidly, and by 1945, ten residences stood on Friley Road (2015, 2016, 2022, 2115, 2116, 2132, 2133, 2131, 2136, 2137, and 2143). Because of the scarcity of building materials during World War II, these residences were presumably built prior to (or soon after) America's entry into the war in 1941.

The story was similar on Gaskill. The number of homes grew from four in 1940 to ten in 1945 (804, 810, 811, 817, 900, 903, 909, 910, 915, and 916).

The character of Colonial Village is entirely residential. Although both single family and multiple family dwellings were built in the area, the single-family dwellings are far more dominant. Multiple-dwellings were restricted to several duplexes. Another property type, the automobile garage, is also found in the area.

Homes in the neighborhood are either one or two story. They are mostly frame (although stucco is seen) and sometimes are embellished with stone facing on the facade. The houses are typically side-gable with symmetrically designed facades. The scale of these buildings is moderate. Setback of the houses is uniform. Although there are a number of duplexes in Colonial Village, these buildings are designed in an unobtrusive scale and also feature side-gabled roofs. These physical characteristics help blend the duplexes into the neighborhood.

Houses in the neighborhood exhibit stylistic influences of the Cape Cod House and Neo-Colonial styling, popular in the late 1930s through the 1950s. The dominance of this influence is pronounced in the Colonial Village neighborhood, and surrounding neighborhoods underline the fact. Homes to the north, in the College Heights Addition, reflect a variety of stylistic influences, many showing Tudor Revival elements. Homes to the south of Colonial Village reflect the ranch house styling of later decades.

In the 1920s and earlier, automobile garages were almost always detached. In Colonial Village, the garage was attached to the house.

Style, Function, Materials, 1864-1941

Introduction

This historic sub-context addresses residential architecture in Ames. Other property types, such as commercial, collegiate, and religious design are discussed in other sub-contexts of "Housing the Town and Gown."

In the years between 1890 and 1930, more houses were built in the United States than in all earlier periods combined (Gowans, p. xiv). Sometimes classified as "Post Victorian" or "Suburban," these houses call attention to a period of great confidence in the United States. By 1935 the Great Depression had gripped the

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 106

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

nation, and this period of home construction came to virtually an end. Most of the nation's housing trends coincide with the experience in Ames throughout this period, although Ames bucked the trend during the Depression and housing starts continued locally through America's entry into World War II. Most of Ames residential architecture falls within the 1890-1941 period. Although a number of notable residential designs were constructed in Ames prior to about 1890, most architecture in the community post-dates this period. For this reason, more attention is given to this later period.

Three themes can be said to characterize this fifty year period of residential architecture in Ames: several stylistic influences stand out as significant; the period saw, in terms of function, an unusually high number of multiple-dwellings constructed; and finally, stucco as a new building material was widely employed in Ames beginning immediately prior to World War I and extending throughout the 1920s and into the 1930s.

This historic sub-context has already received considerable inventory work in Ames. In the 1980s, the Department of Community Development of the City of Ames published "Historically Significant Architecture in Ames." An outgrowth of a 1979 architectural survey by the Central Iowa Regional Association of Local Governments (CIRALG), this document identified 436 buildings in the city determined to have architectural significance. The document also evaluated these buildings by classifying them into five levels of importance. It interpreted architectural significance to mean architectural style and stylistic influences, but it did not apply broader architectural themes—like architect designs, linkages with contractor-builders, or the development of neighborhoods—to the resources. Because of this work's emphasis, preservation planning in Ames already had a good beginning inventory of stylistic influenced resources. The main direction of this cover document was to expand the scope of architectural significance. For this reason, "Style, Function, Materials" comprises only a small portion of this chapter on architectural significance.

This cover document uses vocabulary, typology, and periodization as developed in Virginia and Lee McAlester's *A Field Guide to American Houses*.

Style

Between the founding of Ames in 1864 and the end of World War II, the basic architectural styles that influenced other areas of Iowa and the nation held sway in Ames as well.

As already mentioned, the quantity of residential architecture of Ames built prior to about 1890 is low. It clusters in the Old Town Historic District and adjacent neighborhoods. Some examples are also found in South Ames and in Ives Second Addition. Early residential architecture is also dispersed throughout the city in isolated pockets often engulfed within later residential developments. Particularly notable in this regard are a number of houses originally constructed as farm houses, which have had their farmlands sold off but remain extant. (Susan Wallace in Page 1992: Volume II Appendix)

The Old Town Historic District has already been locally designated as an historic area. This district, located north of the central business district, features an eclectic array of resources constructed from the 1870s through

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 107

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

the major 20th century architectural styles and architectural significance—in terms of architectural style—was used to leverage this designation. Although early residential architecture is found in South Ames (generally that area south of Lincoln Way, west of South Duff Avenue, and east of Squaw Creek), the homes constructed here were modest in size and restrained in architectural detailing. Because many physical alterations have taken place to these buildings over the years, South Ames is a difficult area to survey, and its architectural significance appears limited.

Residential architecture from the first decades of the 20th century can be found throughout the study area. Prairie and Craftsman influenced designs characterize most of this architecture, and most of it is fabricated in wood frame. Beginning in the 1920s, revival styles became popular in Ames, as elsewhere in the nation. Tudor Revival dominated much new home construction in Ames, and brick examples are most readily identifiable, although many wood frame homes were also constructed. A few examples of Mediterranean Period Revival homes, as well as modernistic houses, were also constructed in Ames during the period, but they are the exceptions that prove the rule. Overlapping some of these designs and beginning in the late 1930s, Neo-Colonial styling then became fashionable in the community. Each of these designs is discussed below.

Italianate

The earliest stylistic influence, the Italianate, is evident in a number of homes along Douglas and North Duff Avenues. Although most residences were constructed of frame, several brick examples also remain. In addition to these Italianate examples, vernacular houses from this period also remain extant. The limited number of these resources and their generally altered condition makes their study difficult

Queen Anne

Embracing the years between circa 1880 and circa 1910, Queen Anne designs strive for complex relationships of shapes and materials. The roof becomes a dominant architectural element, frequently composed of intersecting gables and steep pitches. A wide range of cladding materials is found on exterior walls of the same building. Massing is arranged to produce a feeling of weight and substance. Although a number of Queen Anne designs cluster in the Old Town Historic District, these resources are also found in many other parts of Ames. Homes originally built as farmhouses, for example, frequently display Queen Anne influences, and these resources are spread throughout the community. Queen Anne influenced houses are most readily identifiable when constructed on a large scale (such as the example at 714 Douglas Avenue). Smaller scale houses can also call attention to this design, but they are less frequently encountered. Most of the Queen Anne related resources in Ames are constructed of wood frame.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 108

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Prairie

During the first decade of the 20th century, architectural influences spread to Ames from Chicago's emerging Prairie School of architecture. Characterized by low-pitched roofs, widely overhanging eaves, and emphasis on horizontal lines, these stylistic elements became an important part of Ames architectural vocabulary. The influence does not appear to have extended much beyond the end of World War I in Ames. The Collegiate Presbyterian Church, a prominent semi-public building constructed in 1911, provided an impressive example of Prairie influenced architectural details. Although eclectic in feeling (the overall concept of the building being Gothic Revival), the highly visible horizontal bands made of cast concrete and placed on the exterior walls, introduced a dramatic contrast to the building's red brick and the vertical feeling of the window's tracery.

Residential examples also exist in Ames calling attention to the Prairie School and its influence. One fine example, now somewhat altered, stands at 822 Grand Avenue.

Craftsman-Bungalow

Inspired by California architects, Craftsman type houses received much publicity across the nation beginning about 1905. The one-story Craftsman influenced residence quickly became the most popular design across the nation. These resources are frequently referred to as bungalows or the Bungaloid style. The popularity of these buildings began to wane about 1930. Identifying features include low-pitched roofs with wide, overhanging eaves, supported by decorated braces, exposed roof rafters, porches with roofs supported by large piers oftentimes slanted, and window configurations featuring multi-paned designs. Houses influenced by this style are legion in Ames, as in many Iowa communities.

Period Revivals

Period Revival influences embrace a wide variety of buildings. Dating from circa 1915 to the early 1930s, these resources include Tudor Revival and several Mediterranean Revival influences. Tudor Revival strongly influenced residential architecture in Ames. The number of residences erected in the city's emerging automobile suburbs is large. Other revival types, like the Mediterranean, are much less numerous. Identifying features of Tudor Revival include steeply pitched roofs, half-timbering exterior walls usually in filled with stucco, and use of stone trim for decoration. Examples occur in brick, clapboard, and stucco. Several houses show influence of Vosey design and attempt to mimic thatched roofs. One example stands at 1209 Maxwell Avenue.

Few Mediterranean Revival residences were constructed in Ames. One of the finest stands at 701 Ash Avenue.

There are many houses influenced by revival styles in Ames, as in many Iowa communities. The historical designation of this property type is somewhat hindered by the riches of their numbers. The quality of building materials often times used in their construction can provide important points for architectural significance. Many neighborhoods in Ames contain these buildings, and many of these neighborhoods were built up within a

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 109

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

relatively short time. They have, therefore, a homogeneous feeling. Buildings of this type can be surveyed and evaluated most efficiently, therefore, through neighborhood units. This methodology is discussed in the "Suburban Growth" section of this cover document.

Neo-Colonial

Beginning in the late 1930s, buildings in Ames began to reflect national trends toward Neo-Colonial styling. The most visible example of this influence in Ames is the Ames High School. Built in 1937-38 from designs by Tinsley, McBroom, and Higgins, architects of Des Moines, this public building undoubtedly influenced later construction in Ames.

Characteristics of residential Neo-Colonial styling include a concern for symmetry, side-gable roof configuration, small paned windows, and other features of colonial American architecture, as well as the (more historically accurate) Colonial Revival movement of the 1890s and early 20th century. The Cape Cod cottage has become a hallmark of Neo-Colonial design. In Ames, Reinhard Friedrich became an early proponent of Neo-Colonial design. His first subdivision development, Colonial Village, took its name from the movement. Neo-Colonial styling is a very important influence in Ames because the years immediately following World War II, during which the style held sway across the nation, also saw a boom for residential construction locally.

Function

Function is a generic category included in this reconnaissance survey to embrace specialized purposes of residential architecture. Most houses featured in this survey are single-family dwellings. In the course of the survey fieldwork, however, it became clear that multiple-dwellings exist in Ames in far greater numbers than in Iowa cities of comparable size. Indeed, the multi-family dwelling comprises one of the most important property types in Ames. These resources are also a greatly underestimated historic resource in the community. Often times masquerading as single-family dwellings, these historic resources are not easily recognizable because they were often intentionally designed to blend into single-family neighborhoods. Multiple-dwellings are usually defined as having three or more units. For the purposes of this cover document, however, two units are used for the definition. As such the term embraces a great number of duplexes in Ames. It also embraces apartment buildings.

In 1945, the Ames City Directory listed 12 apartment buildings. They included: Allen at 141 Campus Avenue, College Heights at 211 Beech Avenue, Cranford at 2402-2408 Lincoln Way, Elizabeth at 2917 West Avenue, Hillcrest at 129 Ash Avenue, Kerr at 401 Clark Avenue, Lincoln at 2707-2709-2711 Lincoln Way, Logsdon at 417 6th, Mellor at 602 Clark Street, Moore Brothers at 426 5th Street, Thompson at 515 Duff Avenue, and Winter at 515 6th Street. These buildings were about equally divided between the Fourth Ward and Downtown Ames.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 110

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Following World War II, numerous duplexes were constructed in Ames. One fine cluster of these resources stands on Carroll Avenue. Although their construction post-dates the period of this cover document, they might qualify for historical designation at a later time.

Materials

Historic resources can be classified and interpreted according to building materials used in their construction. Although wood was likely the earliest building material used in Ames, some of the earliest structures still extant are constructed of brick. Stucco became popular at the turn of the 20th century. Concrete block also made an appearance at that time but gained only limited appeal in the community, as did hollow tile a little later.

The presence of stone is very restricted in Ames and limited to the foundations of a few 19th century houses and for important public, commercial, and religious edifices, like government offices, libraries, schools, churches, and banks. Stone was expensive to buy and difficult to work with. The house at 719 Douglas Avenue and the Budd House at 804 Kellogg Avenue possess stone foundations, but these are rare exceptions in Ames. The lack of a readily available source for stone in the Ames area helps account for its dearth in the community.

Wood was historically the dominant exterior cladding material in Ames for residential buildings, and clapboard was the most frequently employed type. The earliest extant (and some say first) dwelling in Ames, the Noah Webster House at 717 Crawford Avenue was clad with clapboard.

During the Victorian period, decorative treatments of wood gained popularity. The fishscale siding appeared, frequently in the gable ends of buildings, to enrich the surface texture of exterior walls. The George W. Rogers House at 804 Douglas Avenue, built circa 1880, illustrates how fishscale siding could add visual interest to a plain and simple building. When cover-up siding has later masked this decorative detailing, a building loses much of its charm.

As Prairie School and Craftsman styling gained popularity in Ames, different types of decorative wood siding and combinations of these types appeared as decorative treatments. The house at 419 9th Street features clapboards on the first floor and wood shingles in coursed patterns on the second floor. This treatment lends a horizontal feeling to this building and complements other Prairie School details, like its first floor ribbon windows. The Craftsman-influenced house at 908 Duff Avenue, built in 1925, uses two types of wood shingles for its cladding. The shingles in its gable ends are narrow, while those which clad the building's exterior walls are wider. Stucco further enriches the garage associated with this property. It employs both stucco and wood shingles for its cladding material.

The popularity of brick as a building material in Ames has waxed and waned. Early settlers carried with them to Ames a preference for brick as a building material of permanence and status and commissioned several notable residences constructed of the material; but the quality of the locally-fired product proved a

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 111

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

disappointment because it was soft. By the late 1880s, brick had fallen from favor. Even during its brief popularity, brick in Ames served mostly as a veneer rather than a structural material. The Budd House at 804 Kellogg Avenue (NRHP and built in 1885) demonstrates this use of brick veneer.

Then, in the early 20th century, the rise of the Arts and Crafts taste reinvigorated the use of brick. Craftsman styling emphasized planar surfaces, and the texture and color accents that brick provided--as well as the availability of better commercial products--reinstated brick into local favor, although now limited mostly to decorative uses. The popularity of brick as a decorative material has continued to the present day. It is also used as an exterior cladding material for a number of the modern apartment buildings in the historic district.

The history of brick manufacturing in Ames has yet to be written. John Cole produced much (if not most) of the brick for these early residences in Ames. His kiln was located near the 1000 block of Kellogg Avenue. This factory produced the brick for the nonextant Kendrick W. and Lydia Gates Brown House at 1011 Douglas Avenue. (Brown Photographic Archives) Cole remained active in the local building trades throughout the 19th century. The 1899 Ames city directory lists him as a contractor. The same directory lists B. J. Cole, his son, as a mason and attests to the family's continued activity in the local building trades. Indeed, the Coles became a dynasty. (See below.)

J. K. Cameron operated another brick manufactory in Ames during the late 19th century, although the extent and duration of this activity is not presently known. The 1899 city directory lists Cameron as "brick maker." He lived at 714 Sycamore Street (9th Street). His brickyard was probably located nearby. Not much else is known about Cameron at this time. Perhaps further research may uncover more information about him and his operation.

With the popularity of the Craftsman style, brick came into its own as the material of choice in Ames for decorative effect.

Stucco began to appear in Ames during the first decade of the 20th century. This new building material offered an economical building material to clad exterior walls. It could be mixed on site, applied inexpensively over lath and structural wood frame, and, when finished, presented an appealing appearance, particularly for Craftsman-styled houses.

Stucco was widely accepted in Ames during the years immediately preceding World War I. The remodeling of commercial buildings at 201, 203, 205, and 233 Main Street provided highly visible examples of stucco. In each of these cases, stucco was applied over their brick facades to update their appearance. Other notable examples of such "facelifts" include the John L. Stevens Building at 233 Main Street, the Union National Bank Building at 201 Main Street (facelifted in 1917), and the Tilden Brothers & Company Building at 203 Main Street (facelifted circa 1917). The George G. and Lydia C. Tilden House at 905 Douglas Avenue illustrates a massive remodeling effort completed in 1915 to facelift this residential property featuring stucco as a chief element.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 112

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Most of this commercial remodeling dates from 1917. Stucco neatly fit into residential architectural styles during this period. Later, in the 1920s when Period Revival styles became fashionable, stucco provided the logical choice to apply between the half-timbering decorations of Tudor Revival homes, such as at 2119 Country Club Boulevard. Stucco also fit neatly into the Mediterranean Period Revival taste, as illustrated in the house at 701 Ash Avenue. In some cases, stucco is finished off with the decorative application of paint. An example stands on West 9th Street near Roosevelt School, and there are others throughout the city as well. In large communities, such as Des Moines, where bituminous coal provided heat during the winter, stucco buildings suffered blackening from the polluted air. Stucco examples in Ames appear to have suffered less in this regard.

E. L. Doggett undoubtedly worked much of this stucco construction. In 1919, he advertised:

E. L. Doggett, Plastering Contractor, Plain and Ornamental Plastering. All kinds of Stucco Work. First-class workmen, 227 Kellogg Ave. Ames, Iowa, Phone Black 491.
(Ames City Directory 1919: 132)

Although stucco might not have comprised the bulk of this plastering contractor's work, Doggett believed it was worth his money to advertise this specialized service in Ames, a clear indication that a market for it already existed in the community. Further research hopefully will flesh out Doggett's contributions to this aspect of Ames' building trades.

Other building materials historically have been employed in the Old Town Historic District, but their use has been restricted. Concrete block made an appearance in the early 20th century and was used for house foundations and a few automobile garages. Reinforced poured concrete made a brief appearance in Ames, and the F. J. Olson & Son Building at 400-402 Main Street is a notable example. Completed in 1911, it stands as an early example of this new building technology in Ames, but the concept remained largely ignored.

The fire-retarding qualities of hollow tile recommended it, like concrete, as a building material for automobile garages, and some garages in Ames feature entire walls built of hollow tile. Some houses also sport hollow tile foundations.

Ames Applies Science and Technology

In addition to serving as a research and educational facility of national importance, the faculty, staff, student body, and alumni of Iowa State have often exercised their knowledge of science and technology by applying it to the design and construction of their own homes, businesses, houses of worship, schools, and other public facilities in Ames. This city has historically shown predilections for new technology, building materials,

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 113

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

construction techniques, and gadgetry. One oral history informant discussed, for example, how he regularly recorded amounts of coal he used stoking a new coal furnace design to prove or disprove the appliance's claimed efficiency (Robley Winfrey, March 1991). The Robley and Verne Winfrey House at 535 Forest Glen calls direct attention to unusual experimentation with technology in the home.

The Larson House in Timberland Heights provides another example. Possibly built by contractor-builder Carroll Tweedt, this house was constructed in 1964. Robert K. Larson, who designed the house, graduated from Iowa State about 1949. He had grown up in the lumber business in Slater, Iowa. He wanted to design a house and thought he had worked with the building trades long enough so that he could design one successfully. He wished to achieve an efficient design so that a minimum of material would be scrapped, so rooms were planned with measurements to fit into this. He thought it would be cheaper to build a house than to buy a ready built one. People could also see the house a model home. The house featured five huge Anderson gliding window units, and each room was built using another type of wood paneling. Oak was featured in the living room, dining room, and kitchen; cherry in some of the bedrooms; ash and walnut were also used. The house had five bedrooms and a den, three bathrooms, a 12' x 27' indoor swimming pool and bath. The exterior featured multi-colored brick.

Affordable housing has engaged the interest of designers in Ames for many years. Already prior to 1926, for example, Iowa State College coursework experimented with modest, low-cost housing design. Two tiny, apparently single-roomed examples remain extant at 215 and 219 Chamberlain Place. Other examples of affordable housing reportedly stand between West 7th or 8th on the west side of Grand Avenue. Also designed as a class project, these resources relate to the desperate need for housing in Ames immediately following World War II.

Relocating buildings has long been practiced in America where frame construction enables this operation with relative ease. In 1917, two businesses advertised in the Ames City Directory as house movers. These advertisers included Jim Jones, of Cambridge, Iowa, ("raising and moving buildings and heavy work, raising smoke stacks is my speciality") and Haverly Transfer Company of Ames, Iowa.

The incidence of relocated buildings in Ames appears rather high. It seems to be related to Ames' commitment to the scientific method and the practical attitude associated with agricultural endeavors. A respect for efficiency can be understood as one by-product of these attitudes. Sometimes unusually creative design solutions have characterized these relocated buildings. The houses at 320 and 324 East 6th, for example, call direct attention to this theme.

6. Housing the Faith: The Architecture of Religion, 1864-1941

This historic context stands outside the scope of this cover document, but it is included here as a statement that the religious architecture of Ames contains good examples of ecclesiastical design. Many are architect-designed. Alan H. Kimball provides a fine example of a local Ames architect, whose opus included academic architecture, residential architecture, as well as religious architecture like St John's Episcopal Church.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 114

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Frequently, religious properties are architecturally significant because they offer architects an outstanding opportunity to design a major building in the community, to use high quality building materials, and to implement creative force. Because religious groups are often conservative in their tastes and particular in their needs, religious designs must also frequently work within a restricted range of options creating, thereby, additional challenge.

Green Hills for Thy Throne: The Collegiate Architecture of Ames, 1864-1941

Introduction

The collegiate architecture of Ames is, because of its architectural significance, one of the most important property types in the entire city. Proudfoot & Bird and its successor architectural firms in Des Moines designed many new buildings for the campus. Private property owners in Ames later retained the firm to design other buildings in the community. Here one sees how college decisions influenced the broader architectural development of the community.

The campus of Iowa State University obtains historical and architectural significance on the state and local levels. The significance of Iowa State as a land-grant institution obtains historical significance on the national level.

The landscape architecture of the Iowa State campus is significant in its own right and comprises one of the largest and most complex public spaces in Iowa. While the University of Iowa campus is urban in setting, the campus at Iowa State has striven to convey a pastoral feeling. The Iowa State campus represents a designed historic landscape blending two distinct landscape architectural traditions, the Romantic landscape of the Welch plan, and the formal Neo-Classicism popularized by the 1893 World's Columbian Exposition. Although neither has been fully implemented, elements of both coexist in harmony.

A 648-acre site for the college and farm was chosen in 1859. The name of the school varied in the early years, with some calling it "College Farm" (Allen: 244). In describing the location selected for the site for the new agricultural farm, there was a difference of opinion. One writer characterized it as "but little short of a frog pond." Another replied, "It is a beautifully elevated prairie, moderately undulating, and as beautiful as can well be found anywhere, excepting a little flat land along the creek. The native timber beltings on the east, north and west of the farm are delightful. There is a good spring near the center of it for watering and other purposes." (*Ibid.*: 145) In 1864 the Iowa General Assembly allocated \$20,000 to help construct a college building, and an additional \$91,000 was provided two years later to complete the building. The following year funds were allocated for professors' houses, out buildings, and ornamental grounds, as well as for extra work on the college building. In 1870 the General Assembly provided money to complete wings of the college building and for the construction of a laboratory, workshop, gashouse, farm improvements, experimental grounds, tile draining, and professors' dwellings.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 115

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Also in 1864, the State of Iowa received a grant of 204,000 acres of land from the federal government to be used as an endowment fund for the new college under provisions of U.S. Congressional (Morrill) Land Grant legislation. The land grant idea enabled states to lease any of the endowment lands for ten years. The lessee had the right, after the ten years, to purchase the land.

Peter Melendy, the Farm Superintendent, first suggested the need for a master plan for the college to the Board of Trustees in January 1865. His idea was seconded two years later, when M. W. Robinson, the Superintendent, attended the trustees' meeting on January 14, 1867. At that meeting, the trustees retained J. W. Williams to "make a Topographical Survey of the College Farm." Following this, Williams and the college's architect were mandated to "prepare a plan" (H. Summerfield Day, *The Iowa State University Campus and its Buildings*, p. 144). An architect was hired in May 1868, but he was discharged in November. The trustees then decided that the Iowa State president and professors of agriculture would develop all plans for the college.

Dr. A. S. Welch, the college's first president, developed the plan for an open central campus surrounding a lovely tree-studded lawn, which has come to characterize Iowa State.

He planned a unique campus. It was his idea to have a road circle the campus, around which the buildings were to be located. . . Dr. Welch studied the landscape problem carefully and decided that the trees should be planted in groups, each species by itself. (Pammel 1930)

Ornamental grounds were, from the beginnings of Iowa State, an important part of the campus. The grounds near the College Building were laid -out and ornamented "with lawns, shrubbery and trees." (Allen: 241)

Welch's plan provided only for one central building (Main Hall) located on a slight rise toward the south portion of a broad, level area of the campus. A small stream bounded the nearby area on the south and at some distance on the east. The gentle side slopes of the stream's shallow valley were planted with trees. The building itself faced east across an open expanse, with even larger open areas to the north and west. Minor buildings were later added to the south and west of Old Main. Subsequent modifications included more ambitious buildings north and northeast of Old Main, placed on the borders of the lawn facing east and south. A large Engineering Hall (later named Marston Hall) was placed to the back and side of Main Hall. Finally, a large Dairy Building was built at the east end of the lawn facing west. It interrupted the view eastward from Main Hall and was later criticized for "frankly closing off the landscape connection of the great central lawn." ("The Olmsted Report;" Ross 1942: 404) Finally, at this point, the campus looked similar to Ohio State University and the Lawrenceville School, with

a naturalistic park having a central lawn diversified in grades and by groups of trees and single trees surrounded by picturesque buildings of irregular plan and masses and free architectural style intended to harmonize with the irregular masses of foliage and with each other. At Iowa State College, however, there

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 116

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

had developed a strong reluctance to place the buildings on all sides of the lawn. (*Ibid.*)

All college planning continued to be done by the president and faculty until 1902. At that time the trustees were considering options for replacing Old Main, which had recently been destroyed in two separate fires. The trustees retained O. C. Simonds, a Chicago landscape architect, who advised that the new Main Building (later named Beardshear Hall) should be built substantially on the old site, just shifting it slightly to the west. Simonds believed that "the 'circle' that was planted years ago and has since been developing by the growth of trees until it is the most beautiful feature of the grounds should not be encroached upon." (Day: 146)

In September 1903, Simonds submitted a new report, which included drawings of the campus. The report showed the railroad on what is now Osborn Drive, where it was subsequently relocated, and the Library and Domestic Economy buildings on sites- where they were later constructed. Other proposed changes were not adopted. The more significant of these showed a relocated site for the Farm House, a gymnasium constructed west of the Library, an auditorium south of this structure, and athletic fields further west. In addition, faculty residences were shown west of Wallace Road. Simonds was later hired to develop the lake named for LaVerne Noyes, and he contributed to the development of the landscape plantings on campus.

In 1906 the trustees retained John Charles Olmsted of the well-known Boston firm, Olmsted Brothers, to help resolve two basic problems: the location of the proposed new Agriculture Hall (subsequently named Curtiss Hall) and the route of the proposed interurban transit line to replace the old steam railroad that cut across the campus. The Olmsted report constitutes an important resource for the university. It summarized in detail all of the significant architectural plans to that time, evaluating the positive and negative features (in Olmsted's opinion) of each.

Olmsted believed there were two serious problems with the modified Welch plan as it had developed. First, the trees were mostly soft woods, and many had succumbed to disease and decay. To rectify this was relatively simple, with the university gradually replacing the worst trees over the next few years. The second problem was far more serious, and would require more significant decisions. He believed the college had outgrown the informal landscape plan and had abandoned the informal style of the older buildings. By constructing the newer ones in a formal, classic style with pronounced symmetry, the trustees had created a decidedly mixed environment. Olmsted proposed a detailed building plan that, if adopted, would gradually change the appearance and character of the university over the coming years, retaining and harmonizing with the classic formal elements already introduced.

He proposed a series of principles to govern future development. The students' working buildings should form a nucleus corresponding to the City of Ames' business center. Residential buildings would be relegated to the outer edges of the campus. All business buildings would be assembled according to use, with a group in the center "the purposes of which are quiet and dignified and for which a relatively costly and formal style of architecture is appropriate." Such buildings included the library, chapel, and administration. Laboratories that produced "disagreeable noises or smells" would be put in outlying areas.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 117

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Other buildings, small and numerous rather than large and few, would house each department. Olmsted believed Engineering and Agriculture needed the most room for development, but every department should have a building aligned on a rectilinear grid near the center of campus. Streets should radiate outward from the center, and room on these streets should be allocated for new buildings for each department as they became necessary. The exteriors should "secure a harmonious general effect" in style and materials, and all should be limited in height and constructed of modest materials until funds could be found to fireproof all new structures. Following this statement of principles, Olmsted devoted the remainder of the report to a lengthy critique of the current structures, integrated with details for implementing his master plan and specific suggestions for locating many new buildings. ("The Olmsted Report;" Ross 1942: 403-416).

The trustees did not adopt Olmsted's plan. They felt his rectilinear grid with formally aligned buildings would make Iowa State too "urban." They wanted a plan that would retain the large tree-lined center created by Welch. Numerous other plans were submitted to the trustees over the next decade. Some were prepared by Des Moines architects Proudfoot & Bird and its successor firms, when they designed individual buildings. The trustees accepted no single master plan.

In 1916 the general scheme showed the agricultural departments on the east side of the central campus, engineering on the west, veterinary medicine on the northeast of the central campus area, fundamental sciences on the north and in the center, and home economics also on the north near the old residence hall which occupied the current LeBaron Hall site. The Simonds planting plan had been developed, and many of the trees and shrubs had been labeled. It was about this time that the first electrical plan was implemented to light the campus. (Day: 147-151)

The years prior to World War I saw further expansion of campus facilities. In 1910-1912 the Home Economics Building (later named McKay Hall) was expanded to its size as of 1992, and the gymnasium buildings and the Veterinary Medicine Quadrangle were completed. (Ross 1958: 139) The latter was augmented by the Hog Cholera Serum Plant in 1913. The 1920s continued the expansion. Four new buildings were begun in 1922. They included the \$400,000 library building, a women's dormitory, a sheep barn, and a hog pavilion. ("College Plans Biggest Campaign of Building in History of Campus," *Ames Daily Tribune*, October 13, 1922)

When the Department of Landscape Architecture was formally established, the chairman assumed the job of preparing master plans for the university and overseeing all campus construction. P. H. Elwood, first head of the Department of Landscape Architecture, and Alan R. Kimball, head of the Department of Architectural Engineering, were two faculty members who contributed significantly to campus development in the post World War I period. (Day: 151)

Concerning the design of individual buildings on the campus, out-of-town architects were chosen for these jobs. Although in some instances, faculty at the school provided designs, this was the exception and these jobs appear to have been of an *ad hoc* nature. In 1931, for example, Alan H. Kimball, head of the Department of Architectural Engineering, designed an addition to the Chemical Engineering Building. Erected at a cost of \$13,657.47, this addition added a wing to the core building constructed in 1927 from plans by Proudfoot,

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 118

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Rawson and Souers. Other designs by Kimball on campus include the 1933 Genetics Laboratory built by Tapager Construction Company at a cost of \$11,173.80, and the 1938 Charles Stange Memorial Clinic built by James Thompson & Sons at a cost of \$123,361.63.

Addresses for Greek Letters: Fraternity and Sorority Architecture, circa 1910-1941

Fraternity and sorority architecture in Ames constitutes an important collective resource. Most of the resources today cluster south of the Iowa State campus, although some are non-contiguous to one another. All of them comprise a distinct property type, notable for large size and ambitious architectural design. The same cannot be said for non-Greek housing, which is more difficult to characterize because of its architectural diversity and, hence, left to future survey work to identify, classify, and evaluate. Many non-Greek students living off-campus resided in private homes.

American universities and colleges have a long-standing penchant for on-campus, student residence. This tradition was reinforced by necessity at Iowa State because the college was located far removed from any previous settlement. When the Iowa State Agricultural College was opened for instruction in 1869, it was necessary for the school to supply a boarding department for students, because no private facilities existed nearby and the fledgling town of Ames was difficult to reach.

The 1912 *History of Story County, Iowa* describes arrangements for student housing during the early years of the college's existence:

The students very generally lived upon the campus, and their number was not so great but that the most of them could find accommodation in the dormitories provided. The old main building of the college was admirably suited to the uses of such an institution in the country, and the other homes and houses upon the campus, which in increasing numbers, supplemented the main building as the years passed by, helped the institution to grow without in any wise impairing its unity or compactness (Payne: 409)

Prior to the advent of organized sports in the 1890s, extracurricular activities at Iowa State focused mainly on intellectual endeavors such as debates, oratory, mock parliaments, and writing for local publication. Literary societies at the school sponsored many of these activities. The school's band and glee clubs and special lectures provided additional amusements. Fraternities and sororities played a minor role in these endeavors. Because they were exclusive by nature, fraternities and sororities at Iowa State were eyed by many of its students as inimical to the democratic ideals fostered by the school. Still, by the 1880s, students had established one fraternity and two sororities. Although both Presidents Adonijah S. Welch and William I. Chamberlain approved of these organizations, they remained the object of suspicion among many students.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 119

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Indeed, the "fraternity problem" became an on-going and recalcitrant issue at the institution. When campus literary societies barred members of fraternities from joining them, members of these Greek organizations established their own. College historian Earle D. Ross relates that:

Regarded by the generality of students as an aloof aristocratic clique, the small bands of Greeks became a persecuted minority. (Ross 1958: 108)

President Chamberlain sought during his administration (1886-1890) to play a moderating role between the contending parties, but this only contributed to his unpopularity on campus and his decision to resign as the school's president.

Greek societies continued under a cloud during the administration of President William M. Beardshear (1891-1902). In fact, Beardshear attempted to dissolve fraternities by ruling that their elected officers would be expelled from the college; but, in spite of the fact that his ruling subsequently was upheld in a court of law, students quietly continued to participate in these organizations. Then, following Beardshear's sudden and premature death in 1902 and the college's growing need for student housing, the administration lifted its ban on fraternities. By the early 20th century, fraternities gained the right to associate freely at Iowa State.

While under this cloud, fraternities lacked members in sufficient numbers to warrant facilities of their own. Indeed, they would have lacked even a meeting place during President Welch's administration if he had not permitted them to meet in his classroom. (*Ibid.*) When fraternities gained the right to associate, however, they grew in numbers, and the desire to provide housing for their members followed in its wake.

Within a broader context, the early 20th century also witnessed a relaxing of *in loco parentis* at American institutions of higher education. According to Earle D. Ross:

The period was marked by freedom and increased individual initiative. The old paternalistic regulation and supervision were replaced by counseling and attempted constructive motivation. The ban on fraternities was lifted and the Greek letter societies became a recognized part of the college community. (*Ibid.*: 131)

The loss of "Old Main" to fires in 1900 and 1902 placed pressure on the young town of Ames to provide housing for the increasing number of students. As W. O. Payne has related (and quoted once already above):

the dormitories of the college being thus destroyed, the town started to build boarding houses, and the building of boarding houses required the moving in of mechanics in the building trades. (Payne: 447-448).

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 120

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Fraternities and sororities had been gaining in popularity on other campuses nationwide during the latter part of the 19th century. After an initial period of cool reception, Greek societies began to find acceptance among the Ames' student body, due in part to the need for student housing.

Some chapters initially located their houses in the residential area immediately west of campus, but the lack of running water and sewer service in West Ames discouraged this development. A number of chapters preferred the Downtown residential district north of the business district. Downtown locations were made possible by the existence of a steam-driven motor line linking that area to the campus. The prestige associated with the downtown residential area, its proximity to service, commercial, and entertainment, and religious activities, as well as the availability of large houses, were important factors in locating there.

Gradually, these housing patterns for Greek societies began to change. West Ames convenience for students was undeniable. In the years prior to World War I, Hyland and Sheldon Avenues became known as "fraternity row" because of the growing number of Greek chapter houses located there. Some clustered on or near West Street. This street also had a minor commercial character due to its prominence as the major approach to the campus from the west prior to the completion of Lincoln Way. The businesses included the Athletic Drug Store, a grocery store, a barbershop, and other business establishments.

Few Greek Letter chapter houses remain in the area west of campus today. Some of the buildings originally built for them continue to serve students as rooming houses. They are mostly frame construction. An exception is the Triangle fraternity house, built as the Sigma Chi fraternity house. It is a large, imposing brick structure located at 125 North Hyland. While it is perhaps the last Greek Letter chapter house to be built west of campus, it may be the first such house in Ames to be designed for that purpose by an architect.

Some chapters purchased or leased existing buildings. Others occupied new houses built specifically for them, usually after the chapter had been in existence for some time. In some instances, single-family dwellings were altered for Greek use. The Wallace and Mary Greeley House at 502 Douglas Avenue provided a highly visible example of adaptive reuse in Downtown Ames. In the 1920s it was used as a fraternity house. Documented examples of other Downtown locations include houses at 803 Burnett Avenue, 829 and 905 Douglas Avenue (the latter being Sigma Nu), and 604 Grand Avenue.

In the years preceding World War I, portions of Lincoln Way and streets leading south from it emerged as popular areas for fraternities and sororities. In 1913, for example, research provided by Kay H. Silet, project volunteer, indicates that Pi Kappa Alpha constructed a new building at 2112 Lincoln Way. Designed by Vorse, Kraetsch & Kraetsch, architects of Des Moines, this building was constructed by Ben J. Cole, contractor-builder of Ames, at a cost of \$55,000. Phi Delta Theta also engaged Vorse, Kraetsch & Kraetsch for their new house at 325 Welch Avenue. Hays Construction of Davenport, Iowa, erected the building in 1913. Norman T. Vorse worked for a time as draftsman with Proudfoot & Bird, Kraetsch & Kraetsch, designed many prominent buildings in central Iowa, including the Boone County Courthouse, and in Des Moines Grace Methodist Church, Saint Augustine Roman Catholic Church, and the E. E. Butler House at 2633 Southwest 21st Street.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 121

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VII. Housing the Town and Gown

Following World War I, land south of Lincoln Way and the campus opened up for development. This occurrence coincided with a growth period for the student population at Iowa State. The prosperous decade following the war saw a boom in construction of fraternity and sorority houses as those organizations came into their own. Greek Letter organizations are social creatures and typically enjoy proximity with one another. Architectural pretension among Greek organizations has also characterized the movement. The new area in College Heights provided an ideal location for larger residences in an attractive setting. Built with permanent, quality materials, many of these houses boasted professional architectural designs.

Most of the new Greek Letter chapter houses south of campus were concentrated in two distinct areas. The older one, centered along Welch Avenue, was smaller and actually began to develop prior to the war. The newer, larger one was bounded by Lynn Avenue, Lincoln Way, Beech Avenue, and Knapp and Greeley Streets. This area contained three distinct clusters where virtually all the buildings were fraternities or sororities. One of the clusters formed along Ash Avenue and claimed the popular designation "fraternity row," supplanting Hyland and Sheldon Avenues west of campus. Another cluster east of Ash Avenue in the vicinity of Sunset Drive became known as "sorority circle." The third cluster formed along the south side of Lincoln Way west of Beech Avenue.

These collections of buildings contributed to an impressive new residential section in Ames. Many stylistic influences are evident in Greek Letter Houses built in Ames. They include Beaux-Arts, Colonial Revival (English and Spanish), and Tudor Revival, as well as the "Collegiate Gothic," popular early in the 20th century and best exemplified by Ralph Adams Cram and his work at Princeton and Henry Ives Cobb at the University of Chicago.

One of the earliest architect-designed Greek Houses south of campus is the Sigma Alpha Epsilon House at 140 Lynn Avenue. Alan H. Kimball, founder and head of the Department of Architectural Engineering at Iowa State, probably designed this building.

Amos Emery, architect of Des Moines, planned numerous fraternity and sorority houses in Ames in the 1920s into the early 1930s. Known locally in his profession as "Famous Amos," Emery has to his credit the design of more Greek houses in Ames than any other architect. (Walt Hotchkiss, who now works with Hubbell Realty in Des Moines, was in the firm during a portion of this time.) A short list of Emery's buildings includes: Alpha Delta Pi Sorority Chi Omega Sorority (since remodeled); Kappa Sigma Fraternity; Sigma Kappa Sorority (one of his last, or perhaps the last); and Sigma Phi Epsilon Fraternity.

Phi Kappa Psi at 316 Lynn Avenue was another architect-designed house built during this time in Ames. The house is a mirror image and identical to the one at the University of Nebraska in Lincoln.

The Great Depression brought an end to virtually all design and construction of fraternity and sorority houses in Ames. The outbreak of World War II further hindered Greek activities on campus because student populations declined. Although these organizations gained new life in the late 1940s and 1950s and remain popular to this day, the outbreak of the war brings to a convenient close the period of significance for this historic context.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number E Page 122

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VIII. Dream of Arcadia: Designed Historic Landscapes in Ames

**VIII. DREAM OF ARCADIA: DESIGNED HISTORIC LANDSCAPES IN AMES,
1868-1941**

Introduction

Ancient Greece and its democratic government in particular have appealed to Americans even before the days of this nation's Early Republic. As the geographic embodiment of rural contentment, Arcadia, a mountainous district in the Peloponnesus, became for Americans, as it had for the ancients, an ideal of idyllic happiness. Closely allied with this notion of happiness is its setting in a heavenly garden. The garden as an idealized environment has stirred the imagination of both the science-oriented and the agriculture-oriented communities in Ames.

Ames has one of the most fully developed traditions of landscape architecture in the State of Iowa. This city has planned and cultivated its environment and, in doing so, has championed an ethos of conservation, beauty, and good design. Since 1868 when President Adonijah S. Welch arrived on the campus of Iowa State, Ames has been a home for horticultural and floracultural research and development and for landscaping. Academic figures on the campus, such as Professors Joseph L. Budd and Seaman A. Knapp, have provided international leadership in these sciences. The Department of Landscape Architecture at the university has become nationally recognized for its training program. Because of these influences, Ames as a community matured in an atmosphere that respected plant material and the built environment planned for both utility and beauty.

Campus design showed this influence first. Landscaped grounds became an integral part of President Welch's agenda. Orchards were laid out and provided experimental opportunities for students and faculty. Grounds near the College Building were laid out and ornamented "with lawns, shrubbery and trees." (Allen: 241) Many of the trees on central campus today refer to Dr. Welch's plan.

Dr. Welch also taught "landscape gardening," as this profession was then often known, at Iowa State. He came to Ames in the early 1870s and taught in the Horticulture Department. (Ross 1958: 57) Welch had studied landscape gardening in the Eastern United States before his arrival at the school. His ideas reflected those of master American landscape architects of the period like Andrew Jackson Downing, who themselves stood under the influence of the English school of landscape architecture. Charles Bessey was another pioneer at Iowa State in the field. Bessey taught general horticulture from 1869 to 1873.

Ames Cemetery

The Ames Cemetery Association was organized in the 1870s. The association was sufficiently established within several years to undertake a mayor operation, the development of the cemetery itself. A. N. Carpenter, a landscape architect from Galesburg, Illinois, designed and first platted this burial ground as the Ames Cemetery in 1878.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

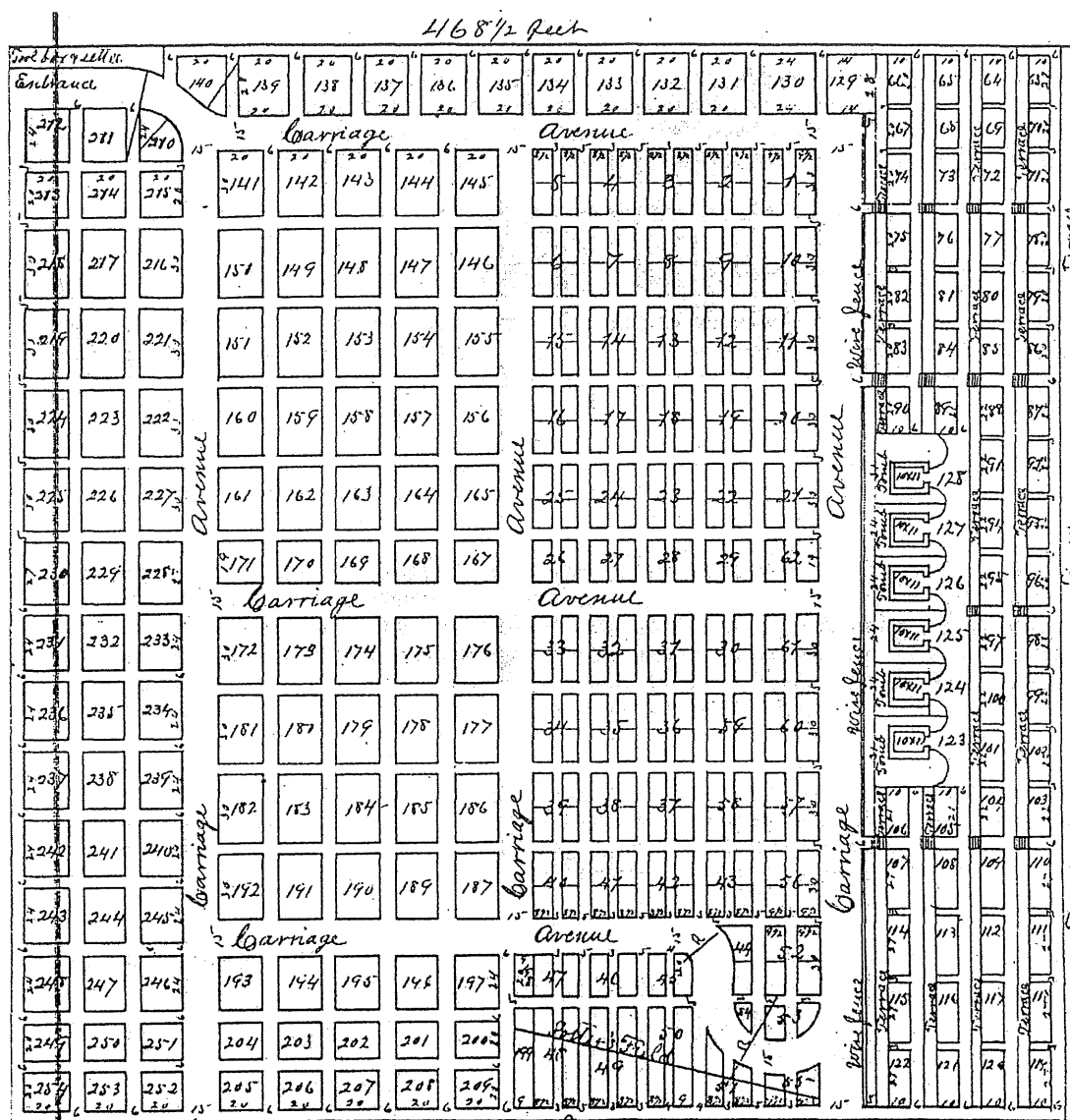
Section number E Page 123

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VIII. Dream of Arcadia: Designed Historic Landscapes in Ames

CARPENTER'S 1875 DESIGN FOR AMES CEMETERY



Source: Story County Recorder's Office.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 124

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VIII. Dream of Arcadia: Designed Historic Landscapes in Ames

Although ubiquitous from an early time in Iowa, 19th century cemeteries were only rarely professionally designed in the state. In this regard, the Ames Cemetery is particularly unusual not only as a designed historic landscape, but also because, at this time, the population of the community only numbered about one thousand. Additional significance obtains because Carpenter's plan for the cemetery remains extant. (Cemetery plats are not usually entered into the public record in Story County, according to an official in the Recorder's Office.)

In March, 1882, the Cemetery Association, hitherto the governing body of the property, merged into municipal government, a one mil tax was requested to support maintenance and improvements (Meads Ms), but the title for the property evidently remained with the association. In 1885, subscription contributions sponsored the construction of a walk to the cemetery.

The plat for this burial ground was again entered into the public record in 1890. This plat is a somewhat abbreviated design for the land, indicating that Carpenter's original design was implemented only in part. In 1901, I. F. T. McLain, president of the association, filed in the public record a third plat for the cemetery. This expansion more than doubled the size of the burial ground. Surveyor for this platting was H. J. Burt.

In 1917 Cemetery Park was turned over to the City of Ames as a municipal facility (perhaps with the stimulus of World War I). Efforts to expand the cemetery followed. In June 1917 the City of Ames purchased additional land from George Henry Maxwell for cemetery expansion. In November 1927, the city purchased adjacent land from the Maxwell Park Association, hitherto used for Chautauqua gatherings, for cemetery expansion. A legal dispute arose in consequence, as the purchase was said to violate a municipal ordinance, and the mayor vetoed the purchase. A landscape engineer from Des Moines was employed to survey the proposed acquisition. Then, in 1929, this additional acreage was added to the cemetery, which brought its total to 52 acres. In the 1960s, Ray F. Wyrick, a landscape architect from Des Moines, consulted with the City of Ames to develop these grounds into a unified design. The south addition of the Ames Municipal Cemetery was replatted in 1963.

Public Landscape Architecture

Local government in Ames has nurtured landscape architecture from an early time in the community's development. Ames was incorporated in 1869 after approval by popular vote. Public improvements were soon undertaken. Basic among them were landscape architectural considerations, including drainage, street grading, and putting out shade trees. (Turner)

In March 1878, the Ames City Council passed a resolution requiring owners of residential property to set out shade trees (Shrader, Minutes of the City Council). In 1890, the City established a Parks Committee. In doing so, the City took early advantage of recent legislation approved by the Iowa General Assembly, which enabled municipalities to establish parks committees to oversee related affairs.

Prior to 1892, most towns in Iowa were unable to acquire public parklands financed through bonds and tax levies. Although in 1892 the General Assembly enabled cities of the first class to do so, this legislation applied

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 125

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VIII. Dream of Arcadia: Designed Historic Landscapes in Ames

only to two cities: Des Moines and Sioux City. (Page and Rogers 1990: 1-11) The acquisition of public parks in Ames was, therefore, narrowly circumscribed and entirely dependent on private gifts of land.

In 1909, the Ames Park Committee was established and empowered to receive an appropriation from the General Fund "for the improvement and maintenance of public parks and parking along the streets." (Municipal Ordinance Number 233) The city selected the mayor, one councilman and a property owner to serve on its first board with Dr. J. C. Copestake as its first Park Commissioner. That same year, a public discussion took place concerning the preservation of trees in a new addition to the city. This matter was referred to the Streets and Alleys committee of the city council and to the new Park Commission. (Meads) This action calls attention to the concern for landscape architecture, which would continue in Ames throughout the 20th century.

The park administration was reorganized in March 1926, when a new city ordinance established a park board and L. B. Spinney, J. Galen Tilden, and C. R. Jones appointed to serve on it. (Meads)

Efforts to plant and maintain street trees continued to attract public interest and support through the era. As early as circa 1915, the city's program to plant street trees was coming to fruition along certain corridors. In April 1908, the city council authorized the Civic Improvement Society, an organization of Ames women, to trim trees in the City Park and allocated a budget for the work. In May 1912, the city council set the width of Ash Avenue and there was a first mention of permission for the planting of street trees as part of this development scheme. (Meads Ms) In the 1940s, the planting of street trees became a concern for comprehensive action. Gladys Meads reports that in March of that year, the Ames Plan Commission suggested that the city council authorize a tree planting plan for the city. In November 1940, at the suggestion of City Manager John Ames, a tree nursery opened on South Duff Avenue. Then, in 1942, the city council passed an ordinance to standardize the planting and trimming of trees. Residents were prohibited from trimming street trees without permission from the city manager. (Meads)

The Chicago Northwestern Depot in Ames became a focal point for landscape architecture. Conceived in the tradition of Victorian pictorial design, the grounds featured plantings spelling out "Ames." Other displays of floriculture beautified the grounds. "Jerry Sexton, long the gardener at Iowa State College, took on the job of supervising the planting and care of the Ames Depot gardens after 1909." (Brown Photographic Archive: 105.575.1)

Other beautification efforts sought to improve other public spaces in the city. In 1920, the city council enacted an ordinance to regulate billboards in the city. 1929, the city council cooperated with the Ames Garden Club and other Ames agencies to clean up and beautify street entrances to the city. (*Ibid.*) These efforts continued. The Garden Club received city approval in 1930 to erect city entrance signs. In May 1938, the city Plan Commission recommended that approaches to Ames be landscaped. The city council ordered this action and voiced distaste for advertising billboards. (*Ibid.*)

The cumulative result of efforts like these have bequeathed to the City of Ames a park system and public green spaces, which are advanced in comparison with most areas in Iowa with similar population. Individual members of the staff of Iowa State with specialties in forestry, outdoor recreation, fishery and wildlife biology, landscape

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 126

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VIII. Dream of Arcadia: Designed Historic Landscapes in Ames

architecture, horticulture, and other disciplines have contributed significantly to the community by working on committees and boards and by stimulating and encouraging participation in programs related to the environment.

Conservation Movement

Iowa State faculty provided strong leadership for the Conservation Movement in Iowa, which began in the 1920s but achieved prominence and widespread support during the Great Depression.

Federal responses to conservation problems, focusing on land use and land waste, were embodied in many Works Progress Administration programs, beginning with soil surveys and studies of forests and streams.

An active proponent of such measures was Professor Gilmour B. MacDonald, who came to Iowa State after three years with the U. S. Forest Service. He became chief of the forestry section at the state agricultural experiment station. In the mid-1930s he directed Iowa's emergency conservation program.

Another leader of the movement, Professor Louis H. Pammel, was a leading botanist, who inveighed against misuse of public land. For example, he was outspoken in favoring preservation of the natural state of Ashworth Park in Des Moines, rather than its development. The State of Iowa later recognized his contributions to preserving the environment by naming Pammel State Park in his honor. Pammel Woods and Pammel Court commemorate his name in Ames.

Residential Landscape Architecture

Although the residents of Ames have placed considerable value upon residential landscape architecture for the reasons outlined above, the look of this design has changed over the years. The Victorians favored elaborate ornament of a highly individual nature, big yards and gardens, and property defining elements like fences and hedges. Following the turn of the 20th century, property owners and municipal government sought to bring to a more ordered look to this individualism. A greater sense of place emerged as public and private property merged into a unified composition of houses, plantings, and public corridors.

The S. E. and Sarah Bigelow House (nonextant) exemplified the full-blown Victorian model in Ames. It stood on the west side of Duff Avenue where the Mary Greeley Medical Center's short-stay unit is located today. This spacious site included several city lots and high visibility because of its location on the corner of a prominent vehicular corridor. A well-maintained hedge surrounded the property on the east and the south and set off the home grounds and the house from the public right-of-way. The house occupied an interior lot with a broad expanse of lawn on either side and at the rear. Specimen evergreen and deciduous trees further embellished the site. The streetscape itself was adorned by semi-mature trees and a series of younger trees, likely planted by the city. An 1897 photograph of the property shows both the street trees and the privately owned ornamentals to be careful trimmed. Although the street itself remained unpaved, rudimentary curbs

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 127

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VIII. Dream of Arcadia: Designed Historic Landscapes in Ames

helped visually separate the wooden pedestrian walks from vehicular corridor. The general feeling of this site is one of comfort and well-being. This property must have been expensive to afford and maintain and certainly exceeded the means of the common man; but it quite likely remained a model for local emulation. The Kendrick W. Brown House at 1011 Kellogg Avenue possessed an even more flamboyant residential design. (See below.)

Fences were popular Victorian amenities in Ames, as demonstrated by the historic drawing of the community in the 1875 *Andreas' Illustrated Historical Atlas of Iowa*. Fences visually defined the front and side yards, helped protect property from unwanted intrusion, and facilitated the formal Victorian lifestyle popular at the time. Wallace M. and Mary V. Greeley improved their property at 502 Douglas Avenue with such a fence, pictured about 1897 in a photograph.

As fewer people raised livestock on their property and the nuisance of stray animals decreased, the number of fences in Ames neighborhoods decreased. By the late 1890s, fences no longer held sway as *de rigueur* for good residential landscapes. In 1897, for example, the *Ames Intelligencer* published a series of photographs of showplace residences along Duff Avenue. Few of these properties are pictured with front yard fences, and expense was certainly not a factor for their absence.

As Ames moved into the new century, residential landscape design changed for other reasons as well. The elaborate ornamentation of the Victorian period waned, and a new emphasis on order, practicality, and simplicity emerged. The Progressive Movement, with its emphasis on efficiency, and city planning provided philosophical underpinnings to this new spirit of neighborhood design. Progressives eschewed the ostentatious expressions of individuality, so prevalent during the Victorian period, and sought to standardize the urban scene. Fences were perceived as unnecessary for a democratic society and fell from favor as landscape amenities. With wide streets and lawns, rows of street trees, and absence of fences, neighborhoods in Ames took on the orderly look they retain to the present day.

Gardening became a popular avocation in Ames. Kendrick W. Brown pioneered the field. His home at 1011 Kellogg Avenue (nonextant) became a local showplace. Its estate-like grounds by 1888 featured curving pedestrian walks, expansive yards, spacious grounds, "the perennial garden" (a formal layout of plantings in the southwest lawn), and other rich flora cultural displays. Kendrick and Lydia G. Brown, his wife, received, as a gift, a "flower park made about 1895, while papa and mama were away, as a surprise, made by [gardener] Gates." (Brown Family Photo Album)

The Harry F. and Mary T. Brown House at 1004 North Kellogg Avenue calls attention to another example of an historic landscape, which may, or may not, be professionally designed. The Browns built this house in 1910 and improved the property with many plantings.

As residents increasingly sought to beautify their properties, commercial suppliers appeared on the scene with retail goods and services. F. J. Olsan & Sons built the first commercial greenhouse in Ames, located at 400 Main Street. According to the Ames' City Historian:

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 128

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VIII. Dream of Arcadia: Designed Historic Landscapes in Ames

It wasn't until 1910 that Ames had its first large-scale greenhouse operation, Olsan's Flowers, which occupied the town's first all-concrete building on the southwest corner of Burnett and Main Streets. Eventually, proprietor Frank Olsan expanded his operation to a north Sheldon Avenue location. (Brown Photographic Archive: 48.238B.2/4)

Other businesses slanted toward home gardening followed. In 1917, the Alexander Manufacturing Company, Inc., of Ames advertised "Alexander's Garden Raisers," their name for garden tools evidently fabricated by the company. Established in 1913, the firm boasted that these products "stay sold." (Ames City Directory 1917)

Contributions by Iowa State

The presence of professional horticulturalists and landscape architects on the faculty and staff at Iowa State lent incalculable stimulus for urbanscape improvements in Ames. The willingness of these individuals to share their professional expertise with the public and the exemplary improvements to their own homes contributed to the high level of knowledge, fascination, and improvement of the natural world, which characterizes the community.

The Emil C. and Sallie L. Volz House at 619 Ash Avenue, is a case in point. Volz, who was Professor of Floriculture at Iowa State College, is remembered as the author of *Home Flower-Growing*, a widely read and often reprinted guidebook.

During the 1920s and 1930s, the landscape architecture faculty at Iowa State increased in size. This growth points to the growing interest in this discipline across Iowa, the Midwest, and the nation. These statistics witness a growing student population in the field, and it is safe to assume that this growing interest in plant material and landscape architecture found local expressions in Ames, as faculty members beautified their own residences.

Beginning in the early 1930s, the Ames Garden Club sponsored an on-going planning program for landscape design. To date there are 13 documented sites that participated in this program, of which all were privately owned. Most of the properties were residential and located in Ames, but one commercial property in Ames was also included, as well as several residences in other parts of Iowa. The plans were of two types: general planting plans and plans for perennial borders. Landscape architects in the Landscape Architecture Department of Iowa State College provided the professional designs. More of these designs were prepared for residences in the College Heights Addition than any other neighborhood in Ames. Lists of these designs and their planners follow the text of this chapter. These lists also contain public designs.

The following table lists original drawings in Special Collections of the Parks Library at Iowa State University. Each of these landscape designs was prepared for public property. These plans appear to have been implemented selectively, if at all.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 129

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VIII. Dream of Arcadia: Designed Historic Landscapes in Ames

Anonymous

No date A Plan for Welch School

Anonymous (probably the Landscape Architecture Department, ISC)

1935 Planting Plan for the City (Bandshell) Park

The Landscape Architecture Department, Iowa State College

1935 Planting Detail for the Band Shell

City of Ames, City Planning Commission

No date Sketch Plan of proposed development to municipal cemetery including entrance

The following table lists original drawings in Special Collection of the Parks Library at Iowa State University prepared for residential properties in the 1930s. Although it is not presently clear how many were actually implemented, this long list shows that Ames residents were receptive to the idea of landscape architecture.

Ashwell, Iris

1932 Planting Design
Dr. A. L. Bakke Ash Avenue
(includes sketch of house elevation)

B. M. J.

1936 Planting Plan Dr. and Mrs. E. S. Haber 2125 Country Club Boulevard

Carpenter, Bethane L., L. A.

1932 Planting Plan for a Residential Lot Ames Garden Club Plan # 11
also Planting Plan for Flower Borders Mr. and Mrs. L. G. Allbaugh

Cornelius, Howard G., L. A.

1938 Preliminary Studies for: R C. Gregg Residence
1210 Orchard Drive Avenue

1938 South Terrace Wall Details
Wall Details East of House
H. C. Gregg Residence 1210 Orchard Drive Avenue

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 130

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VIII. Dream of Arcadia: Designed Historic Landscapes in Ames

Elwood. P. H., L. A.

1936 General Landscaping Plan
C. W. Kimler 612 Brookridge Drive

Jones. C. E. L. A.

1930 General Planting Plan
Dr. and Mrs. G. E. McFarland

Lenz. Herbert R., L. A.

No date Planting Plan
Dr. R. D. Feldman

1935 Mr. Henry Gilman

Merkle. Arthur R., L. A.

1931 A Perennial! Border
Ames Garden Club Plan #1
Mr. and Mrs. L. W. Forman
419 Lynn Avenue

1931 Landscape & Planting Plan
Ames Garden Club Plan #2
Mr. and Mrs. W. J. Schlick
717 7th

Miller. Jerome C., L. A.

1932 Planting Plan for a Residential Lot
Ames Garden Club Plan #12
Ralph Mayo

1933 General Planting Plan
Mr. John E. Behnke
Parkersburg, Iowa

1933 Proposed Planting Plan
Prof. A. H. Fuller
722 Douglas Avenue

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 131

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VIII. Dream of Arcadia: Designed Historic Landscapes in Ames

Mitchell. Kenneth. L. A.

- | | |
|---------|---|
| No date | Suggested Scheme & Planting Plan
Dr. Dio L. Holl |
| 1938 | Mr. and Mrs. Walter Mead Residence
(Probably now part of Pyle Office Park on Grand Avenue) |

Paysen. C., Delineator

- | | |
|---------|--|
| 1937 | Planting Plan Miss Florence N. Walls
2220 Knapp Street |
| No date | Planting Plan
B. H. Thomas Residence
315 Lynn Avenue (includes vegetable garden & orchard) |
| No date | Planting Plan
J. B. Davidson |

Rothacker. R. R., L. A.

- | | |
|---------|--|
| 1931 | Study for the Garden
Mr. and Mrs. T. E. Sexauer |
| No date | Planting Plan
Dr. and Mrs. Forest Barnes
613 Pearson |

S. R. D. A.

- | | |
|---------|---|
| No date | Planting Plan
First Methodist Church 6th & Kellogg |
|---------|---|

Sapp. Floyd W., L. A.

(Sapp practiced landscape architecture in Ames until about 1932 when he relocated to Colfax, Iowa).

- | | |
|------|---|
| 1932 | Planting Plan for a Residential Lot
Ames Garden Club Plan #3
Mr. and Mrs. W. E. Galligan
3218 Oakland Street |
| 1932 | Plant List (no drawings)
Mr. and Mrs. W. E. Galligan
3218 Oakland Street |

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 132

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VIII. Dream of Arcadia: Designed Historic Landscapes in Ames

Sapp, Floyd W., L. A. (continued)

- | | |
|------|--|
| 1932 | Plan for Perennial Border
Ames Garden Club Plan #4
Mr. and Mrs. E. M Effler
317 Pearson Avenue |
| 1932 | Planting Plan for a Residential Lot
Ames Garden Club Plan #6
Dr. H. L. Foust
626 Country Club Boulevard |
| 1932 | Planting Plan for a Residential Lot
Ames Garden Club Plan #7
Mr. and Mrs. Clyde R. Andrews
New Providence, Iowa |
| 1932 | Planting Plan for a Residential Lot
Ames Garden Club Plan #8
Dr. Max Levine

530 Welch Avenue |
| 1932 | Planting Plan for a Residential Lot
Ames Garden Club Plan #9
Ida D. Moore
215 Stanton Avenue |
| 1932 | Perennial Border
Ames Garden Club Plan #10
Miss Sims & Miss Friend
307 Ash Avenue |

Sapp, Floyd W., L. A., & Merkle, Arthur R., L. A.

- | | |
|------|--|
| 1932 | Planting Plan for a Commercial Lot
Ames Garden Club Plan #5
Kilmer Coal Company Office &. Yard |
|------|--|

Scott, M. B., L. A.

- | | |
|------|-------------------------------------|
| 1937 | Planting Plan for a Residential Lot |
| 1938 | Mrs. F. H. Waters |

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number E Page 133

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

VIII. Dream of Arcadia: Designed Historic Landscapes in Ames

Scott, M. B., L. A. (continued)

No date Existing Plan of Waters Property (thought to be by Scott)

1939 Planting Plan

1940 Mr. and Mrs. Frank Robotka

1938 Planting Plan
Mr. and Mrs. C. K. Shedd
333 Pearson

W. C. W.

1938 Planting Plan

Anonymous

No date Design & Planting Plan
Mr. and Mrs. J. A. Hopkins

1936 Proposed Planting
C. W. Kimler

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 134

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

F. Associated Property Types

(Provide description, significance, and registration requirements.)

A. Introduction

Resources that call attention to the historic contexts (discussed in Section E) are known as property types. Each historic context forms a background to identify, classify, and evaluate specific resources.

This section describes these resources in a general way, outlines their significance, and establishes criteria to evaluate them for National Register purposes. A list of the historic districts, Multiple Property Documentation Form (MPDF)-associated resources, and individual resources found eligible for nomination to the National Register, is attached in this section at the end of each discussion of the property type under which it obtains significance. It should be noted that a resource could be found eligible for nomination to the National Register under several historic contexts and criteria. Finally, a list of properties already entered in the National Register can be found at the end of this section of the report.

B. Districts, Buildings, Structures, Sites, and Objects Associated with "Patterns of Community Development: 1864-1941"

This historic context serves as an overview of Ames' history. It establishes a periodization for this history and serves as a framework for other, more specific, historic contexts delineated in this MPD. As such, "Patterns of Community Development" should be employed in conjunction with one or more additional historic contexts rather than as a stand-alone.

C. Districts, Buildings, Structures, Sites, and Objects Associated with "Town Building: 1864-1941"

1. **Description:** There are a variety of resources associated with patterns of town building. Resources differ as to property type and can include city plats, city blocks or portions of blocks, central business district or commercial nodes, clusters of public and/or semi-public institutional resources, residential neighborhoods, resources adjacent to corridors of transportation, and properties, whose development stemmed or was stimulated by public infrastructure improvements, such as the hard-surfacing of streets, construction of bridges, underpasses, sidewalks, and sanitary and storm sewers, all of which call attention to the community's cumulative traditions, practices, and corporate NEED as they have evolved over a period of time. These property types vary considerably as to design and can include those calling attention to the deleterious effects of laissez faire actions on town building, as well as those designed to harmonize with their surroundings. Certain corridors of residential preference emerged in Ames at an early time and continued to effect the evolution of town building in Ames into the 20th century.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 135

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

Residential corridors such as Douglas Avenue, Duff Avenue, and 9th Street call attention to this phenomenon. Corridors of commercial development relate to this historic context as well, as the emergence of Welch Avenue in West Ames demonstrates. The effects of municipal regulation on land development are associated with this historic context, as they are to the "Civics" historic context, as discussed below. The laying out and enforcement of zoning districts to regulate growth resulted in significance. Topographical considerations, such as spotty conditions of wet and dry land

2. Significance: Significance can derive from specific town planning activities, such as municipal regulation through zoning ordinances; long-range, comprehensive, and/or strategic plans devised and implemented to stimulate and regulate physical growth, economic development, or municipal beautification; and the effects of real estate capitalists and developers in platting land. Significance can also derive from the evolution of land use over time, illustrating individual or community responses to environmental, economic, transportation, social, and/or other local factors, such as the rise of corridors of residential preference in Ames.

3. Registration Requirements:

Criterion A. Qualifying property types include those directly associated with formal town building practices, such as the surveying, platting, and laying out of land, subdivisions, parks, transportation networks, or other purposes. Also property types directly associated with the evolution of land use, whether agents for change or responses to new opportunities brought about by these changes. Such property types include new facilities, which by their construction alter established patterns in a community, as well as properties calling attention to events, which have affected such changes.

Criterion B. Requirements for this criterion include properties with direct associational links with individuals or groups significant to town building. Individuals include, for example, John I. Blair, whose contributions to Ames included the stimulus for its founding and the gift of land for today's Bandshell Park. Individual real estate developers might qualify under this criterion. The role of Reinhard Friedrich and the development of Colonial Village in West Ames in the 1930s and 1940s provides an example. City officials, whose administrations effected the shape of town building in Ames also can qualify, including John H. Ames, long-time Ames city administrator; J. R. Blair, Ames's city engineer; and Parley Sheldon, whose exercise of authority located the Ames' municipal light and power plant at its present location. Properties also qualify under this criterion, which are directly linked with individuals or groups of individuals, whose work on town planning commissions or committees or individually helped shape town planning and its implementation. John Powers, publisher of the *Ames Tribune*, and his efforts to develop 5th Street in downtown Ames as an aesthetically pleasing commercial corridor, provides one example.

Criterion C. Properties that reflect architectural design or other characteristics resulting from town building decisions or responses to these decisions. Examples include plats laid out with commodious lots, which encouraged the construction of large-scale houses, and plats laid out with small lots, which

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 136

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

attracted smaller-scale construction.

Criterion D. Sites of nonextant properties, which contain intact subsurface deposits with good information potential concerning the material culture of identifiable and significant town building practices.

Integrity Considerations: Unless a property has lost most of the characteristics that convey a sense of time and place associated with its town building function or no longer has the ability to provide important information with respect to spatial patterns, building type, planning activity, or other subject of scholarly interest within this context, it should be considered eligible.

4. Potentially Eligible Properties (selected):

Historic District

*Old Town Historic District
Ames, IA

Main Street Commercial Historic District
Ames, IA

* Represents nomination being submitted with this document.

D. Districts, Buildings, Structures, Sites, and Objects Associated with "Ames, Iowa: A Laboratory for Education, 1859-1941"

1. Description: Because this historic context serves as a reference point for resources associated with the influence and effects of Iowa State University on Ames, resources can include a wide range of property types, which call attention to these effects. These property types include commercial nodes adjacent to the campus, whose evolution is directly associated with the growth of Iowa State and its student population; off-campus student housing, including private as well as group, residences, such as board and room homes and fraternal and soritical houses; faculty housing; and business, industrial, laboratory, or other types of facilities, whose origins directly relate to research and technological discoveries at the school and transposed into the commercial sector. These resources can be individual properties or historic districts containing clusters of buildings or entire residential plats.
2. Significance: Significant resources within this historic context call attention to the effects of Iowa State University within Ames and can include commercial and residential historic districts, whose presence relates to the influence of this institution in the community; scientific facilities, whose establishment are the outgrowth of research and/or technological discoveries at Iowa State; and designed historic landscapes, which trace their origins or development to the cadre of professional landscape architects at

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 137

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

Iowa State. While a wide range of university-owned properties are National Register significant, including the main campus itself, a more detailed historic context needs to be developed as a MPD to assist in their registration.

3. Registration Requirements:

Criterion A. Properties that are associated with events spearheaded by Iowa State faculty, staff, and/or students, such as the Secessionist Movement in West Ames during 1914-1914. Properties, which call attention to historical patterns associated with the influence of Iowa State on the community, such as the the siting of the Iowa Department of Transportation and its campus in Ames as a direct result of the school's Department of Engineering and professional civil engineers associated with it in the city; the former Chautauqua Grounds in Ames, where annual summer programs achieved great success, in part because the school inculcated a respect for education among the Ames' citizenry.

Criterion B. Properties that are associated with persons directly involved with or responsible for broadening the influence of the university within the community, such as the Hiram and Ann Munn, House which served as a social gathering place for the town and gown; the Prof. J. L., Sarah M., and Etta Budd House, whose landscape architecture showcased new plant species to the Ames community and whose presence encouraged emulation among other Ames residents; and the Henry and Sonovia Ness House, whose new concepts of landscape architecture had a similar effect. Also properties associated with Iowa State faculty members such as Anston Marston, whose engineering skill was utilized by the City of Ames during the Progressive Era to design public infrastructure improvements.

Criterion C. Properties that illustrate styles, types, or building materials contemporary with this time period or that form an unusual group of buildings or structures.

Criterion D. Sites of nonextant properties, which contain intact subsurface deposits with good information potential concerning the material culture of identifiable significance for this historic context.

Integrity Considerations: Unless a property has lost most of the characteristics that convey a sense of time and place associated with its historic function or no longer has the ability to provide important information with respect to spatial patterns or building type within this context, it should be considered eligible.

4. Potentially Eligible Properties (selected):

Historic District

*Old Town Historic District
Ames, IA

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 138

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

Individual

*Prof. J. L., Sarah M., and Etta Budd House (NRHP)
804 Kellogg Avenue
Ames, IA

*Henry and Sonovia Ness House
821 Kellogg Avenue
Ames, IA

Archie Martin House
218 Lincoln Way
Ames, IA

* Represents nomination being submitted with this document.

E. Districts, Buildings, Structures, Sites, and Objects Associated with "Transportation and the Development of Ames, 1864-1941"

1. Description: Resources associated with transportation vary as to property type. Property types can comprise an entire transportation system, such as a road or highway. Property types can also comprise a portion of such systems, such as a bridge, culvert, signage, and/or other historic feature. Property types situated adjacent to transportation corridors and dependent on them for their development may also be eligible. They include residential neighborhoods (whether comprising one plat, several contiguous plats, portions of plats, or individual resources associated with one another by the transportation corridor), commercial districts, clusters of public and semi-public institutional resources, and industrial and light-industrial districts. Individual properties may also be eligible as they relate to transportation. They include hostleries, railroad depots, freight houses, bridges, gas stations, hotels, tourist camps, motels, roadside commercial enterprises, and other tourist and over-the-road related resources. Other eligible properties may also include institutional buildings associated with transportation planning, engineering, and construction; municipal infrastructure improvements such as street pavement; and urban commercial nodes established because of their strategic location at the intersection of well-traveled streets. Objects associated with this historic context remain to date unidentified, but their presence should not be ruled out.
2. Significance: Significance for transportation—be they railroad, road and highway, or other—derives from the magnetic pull, which transportation systems exert to attract different kinds of development at strategic points along their routes. Certain plats, such as College Park Addition (platted in 1893) and College Park Addition First North (platted in 1900), sought and succeeded in capitalizing on the convenience rapid public transportation offered to potential homeowners, who wished to live near downtown Ames and commute to the Iowa State campus. These plats emerged along the route of the

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 139

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

“Dinkey,” the steam-powered streetcar established in 1891 to ply between the campus and downtown. The emergence of the automobile further accentuated this tendency, as capitalists laid out plats in hitherto undeveloped sections of Ames to the same end. The social status accrued from a residence along a highly visible street constitutes another sub-context of significance associated with transportation. Showplace residences appeared along Duff Avenue as a local venue for conspicuous consumption. As more and more people used the automobile, the convenience that arterial streets offered homeowners became a draw for new housing development, as evident along routes such as 9th Street in Ames. The significance of transportation for Ames derives from the presence of the Iowa State Highway Commission (now the Iowa Department of Transportation) and the major role it plays as an employer in the city’s economy.

3. Registration Requirements:

Criterion A. Resources must have a demonstrative association with transportation, which serve a direct function, support service, or technological contribution, or which call attention to a response to the magnetic power transportation systems exert over the physical development of a community.

Criterion B. Although there is presently little evidence to support employment of this criterion in evaluating properties associated with transportation, if identified, such properties must be directly linked with an individual or group associated with transportation. Civil engineers who devised or implemented new highway paving or bridging techniques might, for example, qualify, given Ames’ predilection for inventiveness and experimentation. Bureaucrats, whose careers in the IDOT significantly effected transportation planning within the State of Iowa, might also qualify, if identified.

Criterion C. Eligible properties must reflect the engineering design of buildings, structures, or sites constructed to serve transportation and its needs, such as bridges and roads, or reflect other aspects of architectural history associated with transportation.

Criterion D. Sites of nonextant properties, which contain intact subsurface deposits with good information potential concerning the material culture of identifiable and significant transportation systems.

Integrity Considerations: Alterations may be acceptable if they are sympathetic in terms of building materials, scale, and architectural and/or engineering detail.

Concerning districts, they must possess a sense of time and place, must relate to the styles and materials of the period of significance, have relatively few intrusions, and not have been altered to a high degree.

Concerning individual buildings, the requirements outlined above should hold true. For residential properties, a higher degree of integrity is generally to be expected since dwellings are less subject to

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 140

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

modernization than other transportation-related resources. Tourist housing will exhibit considerable alteration because of its commercial character and special criteria may be necessary for evaluation.

4. Potentially Eligible Properties (selected):

Historic District

*Old Town Historic District
Duff and Clark Avenues between 7th and 9th Streets
Ames, Iowa

Chautauqua Park Addition
Between Squaw Creek, 9th Street, the Chicago Northwestern Railroad tracks, and 7th Street
Ames, Iowa

Ridgewood Addition
Between Squaw Creek, 13th Street, the Chicago Northwestern Railroad tracks, and 9th Street
Ames, Iowa

Individual

Grand Avenue Underpass
Grand Avenue at Railroad Tracks
Ames, IA

Chicago Northwestern Passenger Depot
South Side of Main Street 500 Block
Ames, IA

* Represents nomination being submitted with this document within the Old Town Historic District.

F. Districts, Buildings, Structures, Sites, and Objects Associated with "Civics: Government and Public Participation Improve the Community, 1864-1941"

1. Description: Resources differ as to property type and can include civic buildings, municipal utilities, municipal infrastructure, municipally sponsored landscape architecture and recreational facilities, and other civic-related resources. These resources must relate to the historic context "Civics: Government and Public Participation Improve the Community, 1864-1941." The Ames Municipal Building (NRHP) calls attention to many aspects of this historic context because of its function as the seat of city government. The Civic Corridor Historic District and the Bandshell Park Historic District (NRHP) exemplify civic endeavor and are potentially National Register eligible (or already listed) because of their association with this historic context. Other historic districts—like parks, recreational facilities, and

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 141

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

other publicly owned properties, whose evolution stems from public agitation and/or public support—might also prove to be eligible. Properties, whose establishment and development reflect the effects of municipal zoning, as discussed in the “Town Building” context, might also qualify. Objects associated with this historic context—such as historic fire-fighting equipment—remain unidentified to date, but the existence and potential eligibility of such objects should not be ruled out.

2. Significance: “Civics” possesses, as an historic context, considerable importance for the development of Ames because it points out the active role that city government played during the Progressive and later eras in Ames to better the community. Significance can derive from a variety of these civic endeavors, including efforts to reform laissez faire and promote municipal authority; to improve the community through the construction of hard-surfaced streets, street lighting, municipal water and sewer service; to establish and enforce municipal regulations for property development, public health, human behavior, and community beautification; to promote recreation, culture, and other civic amenities; to maintain the fiscal health of the City; to acquire property for parks and related facilities; and to engage in political action. Significance can derive from individuals—like John H. Ames, Capt. Wallace M. Greeley, and Parley Sheldon—and local organizations and clubs—like the Ames Cemetery Association, the Civic Improvement Society, and the Ames Garden Club, among many others—whose volunteer work and effort call attention to the improvement of Ames as a community.

The potential eligibility of the Civic Corridor Historic District deserves special comment here. Numerous public and semi-public buildings stand on 5th and 6th Streets immediately adjacent to the central business district in Ames. These resources include Bandshell Park Historic District (NRHP), Elks Lodge, Ames Public Library, United Church of Christ, First Methodist Church, United States Post Office, First Christian Church, and the former Ames High School (NRHP), now serving as the Ames City Hall. These buildings constitute an impressive collection of architectural quality, whose evolution calls attention to civic effort and, as such, are likely eligible under this historic context.

3. Registration Requirements:

Criterion A. Properties that are associated with civic activity reflected in the time period.

Criterion B. Properties that are directly associated with individuals who played a leading, pivotal, or important role in shaping the development of Ames as a municipality. The John H. and Marie Grace Ames House at 804 Ridgewood Avenue, for example, calls attention to John’s career as city manager for the City of Ames between 1927 and 1953, a period of rapid change and transformation. The J. R. and Mary M. Blair House at 715 Ridgewood Avenue calls attention to his service as Ames’ City Engineer during the Progressive Era, a period, which witnessed many public infrastructure, projects requiring civil engineering expertise.

Criterion C. Properties that illustrate styles, types, or building materials contemporary with this time

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 142

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

period or that form an unusual group of buildings or structures.

Criterion D. Sites of nonextant properties, which contain intact subsurface deposits with good information potential concerning the material culture of identifiable and significant architectural resources.

Integrity Considerations: Alterations may be acceptable if they are sympathetic in terms of building materials, scale, and architectural and/or engineering detail.

Many of the property types associated with this historic context are nonextant. First generation infrastructural improvements have, for example, been replaced with modern street surfaces, street lighting, storm and sanitary sewers, and so on. The Ames Power Plant, a modern operation, continues to evolve with technology. The Parley ("Perennial Mayor") and Bernice Sheldon House at 603 Douglas Avenue is nonextant. (The site presently serves as a municipal parking lot.) This loss of historic resources increases the value of those that remain to call attention to "Civics" as an historic context.

Concerning districts, they must possess a sense of time and place, must relate to the styles and materials of the period of significance, have relatively few intrusions, and not have been altered to a high degree.

Concerning individual buildings, the requirements outlined above should hold true. For residential properties, a higher degree of integrity is generally to be expected since dwellings are less subject to modernization than civic-related resources.

4. Potentially Eligible Properties (selected):

Historic District

Civic Corridor Historic District
North of 5th Street between Clark and Duff Avenues
Ames, IA

Bandshell Park Historic District (NRHP)
Duff Avenue between 5th and 6th Streets
Ames, IA

Individual

Ames Municipal Building (NRHP)
420 Kellogg Avenue
Ames, IA

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 143

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

John H. and Marie Grace Ames House
804 Ridgewood Avenue
Ames, IA

J. R. and Mary M. Blair House
715 Ridgewood Avenue
Ames, IA

* Represents nomination being submitted with this document.

G. Districts, Buildings, Structures, Sites, and Objects Associated with "The Notables of Ames: Academic and Commercial Elites, 1864-1941"

1. Description: Offices, commercial buildings, studios, laboratories, classroom buildings, manufacturing plants, or other related property types might qualify if they are the primary link with the individual's contribution. The residences of these individuals might also qualify, if associated properties directly linked to the career or contribution of the individual are nonextant. Residences might also qualify within this historic context, if the home life of the individual possesses significance in its own right. The Munn House at 726 Duff Avenue exemplifies this quality. The social gatherings, which Hiram A. and Ann Leichliter Munn hosted for Ames' business and academic elites at this residence, helped lubricate the social intercourse between the community's town and gown. The Wallace M. and Mary V. Greeley House at 502 Douglas Avenue provides another example. The Greeleys extensively used their home for soirees and other social entertainment and thereby promoted the social and cultural life of the community.
2. Significance: "The Notables" comprise those persons and families in Ames' history, which have, as individuals and distinct from trends and group efforts, made significant contributions to Ames, Iowa, the state, or the nation. This historic context also calls attention to the complex inter-relationships of the academic, political, commercial, and social elites and their relationships with each other. These relationships formed an important network to promote the community and its economic development. The Iowa State Highway Commission, for example, located its new headquarters in Ames in the 1920s in large part because of the financial incentives this network offered to it.
3. Registration Requirements:
 - Criterion A. Generally not applicable to this historic context.
 - Criterion B. Properties that are directly associated with individuals, who played a leading, pivotal, or important role in shaping the development of town building, education, government, commerce, culture, or other activity in Ames or in the broader world.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 144

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

Criterion C. Not generally applicable, except where a significant individual has engaged in the design or construction of an associated resource.

Criterion D. Sites of nonextant properties, which contain intact subsurface deposits with good information potential concerning the material culture of identifiable and significant architectural resources.

Integrity Considerations: Alterations may be acceptable if they are sympathetic in terms of building materials, scale, and architectural design.

4. Potentially Eligible Properties (selected):

Historic District

*Old Town Historic District
Ames, IA

Individual

Greeley House-Adams Funeral Home
502 Douglas Avenue
Ames, Iowa

*Tilden House-Sigma Nu House
905 Douglas Avenue
Ames, IA

*Munn House
726 Duff Avenue
Ames, IA

Joseph V. and Mildred M. Gerbracht House
1900 Grand Avenue (a.k.a. 619 18th Street)
Ames, IA

George W. and Gertrude Snedecor House
521 Forest Glen
Ames, IA

Irving E. and Elizabeth Melhus House
407 Pearson Avenue
Ames, IA

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 145

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

* Represents nomination being submitted with this document within the Old Town Historic District.

H. Districts, Buildings, Structures, Sites, and Objects Associated with "Housing the Town and Gown: The Variety of Architecture, 1864-1941"

1. Description: This historic context embraces a wide variety of property types and periods of significance. It contains residential housing, religious and collegiate architecture, Greek Letter houses, suburban neighborhoods, and resources significant because of style, function, or materials. Resources within this historic context are significant because they call attention to the upbuilding of Ames. This phenomenon is expressed in building materials and traditions, in architectural designs and local interpretations of them, and in innovations and idiosyncrasies which, taken together, define the physical temperament of the city. These resources are significant, specifically, because they call attention to the process whereby architects, contractor-builders, mail order catalogue companies, financial institutions, construction technology, and new building styles, products, and building practices interrelate historically to shape Ames' built environment. The architecture treated in his historic context is also significant because it can embody the distinctive characteristics of a type, or a period, or a method of construction, or it can represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.
2. Significance: Significance can derive from building materials, whose physical opportunities and constraints affect residential architecture; from significant characteristics of scale and its employment; and from form as it provides diagnostic analysis for architectural significance. Significance can also derive from the variety of ways in which stylistic influences have contributed to the architectural heritage of Section B. Significance can additionally derive from the work of a master, as embodied in custom, pattern book, or mail order catalogue design. Finally, significance can obtain from the role of contractor-builders who have contributed to the local built environment. Although scale and form comprise defining characteristics for these historic resources, the significance claimed must be rigorously linked to a comprehensive evaluation of resources in Section B exhibiting similar characteristics. A compelling case must also be made for their significance over-and-above the diagnostic analysis provided in this report.

3. Registration Requirements:

Criterion A. Generally not applicable to this historic context.

Criterion B. Properties that are associated with persons directly involved with or responsible for this activity. The offices

Criterion C. Properties that illustrate styles, types, building materials, or architectural innovations contemporary with this time period or that form an unusual group of buildings or structures.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 146

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

Criterion D. Sites of nonextant properties, which contain intact subsurface deposits with good information potential concerning the material culture of identifiable and significant architectural resources.

Integrity Considerations: Alterations may be acceptable if they are sympathetic in terms of building materials, scale, and architectural and/or engineering detail.

Concerning districts, they must possess a sense of time and place, must relate to the styles and materials of the period of significance, have relatively few intrusions, and not have been altered to a high degree.

Concerning individual buildings, the requirements outlined above should hold true. For residential properties, a higher degree of integrity is generally to be expected than commercial-related resources, since dwellings are less subject to modernization.

4. Potentially Eligible Properties (selected):

Historic District

*Old Town Historic District
Ames, IA

Colonial Village Historic District
Ames, IA

Central Campus Historic District
Iowa State University
Ames, IA

Chautauqua Park Historic District
Brookridge and Ridgewood Avenues
Ames, IA

Main Street Historic District
Main Street between Duff and Clark Avenues
Ames, IA

Ridgewood Addition Historic District
Brookridge and Ridgewood Avenues between 6th and 9th Streets
Ames, IA

College Heights Historic District
Between Ash and Beech Avenues south of Lincoln Way
Ames, IA

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 147

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

Individual

Harry F. and Mary T. Brown House
1004 Kellogg Avenue
Ames, IA

Prof. Runnells House
2107 Country Club Boulevard
Ames, IA

Mrs. William N. Beardshear House
714 Brookridge Avenue
Ames, IA

J. R. and Mary M. Blair House
715 Ridgewood Avenue
Ames, IA

House
1205 Ridgewood Avenue
Ames, IA

House
1214 Ridgewood Avenue
Ames, IA

*House
829 Douglas Avenue
Ames, IA

*F. T. McLain House
720 Duff Avenue
Ames, IA

*House
823 Douglas Avenue
Ames, IA

*House
714 Douglas Avenue
Ames, IA

*House
722 Douglas Avenue
Ames, IA

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 148

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

*House
411 9th Street
Ames, IA

*House
928 Burnett Avenue
Ames, IA

House
701 Ash Avenue
Ames, IA

Apartment Complex
208-210 Gray Avenue
Ames, IA

Row Houses
706-708-710 Northwestern Avenue
Ames, IA

Practice House
1505 Kellogg Avenue
Ames, IA

*Iowa State College Model Home
320 8th Street
Ames, IA

Dr. and Mrs. O. R. Sweeney House
538 Hayward Avenue
Ames, IA

*Henry and Sonovia Ness House
821 Kellogg Avenue
Ames, IA

House
525 Forest Glen
Ames, IA

Robley and Verne Winfrey House
525 Forest Glen
Ames, IA

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 149

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

Dean T. R. and Lois Agg House
325 Pearson Avenue
Ames, IA

House
219 Chamberlain Place
Ames, IA

First United Methodist Church
516 Kellogg Avenue
Ames, IA

Collegiate Presbyterian Church
SW corner West Street and Sheldon Avenue
Ames, IA

First Christian Church (Disciples of Christ)
611 Clark Avenue
Ames, IA

St. John's Episcopal Church
2338 Lincoln Way
Ames, IA

Ascension Lutheran Church
7th Street at Kellogg Avenue
Ames, IA

First Baptist Church of Ames
200 Lynn Avenue
Ames, IA

*Fraternity House
803 Burnett Avenue
Ames, IA

*Fraternity House
815 Burnett Avenue
Ames, IA

Theta Delta Chi Fraternity House
217 Ash Avenue
Ames, IA

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 150

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

Sigma Alpha Epsilon Fraternity House
140 Lynn Avenue
Ames, IA

* Represents nomination being submitted with this document within the Old Town Historic District.

I. Districts, Buildings, Structures, Sites, and Objects Associated with "Dream of Arcadia: Designed Historic Landscapes in Ames, 1868-1941"

1. Description: Property types associated with this historic context include a wide range of landscape architectural plans, embracing diverse land-uses, materials, historical associations, and stylistic influences. Associated resources vary from cemeteries to a collegiate campus, suburban neighborhoods, parks, commercial and public places, and individual residential design. These resources all relate to the development of landscape architecture in Ames, a phenomenon that plays an integral part in the community's evolution to a degree probably unequalled elsewhere in Iowa. While most of these landscape designs appear to be rooted in professional concepts (often stemming from Iowa State University faculty or student concepts and/or master plans), amateur plans, projects, and experiments as implemented by private individuals may also fall under this historic context. Additionally, resources include those associated with significant individuals and/or the faculty of the School of Landscape Architecture at Iowa State as a whole, who have taught landscape architecture and who have influenced the discipline on the national, state, and local levels. The buildings housing the offices of these individuals and/or their private homes, as well as examples of their public and private landscape designs in the community, are also included.

Resources will include individual properties, historic districts, and those united by a common theme or pattern. Historic districts will include large-scale landscape architectural design. For example, automobile suburbs contiguously embrace many individual resources unified by a broad conception of streets, pedestrian walkways, boulevards, drainage systems, uniform façade setbacks, street lighting, and other landscape architectural elements. Eligible individual properties will include properties such as the Henry and Sonovia Ness House at 821 Kellogg Avenue, where examples of Henry's selection of plant material remain present.

2. Significance: The landscapes, buildings, structures, districts, and objects which comprise this property type collectively call attention to the leadership of Iowa State and that institution's efforts to educate the public concerning landscape architecture, horticulture, and floriculture, and how this expertise influenced and transformed public and private properties in Ames. Built in response to many needs—municipal, institutional, private, and commercial—examples of this property type are significant because they call attention to professional landscape architecture planned and implemented, to a degree probably without equal in the State of Iowa. These resources are also significant because they illustrate a wide typology of landscape architectural design. Concern for landscape design surfaced from the early period of Ames' development and continues to the present day. Obviously important for an agricultural training

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 151

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

institution, the interest in landscape soon expanded into the broad community's agenda. Today, the rich variety of plant material in Ames is apparent to even the most casual observer. Less apparent but more significant is the wide range of the landscape architecture contexts that contain this plant material—suburban developments, cemeteries, street tree corridors, private residential properties, and other applications.

3. Registration Requirements:

Criterion A. Generally not applicable to this historic context.

Criterion B. Properties that are associated with persons directly involved with or responsible for landscape architecture activity.

Criterion C. Properties that illustrate styles, types, or materials common to this time period or that form an unusual example of designed historic landscapes.

Criterion D. Sites of nonextant properties, which contain intact subsurface deposits with good information potential concerning the material culture of identifiable and significant landscape architectural resources.

Integrity Considerations: Alternations may be acceptable if they are sympathetic in terms of building or planting materials, scale, and architectural and/or landscape architectural detail. Presence of original planting materials may not always exist and this may be acceptable if other evidences of the landscape architect's design remain intact, such as pedestrian walks, vehicular drives, the locations of other improvements within the overall landscape design, and replacement plantings sympathetic to the spirit of the original design. Additional tolerance should be allowed for unimplemented elements of a landscape architect's master plan if the work, as implemented, captures the essential scope of that plan. (Generally speaking, unimplemented elements occur more frequently in the implementation of a landscape architecture master plan than in an architect's design for a building.)

Concerning districts, they must possess a sense of time and place, must relate to the styles and materials of the period of significance, have relatively few intrusions, and not have been altered to a high degree.

Concerning individual examples of designed historic landscapes, the requirements outlined above should hold true. For residential properties, a higher degree of integrity is not necessarily to be expected than for institutional or publicly owned properties, since residential landscape architecture is as subject, if not more subject, to change than institutionally or publicly owned property.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 152

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

4. Potentially Eligible Properties (selected):

Historic District

Ames Cemetery Historic District
East 9th Street at Maxwell Avenue
Ames, IA

*Prof. J. L., Sarah M., and Etta Budd House (NRHP)
804 Kellogg Avenue
Ames, IA

Dean and Mrs. Charles H. Stange House
421 Ash Avenue
Ames, IA

Chautauqua Park Addition
Between Squaw Creek, 9th Street, the Chicago Northwestern Railroad tracks, and 7th Street
Ames, Iowa

Ridgewood Addition
Between Squaw Creek, 13th Street, the Chicago Northwestern Railroad tracks, and 9th Street
Ames, Iowa

College Heights Historic District
Between Ash and Beech Avenues south of Lincoln Way
Ames, IA

Bandshell Park Historic District (NRHP)
Duff Avenue at East 5th Street
Ames, IA

Prof. Emil C. and Sallie Volz House
619 Ash Avenue
Ames, IA

Edward M. and Bess T. Effler House
317 Pearson Avenue
Ames, IA

*Henry and Sonovia Ness House
821 Kellogg Avenue
Ames, IA

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 153

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

Ralph R. Rothacker House
425 Pearson Avenue
Ames, IA

* Represents nomination being submitted with this document within the Old Town Historic District.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 154

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

H. Summary of Identification and Evaluation Methods

(Discuss the methods used in developing the multiple property listing.)

This cover document stems from a hybrid reconnaissance and intensive level survey of historical and architectural resources in Ames, Iowa. The Department of Planning and Housing of the City of Ames commissioned the survey in 1990 as a planning tool to identify and evaluate the significance of such resources within the city's 1943 corporate limits. William C. Page, Public Historian, contracted with the City and served as its consultant to undertake this survey. This project also included an intensive survey of the Ames Central Business District. This survey was completed in 1992.

The geographical boundaries of this project stemmed from a 1943 map, prepared by the Department of Engineering of the City of Ames, which showed the corporation limits of the city at that time. These boundaries were chosen to demarcate the reconnaissance survey. The National Register's 50-year cut-off date closely paralleled the 1943 date, and that period of time served as a watershed in Ames history—before and after World War II—as it later became manifest. Because of this watershed, the year 1941 was selected as a cut-off date to reflect the fact in this MPD.

The project developed a series of historic contexts to understand the study area. The survey also completed Iowa Site Inventory Forms for scores of selected properties to provide representative examples of these historic contexts. All of this information was contained in two volumes entitled "Historical and Architectural Resources of Ames, Iowa."

An intensive survey of Ames's central business district formed a major component of this 1992 report. It included an historic context, "Commerce and the Development of Ames," for the understanding of this aspect of community history and intensively surveyed over 100 buildings. Most of these buildings cluster along Main Street and 5th Street. The report evaluated the Downtown Ames Historic District as National Register eligible, under National Register Criteria A and C.

In 2001, the City of Ames embarked on further historic preservation planning. The focus of this effort was to list the Old Town Historic District on the National Register of Historic Places. William C. Page served again as the City's consultant. This MPD is one product of that contract. Other products include the National Register application itself and an intensive survey of each building in the Old Town Historic District using Iowa Site Inventory Forms as its format.

The methodology of this project, begun in 2001 included the preparation of a MPD specifically for the Old Town Historic District. As the project evolved, it became clear that greater utility would be served if the "Historical and Architectural Resources of Ames, Iowa," were recast as a MPD.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 155

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

Readers will note that this MPD is thin in terms of its treatment given to West Ames (also known as the "Fourth Ward") within the overall development of the city. Several reasons account for this. Because downtown Ames was by far the larger section of the community and because it was much more densely settled at an early time, this area received primary consideration. The intensive survey within the 1992 project focused on the Ames' central business district. Information gathered about it tended to link with other properties in downtown Ames. The careers and residences of merchants, for example, were closely associated with neighborhood history in the nearby environs.

The following recommendations emerged from the preparation of this MPD as appropriate for the Ames community:

- Volume I of the "Historical and Architectural Resources of Ames, Iowa," one product of the 1992 project, included the preparation of "The Development of Commerce in downtown Ames, 1864-1943" and "Commercial Building Design in Ames: Influence of the Commercial Style of Architecture, Circa 1915-1943." These two historic contexts should be revised and submitted to the State Historical Society of Iowa and the National Park Service as an amendment to this MPD. They provide a framework to evaluate commercial resources in the Ames' central business district.
- The 1992 project found that the Ames' Central Business District is eligible for nomination to the National Register as an historic district. This project should move forward.
- The history of West Ames should be investigated in greater detail. Although the present MPD provides an outline of its historical periods, further research and evaluation is needed to flesh out this outline. Topics for investigation should include the role of Iowa State in the development of the Fourth Ward; faculty and their contributions to the area's development; student off-campus housing; student organizations, including fraternal, soritical, and religious institutions; the politics of the Fourth Ward, including the Annexation Movement of 1892-1893 and the Secessionist Movement of 1914-1916; municipal improvements in the Fourth Ward and the role of the City of Ames in these and in other municipal activities; the rise of Campus Town as a commercial district; transportation and the development of the Fourth Ward; private residential housing; and other topics as indicated by research.
- It should be noted that the 1992 survey used the year 1943 as its cut-off date. Since 1992, an entire decade has intervened within the National Register's 50-year rule. Future

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number F Page 156

CFN-259-1116

A Home for Science and Technology: Ames, Iowa, 1864-1941.

research should investigate the development of Ames from the late 1940s to the early 1950s. This was a boom period for the community as students under the G.I. Bill flooded the university. The city's population almost doubled between 1940 and 1950. The construction boom for new homes and related services, which followed, deserves investigation.

- A MPD for the Iowa State Campus should be prepared and submitted to the State Historical Society of Iowa and the National Parks Service as an amendment to the present MPD. Many topics left unexplored in this present MPD—such as the role of “Tama Jim” Wilson in the evolution of Iowa State—should be addressed in that format.
- Much research and evaluation remain needed to document the history of primary and secondary education in Ames in the public and parochial schools.
- The architectural firm of Proudfoot & Bird of Des Moines designed numerous buildings to be erected in Ames. (See Chapter VII.) Further research is recommended to document the extent to which they were implemented and their present status.