



United States Department of the Interior  
National Park Service

Industrial Development of Cedar Rapids, c. 1865 - 1965

Iowa \_\_\_\_\_  
State

Name of Multiple Property Listing

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**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. 460 et seq.).

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**E: Statement of Historic Contexts**

**I. Introduction**

This Multiple Property Documentation Form amendment, *Industrial Development of Cedar Rapids, Iowa, 1865 – 1965*, has been undertaken as partial fulfillment of a Memorandum of Agreement negotiated in compliance with Section 106 of the National Historic Preservation Act. The purpose of the agreement was to mitigate the demolition of the Cedar Rapids Public Works Building (Link-Belt Speeder Corporation Building) damaged by flooding in Cedar Rapids in 2008, funded by the Federal Emergency Management Agency (FEMA). The Multiple Property Documentation Form amendment, *Commercial and Industrial Development of Downtown Cedar Rapids, Iowa, c. 1865 -1965*, is being prepared concurrently with this report, also as partial fulfillment of a Memorandum of Agreement.

This report amends and updates the National Register of Historic Places Multiple Property Documentation Form *Commercial and Industrial Development of Cedar Rapids, Iowa, c. 1865 – c. 1945*, and its associated historic contexts, *Central Business District Development in Cedar Rapids, 1889 – 1945*, *Industrial Corridors in Cedar Rapids, 1865 – 1945*, and *Bohemian Commercial and Social Life in Cedar Rapids, 1875 – 1925* [MPDF 1997].<sup>1</sup> This amended MPDF is based on an updated intensive level survey of the area of existing or abandoned railroad corridors, industrialized portions of the downtown, riverfront industrial land and other areas of major industrial land use within the City of Cedar Rapids as evaluated in MPDF 1997. These areas encompass resources associated with the *Industrial Corridors in Cedar Rapids, 1865 – 1945* historic context in MPDF 1997. It does not include areas around the main lines of the Cedar Rapids and Iowa City Railroad and the Chicago and North Western Railway (now Union Pacific) on the south edge of the city, developed since the 1950s.<sup>2</sup> This report expands the time period of the previously identified historic contexts (see H. Summary of Identification and Evaluation Methods). It follows the broad format of MPDF 1997. MPDF 1997 was based on a reconnaissance level architectural and historical survey of the Central Business District, related commercial neighborhoods, the riverfront corridors, and railroad corridors undertaken between 1996 and 1997.<sup>3</sup> As the result of the reconnaissance survey work, 31 individual properties associated with industrial corridors were identified as meeting individual eligibility criteria for the National Register. No potential historic districts were identified. Two individual properties were listed on the National Register prior to 1997. Subsequently, five individual properties within the boundaries of the industrial corridors study area have been listed on the National Register. Two additional properties have been included in the boundaries of the Bohemian Commercial Historic District.<sup>4</sup>

<sup>1</sup> Marlys A. Svendsen, *Commercial and Industrial Development of Cedar Rapids, Iowa, c. 1865 – c. 1945*, National Register of Historic Places Multiple Property Documentation Form [MPDF] (Cedar Rapids: City of Cedar Rapids, 1997). This document has been accepted into the National Register and has been assigned National Register #64500150.

<sup>2</sup> Svendsen, MPDF 1997, E:36.

<sup>3</sup> Marlys A. Svendsen, *City of Cedar Rapids, Architectural and Historical Survey of the Central Business District and Associated Industrial Corridors, c. 1865 – c. 1945* (Cedar Rapids: City of Cedar Rapids, 1997).

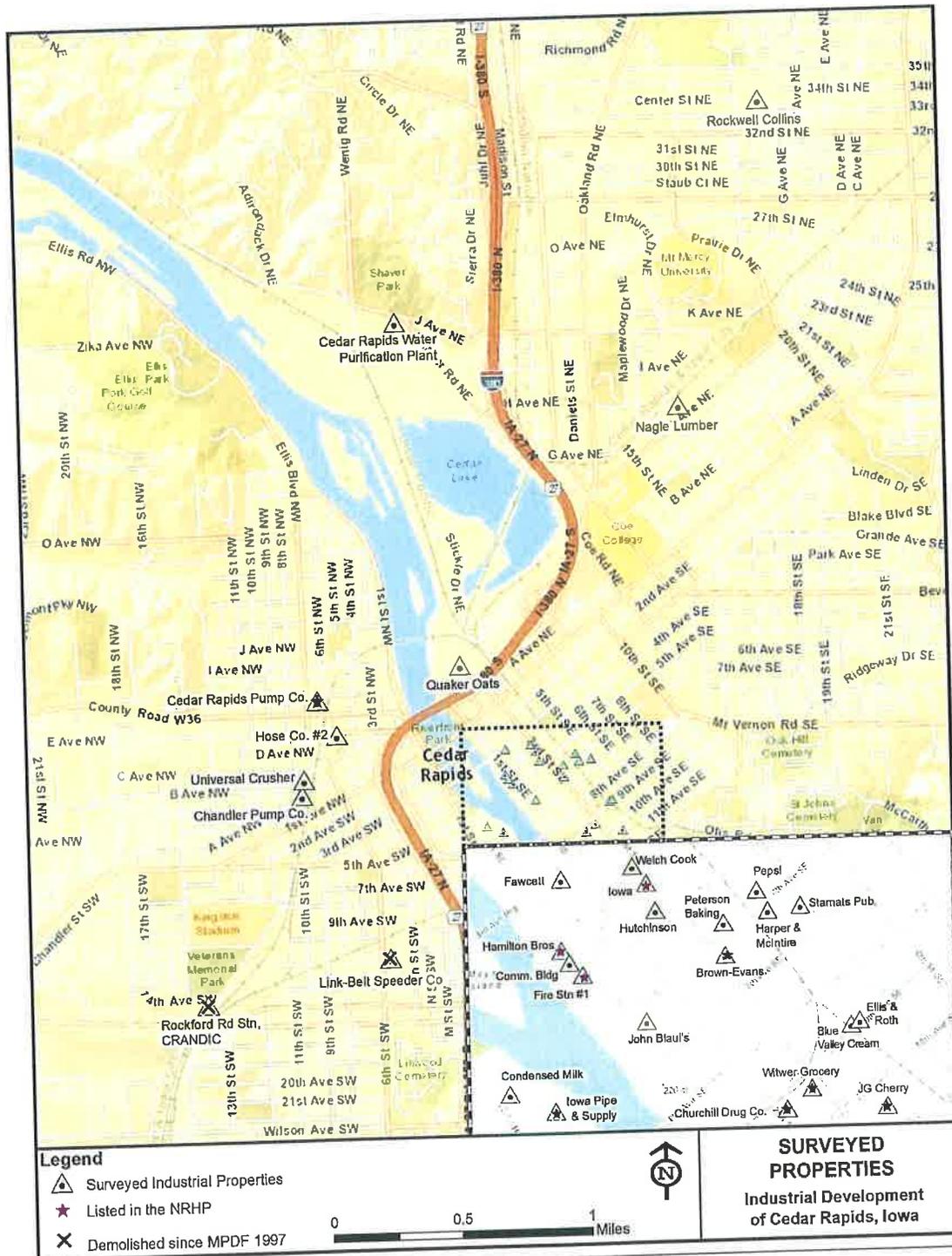
<sup>4</sup> MPDF 1997 also proposed eligible properties on 3<sup>rd</sup> Street SE and Fourteenth Avenue SE, in the Bohemian commercial district, and on Third Avenue SW on the west side of the Cedar River. These properties were subsequently included in the Bohemian Commercial Historic District (NRHP 2002, boundary increase 2012) and the West Side Third Avenue SW Commercial Historic District (NRHP 2014).

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Surveyed Industrial Properties (Adapted from: ArcGIS Esri street and topo maps)

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### II. Overview of the Settlement and Ongoing Development of Cedar Rapids

Cedar Rapids was initially platted as Rapids City in 1841 and then incorporated as a small settlement of some 300 people on the east bank of the Cedar River in 1849. Kingston, a settlement on the west bank of the river, was established in 1852. The two communities consolidated under the name of Cedar Rapids in 1870, giving the city a population of almost 6,000. The city boundaries were enlarged in 1884 and again in 1890, on both sides of the river. This last annexation established the city boundaries which were in force into the 1920s. The population was about 18,000 in 1890, 25,656 in 1900, and 32,870 in 1910. It had reached 45,566 in 1920.<sup>5</sup>

The expansion of the city and its population led the City Council to appoint a Zoning Commission in 1924 to regulate further growth and development. The commission hired Harlan Bartholomew, city planning engineer, of St. Louis to develop the plan. The first use district map was adopted in 1925 and continued to be updated to accommodate new property uses and ongoing annexation.<sup>6</sup> The jurisdictions of Linn County held elections in 1925 and 1926 to approve annexation of Kenwood Park north of the city boundaries and other areas to the east, west, and south. After a review by the District Court, portions of the annexed area were rejected, but the other boundaries were fixed in 1929. The city also adopted the quadrant system in 1929 and changed the directions in the street names to the current system. The court decision gave Cedar Rapids an area of 28.11 square miles with the eastern boundary adjoining the city of Marion and the western boundary at the west edge of Cedar Township. The north and south boundaries coincided with railroad rights-of-way.<sup>7</sup> These new boundaries were reflected in the *Map of Cedar Rapids, Iowa*, and the published *City Plan of Cedar Rapids*. They are also depicted in a revised use district map adopted in 1942.<sup>8</sup> Many of the areas within the expanded city boundaries were not developed until after World War II.

<sup>5</sup> Svendsen, MPDF 1997, E:1-2; Luther A. Brewer and Barthinius L. Wick, *History of Linn County, Iowa: From the Earliest Settlement to the Present Time* (Chicago: Pioneer Publishing Company, 1911), I:417.

<sup>6</sup> Janet Stevenson Murray and Frederick Gray Murray, *The Story of Cedar Rapids* (New York: Stratford House, 1950), 46-47; "Zoning Laws Are Submitted to the Public," *Cedar Rapids Tribune*, April 24, 1925, 3.

<sup>7</sup> Svendsen, MPDF 1997, E:2; Marlys A. Svendsen, *Historic Resources of Cedar Rapids, Iowa*, National Register of Historic Places Multiple Property Documentation Form: NRIS #64500147 (Cedar Rapids: City of Cedar Rapids, 2000), E:8.

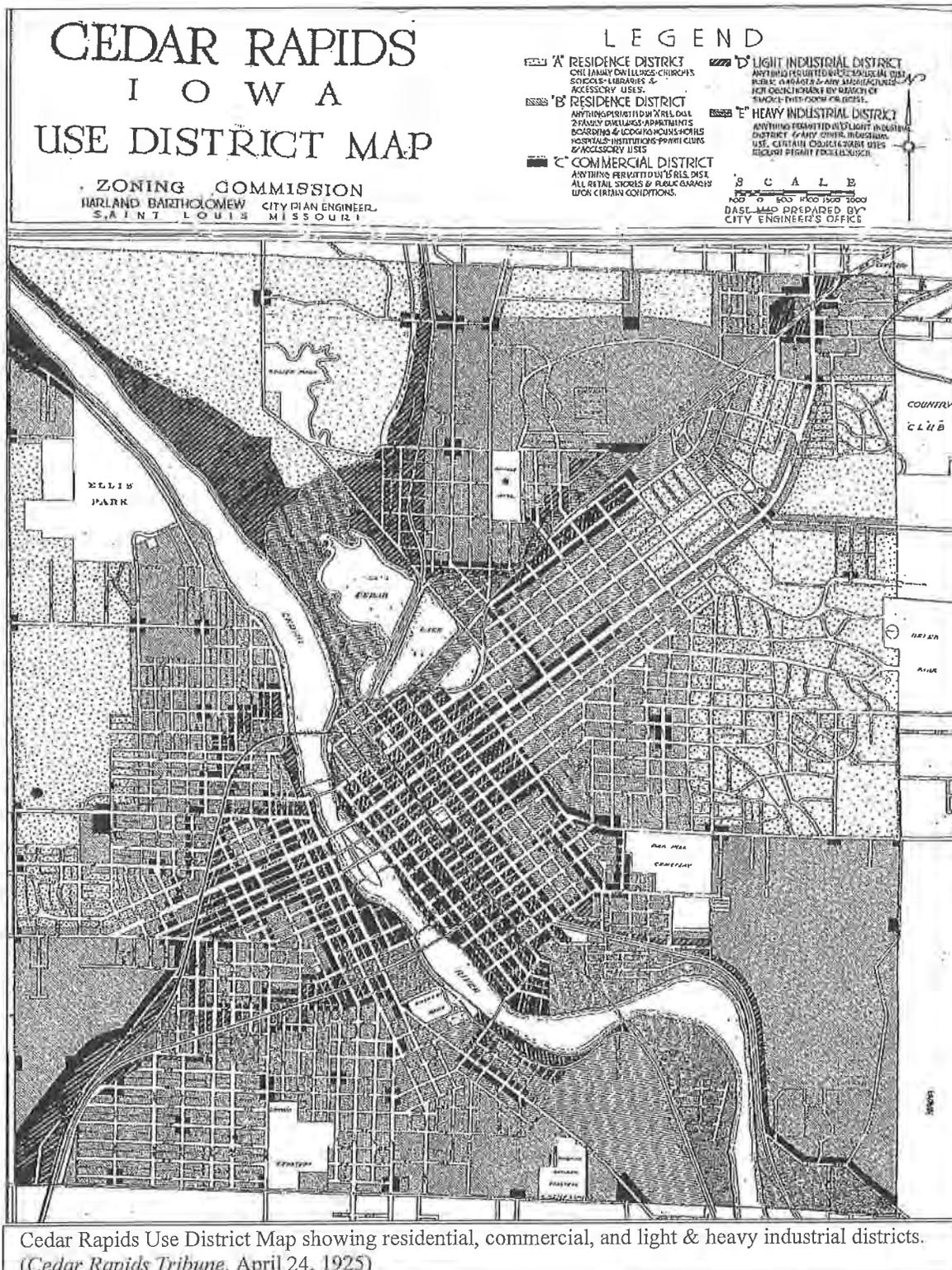
<sup>8</sup> City Engineer's Office, *Map of Cedar Rapids, Iowa* (Des Moines: American Lithographers and Printing Co., 1930); Harland Bartholomew and Associates, *A City Plan for Cedar Rapids* (Cedar Rapids: City Plan Commission, 1931); *Cedar Rapids, Iowa, Use District Map* (Cedar Rapids: City Plan and Zoning Commission, revised 1942).

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In 1930, the population of Cedar Rapids was 52,000, increasing to 62,000 in 1940, 72,000 in 1950, 92,000 in 1960, and 110,000 in 1970, making it Iowa's second largest city. The city boundaries were also expanded during these years, from 28.36 square miles in 1939, to 29.26 square miles in 1957, to 45 square miles in 1962, to 48 square miles in 1967.<sup>9</sup>

The increase of more than 10,000 industrial jobs between 1939 and 1945 was accompanied by the construction of new residences. There were approximately 16,000 homes in 1939 and 21,644 in 1945. Growth continued as the city's industrial economy supplied employment to many World War II veterans. The number of dwelling units in the city reached 25,000 in 1954, 81% of which were owner-occupied. Growth of new residences continued at a slower pace into the next decade, reaching a total of approximately 29,538 dwelling units in 1962; however, in just 4 years, nearly 10,000 new residences were constructed, and in 1966 there were 38,141 homes in the city. By that year, the population of the city was approximately 103,000, and the city corporate boundaries also expanded. The city had six banks with \$222.5 million in assets. The city had 224 manufacturing establishments, some downtown, but many spread across the city. Cedar Rapids business and industry supported a trade area that extended 140 miles north, 60 miles east, 100 miles south, and 60 miles west with wholesale operations in Iowa, Illinois, Missouri, and Minnesota. In 1939, the population of the trade area was 250,000; by 1965, it was close to 716,000.<sup>10</sup>

Between 1970 and 1990, the population of the city was essentially stable at approximately 110,000. It grew to 122,000 in 2000 and 127,000 in 2010. The current city boundaries encompass some 72 square miles.<sup>11</sup>

<sup>9</sup> U.S. Census Bureau; "Cedar Rapids: Statistical Review," *Cedar Rapids City Directory* (St. Paul: R. L. Polk and Company, 1939, 1957, 1962, 1967).

<sup>10</sup> "Cedar Rapids: Statistical Review," 1939, 1945, 1950, 1962, 1966.

<sup>11</sup> U.S. Census Bureau.

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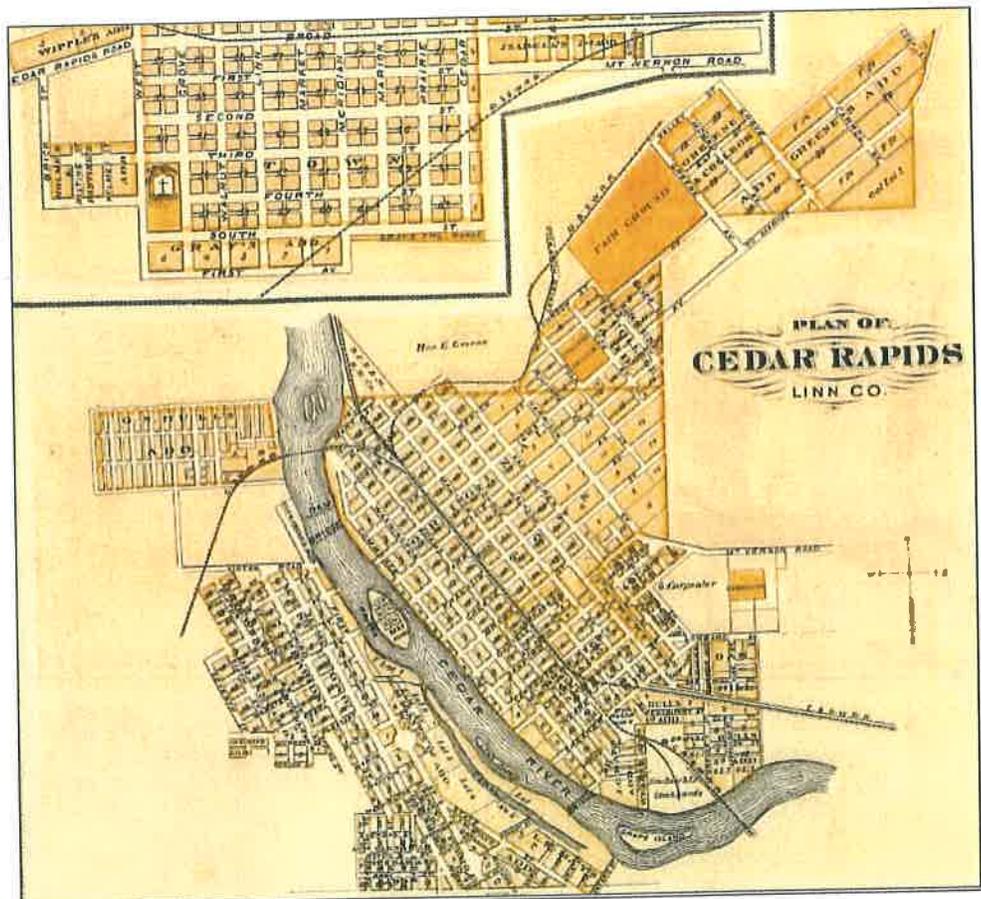
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**III. Industrial Corridors in Cedar Rapids, 1865 – 1965**

The Original Town plat of Cedar Rapids was laid out on the east bank of the Cedar River with streets perpendicular and parallel to the northwest-southeast course of the river. As depicted on the 1875 *Plan of Cedar Rapids*, the streets parallel to the river were named Commercial (1<sup>st</sup> Street), Washington (2<sup>nd</sup> Street), Adams (3<sup>rd</sup> Street), Jefferson (4<sup>th</sup> Street), Madison (5<sup>th</sup> Street), Monroe (6<sup>th</sup> Street), Jackson (7<sup>th</sup> Street), Van Buren (8<sup>th</sup> Street), Harrison (9<sup>th</sup> Street), and Polk (10<sup>th</sup> Street). Today's lettered and numbered avenues were named Mary (E Avenue), Ely (D Avenue), Johnson (C Avenue), Denton (B Avenue), Linn (A Avenue), Iowa (First Avenue), Eagle (Second Avenue), Park (originally Market, later Third Avenue), Franklin (Fourth Avenue), Greene (Fifth Avenue), Brown (Sixth Avenue), Daniels (Seventh Avenue), and Sanford (Eighth Avenue). On the west bank of the river, originally the town of Kingston, the avenues continued the names on the east bank, while the streets used numeric names.<sup>12</sup>



Plan of Cedar Rapids showing original street names, 1875 (Andreas, *Illustrated Historical Atlas*)

<sup>12</sup> A. T. Andreas, "Plan of Cedar Rapids, Linn County," in *Illustrated Historical Atlas of the State of Iowa* (Chicago: Lakeside Press, 1875).

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By the time of the 1884 annexations, the streets on the east bank had been renamed with the numeric naming system used today. The current address numbering system was implemented between 1893 and 1896. The city adopted the quadrant system in 1929 and appended the directions of NE, SE, NW, and SW to the numbered street names. The central business district is encompassed by the southeast quadrant, with a small section north of First Avenue in the northeast quadrant. The east bank of the Cedar River is in the northeast and southeast quadrants. The west bank is in the northwest and southwest quadrants. The 4<sup>th</sup> Street railroad corridor extends from the northeast quadrant into the southeast quadrant. The Chicago and North Western corridor extends from the northeast quadrant across the river into the northwest and southwest quadrants. The Chicago, Milwaukee and St. Paul corridor extends from the northeast quadrant into the southwest quadrant via the 4<sup>th</sup> Street railroad corridor. The Burlington, Cedar Rapids and Northern rail tracks are largely associated with the 4<sup>th</sup> Street railroad corridor in this context. The address locations in this report use the current direction system.<sup>13</sup>

In their early twentieth-century chronicle of the history of Linn County, the authors remark:

From the days of its very earliest beginnings the people of Cedar Rapids have paid especial attention to the manufacturing industry.... With the coming of the railways, opening up markets for the manufactured products and affording means of collecting and bringing in the raw material, the manufacturing side of Cedar Rapids' activities has grown apace, until today Cedar Rapids, although not the largest of Iowa cities, leads them all in the amount of manufacturing goods produced.... There are now nearly 100 manufacturing institutions in Cedar Rapids, employing nearly 4,500 hands and paying more than \$3,000,000 annually in wages....

Cedar Rapids has passed beyond the experimental stage as a manufacturing city. It has been demonstrated that industries can be established and operated successfully here and that goods made in Cedar Rapids will find a ready and stable sale in all parts of the world.<sup>14</sup>

The Cedar River has been the defining element of the city since its founding. The rapids were harnessed as early as 1842 as a source of waterpower through dam building efforts north of May's Island, which was located in the middle of the river between today's First Avenue and Fifth Avenue. Industry located along the riverfront on both sides of the river to take advantage of the waterpower, and the Quaker Oats plant, north of downtown, remains an important presence on the river front. Downtown Cedar Rapids was established on the east bank of the river opposite May's Island.

Early dams on the river were constructed to provide water power, including the 1870 dam constructed by Nicholas Brown at the base of B Avenue NE. That timber and rock dam was repaired and strengthened after flooding in 1894. A new concrete dam was constructed between 1914 and 1918 to improve recreation on the river and meet the manufacturing needs of the Quaker Oats cereal processing mills. This dam also was used as a flood control measure. It was removed in 1978 in conjunction with

<sup>13</sup> Prior to the adoption of the current system, the numbered east-west avenues through downtown Cedar Rapids had no directions in their names, and the numbered north-south streets were identified by the directions "south," south of First Avenue, and "north," north of First Avenue. The numbered east-west avenues on the west side of the river were identified by the direction "west." The numbered north-south streets were identified with the direction "west" after the street name and preceded by the direction "north," north of First Avenue, and "south," south of First Avenue.

<sup>14</sup> Brewer and Wick, I:339-340.

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the construction of Interstate 380 and was replaced by the existing 5-in-1 dam that incorporates the dam on the lower level, the street level bridge in the mid-section, and the interstate highway bridge on the upper level. The Highwater Rock, in the east half of the river, just below the dam, remains visible when the river levels are low. This natural feature began to be used in the 1840s to judge river depths for the purpose of fording the rapids.<sup>15</sup>

Bridges that span the river were crucial to the development of Cedar Rapids on both sides of the river. Some accommodated both vehicular and pedestrian traffic while others were devoted to railroad traffic. The first permanent bridge was located at Third Avenue and was built in 1871. That bridge was replaced in 1911-1912 by the current Third Avenue Bridge, which was rehabilitated in 1966. The original First Avenue Bridge was built in 1885; the bridge that replaced it in 1920 was rehabilitated in 1964. It is listed on the National Register of Historic Places. The Second Avenue Bridge was built in 1906 and reconstructed in 1965. The original F Avenue NW/B Avenue NE bridge was built in 1875, then replaced in 1914 when the adjacent concrete dam was constructed. That bridge was removed in 1979 after the multi-level Interstate 380 Bridge opened the previous November.<sup>16</sup> This group of bridges served the downtown commercial and industrial areas and upstream industry.

Another group of bridges downstream linked several industries and residential neighborhoods. The Eighth Avenue Bridge was built in 1938 and rehabilitated in 1987. The first Sixteenth Avenue Bridge was built in 1875. It was replaced in 1910 by a concrete arch bridge, which was replaced by the 1989 Czech Village Bridge, known as the Bridge of Lions. The Twelfth Avenue Bridge, built in 1974, is a late addition to these river crossings.

Two major railroad bridges crossed the Cedar River. The Burlington, Cedar Rapids and Northern (BCR&N) bridge led from the Sinclair/Wilson meat packing plant on the east side south of downtown to the city sewage treatment plant on the west side. The bridge was abandoned after the plant closed in 1990, and only part of the span survives. The Chicago and North Western (CNW) bridge dates from 1898 and remains in use by Union Pacific, linking the west bank and the Quaker Oats plant on the east side.<sup>17</sup>

The Cedar Rapids and Iowa City Interurban Railroad (CRANDIC) had two bridges over the river that led from downtown. One at Fourth Avenue spanned May's Island; it no longer survives. The 1903 bridge at Ninth Avenue, shared with the Chicago, Milwaukee and St. Paul, was largely destroyed by the 2008 flood. The bridge was rebuilt the following year.<sup>18</sup>

<sup>15</sup> Svendsen 2000, E:8-9. The location of the dam is shown on *Official Map of the City of Cedar Rapids, Iowa* (Des Moines: Midland Map and Engineering Co., 1921). See [Bridgehunter.com/Cedar Rapids, Iowa](http://Bridgehunter.com/Cedar Rapids, Iowa), for further information on the 5-in-1 dam. The High Water Rock was listed on the National Register of Historic Places in 1977.

<sup>16</sup> *Highways of Cedar Rapids*: <http://iowahighways.org/highways/cedarrapids.html>. See also [Bridgehunter.com/Cedar Rapids, Iowa](http://Bridgehunter.com/Cedar Rapids, Iowa); Donald A. Karr, *Images of Cedar Rapids* (Cedar Rapids: Prairie Valley Publishing Company, 1987), 68.

<sup>17</sup> Karr, 73.

<sup>18</sup> See [Bridgehunter.com/Cedar Rapids, Iowa](http://Bridgehunter.com/Cedar Rapids, Iowa), for further information on all bridges.

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The Cedar River has been a source of waterpower and recreation, and it has also been the source of periodic flooding, which in turn has altered the city's fabric. In the city's very early years, a 20-foot flood in 1851 washed out the ferry operation that connected Cedar Rapids and Kingston on the west side of the river. That 20-foot record was equaled in 1929, when many streets in the Kingston neighborhood were flooded. The next major flood record was set in 1933 with an 18.6 foot crest. Other records were 18.23 feet in 1947, 19.66 feet in 1961, 18.51 feet in 1965, 19.27 feet in 1993, 18.31 feet in 1999, and 18.30 feet in 2004. As a result of flooding, the city began to remove buildings from locations close to the river and build parkland. That effort intensified after the record-breaking 31.12 foot flood of 2008.<sup>19</sup> The 2008 flood inundated 1300 city blocks, including much of downtown Cedar Rapids and the areas along the river banks on both sides of the river. The city has adopted a flood management system to build river walls, levees, and a 220-acre open space between the levees, floodwalls, and the river, to be called the Greenway. The system will help absorb flood waters and become a community recreational area. The city is also creating riverfront attractions including a city promenade on both sides of the river and a riverfront amphitheater on the west bank.<sup>20</sup>

**a. East Bank of the Cedar River**

Industrial land use has long been associated with transportation. Industrial waterfronts have been established along rivers, canals, and lake fronts. Industrial corridors have been built up along railroad main lines, bridges, and spurs. Routes for wagons and highways generate industrial tracts. Industrial land use in Cedar Rapids followed this pattern; before 1900 Cedar Rapids "already laid claim to the title of Iowa's manufacturing center."<sup>21</sup>

In Cedar Rapids, industrial development first occurred on the banks of the Cedar River. Industrial sites fronted on the river and Commercial or 1<sup>st</sup> Street. To enhance the value of these lots, the city's founders promoted construction of a dam across the river at B Avenue NE. The water power further attracted industry, beginning with flour milling operations which used the river for both transport and power generation. The mills remained on the river banks, even after they were powered by steam.<sup>22</sup>

Further upstream at D Avenue NE and 2<sup>nd</sup> Street NE, the Cedar Rapids waterworks was located adjacent to the Chicago and North Western Railway bridge in 1875. The privately owned system provided river water through five miles of mains laid throughout the downtown. Artesian wells replaced river water in 1888, providing potable water throughout the system. The wells were replaced by a system using sand filtration for river water in 1896. When the City took over the system in 1903, the municipality had 39 miles of water mains.<sup>23</sup>

<sup>19</sup> Stephen J. Lyons, *The 1,000-Year Flood* (Guilford, Conn.: Globe Pequot Press, 2010), 199.

<sup>20</sup> City of Cedar Rapids, *Parks and Recreation Master Plan* (Cedar Rapids: Cedar Rapids Parks and Recreation, 2010), 21, 23.

<sup>21</sup> Svendsen, MPDF 1997, E:28.

<sup>22</sup> Svendsen, MPDF 1997, E:28.

<sup>23</sup> Svendsen, MPDF 1997, E:28; Brewer and Wick, I:337.

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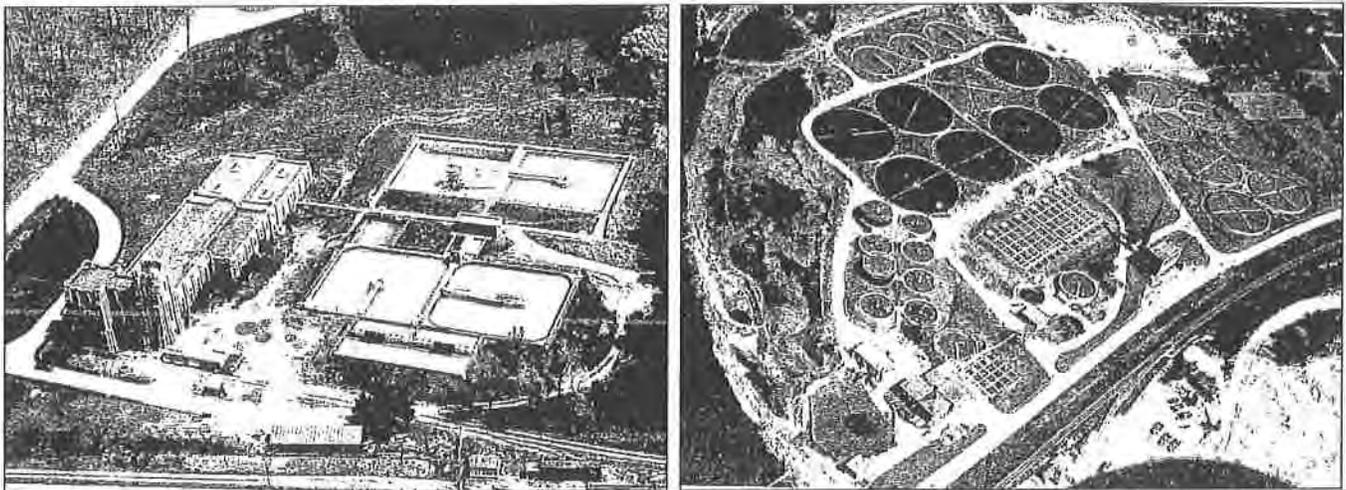
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As the city grew, the water system required significant upgrades. The Cedar Rapids Water Works Plant was constructed in 1926-1929 in northeast Cedar Rapids near Shaver Park, about two miles north of downtown, and put into operation in 1930; it had a capacity of 12 million gallons a day.<sup>24</sup> The buildings were designed by Chicago architect Victor Andre Matteson in a Gothic Revival style.<sup>25</sup> The plant has been expanded over the years and is still in operation. The water treatment plant was soon followed by a new sewage treatment plant, located on the west bank of the river about two miles south of downtown. The plant was constructed between 1933 and 1935 using federal Public Works Administration (PWA) funds. When it opened, it received daily six million gallons of domestic sewage and 1.5 million gallons of packing house wastes from the Wilson and Company (originally Sinclair) plant directly across the river.<sup>26</sup> Engineer Howard R. Green commented: "Cedar Rapids was the first city in Iowa to undertake sewage treatment on an all-inclusive basis. That is, it was the first municipality of [its] size to recognize and accept both the domestic and industrial wastes as a responsibility of the Public Health Department."<sup>27</sup> The sewage treatment plant remained in operation at this location until 1976. The site is now used by Linn County for compost, recycling, and wood recovery.



Aerial views of the Cedar Rapids Water Works Plant (left) and Sewage Treatment Plant (right) in the 1950s ("Statistical Review," *Cedar Rapids City Directory*, 1966)

<sup>24</sup> "Cedar Rapids: Statistical Review," 1939; George T. Henry and Mark W. Hunter, *Then and Now: Cedar Rapids Downtown and Beyond* (Chicago: Arcadia Publishing, 2005), 80.

<sup>25</sup> Kathryn Bishop Eckhart, *Buildings of Michigan*, rev. ed. (Charlottesville, Va: University of Virginia Press, 2012), 316.

<sup>26</sup> John C. McIntyre, "The Cedar Rapids Sewage Treatment Plant," *Sewage Works Journal* 8 (May 1936): 448; "Cedar Rapids: Statistical Review," 1939. Both the Water Works Plant and the Sewage Treatment Plant were illustrated in the yearly Statistical Review until at least 1967.

<sup>27</sup> Howard R. Green, "Cedar Rapids' Agreement with the Packers," *Sewage Works Journal* 9 (November 1937): 950.

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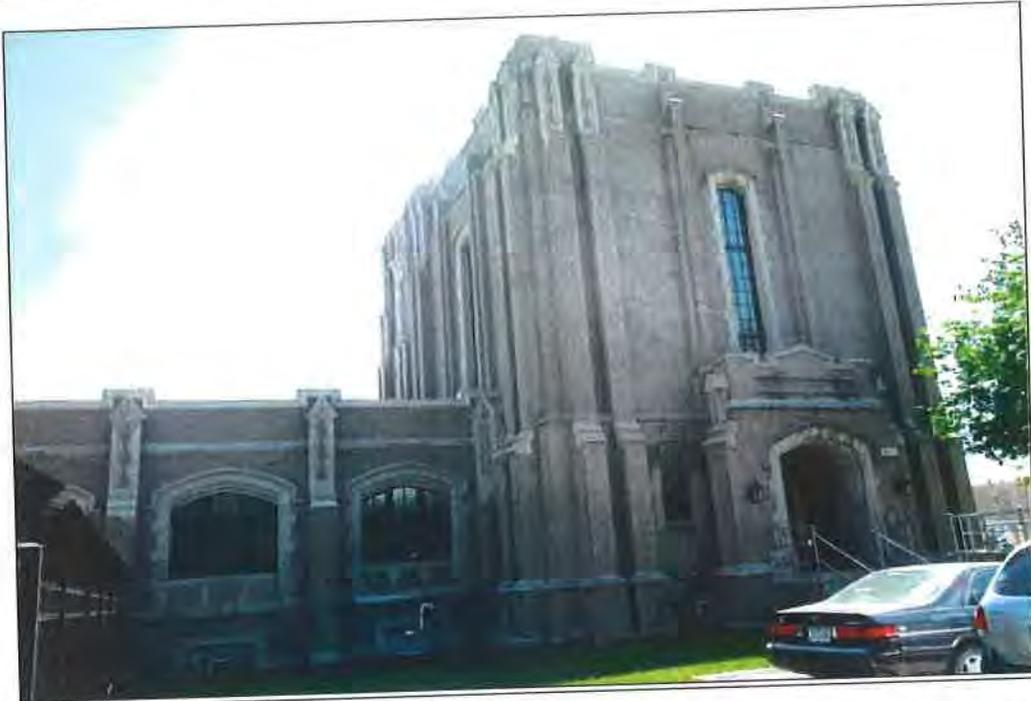
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Current view of Water Works Plant

Several important industries are located upstream from downtown, most prominently Quaker Oats, which had its beginnings as the North Star Oatmeal Company, founded in 1873 by John and Robert Stuart. The first mill was powered by water, but then shifted to steam. George Douglas soon joined the company. It developed an oatmeal breakfast cereal, with production rising to 750 barrels a day in 1885. The mills suffered fires in 1876 and 1887, and were rebuilt in 1888. By that time, it was a major Cedar Rapids employer. North Star joined a group of 20 mills that year to form the American Cereal Company, which began to distribute products under the trade name of "Quaker." After an explosion in 1905, the company was reorganized as the Quaker Oats Company and the facility was rebuilt and continued to expand. It became the world's largest cereal mill occupying a 22-acre site between the B Avenue NE Bridge and the Chicago and North Western Railway Bridge. The plant included cleaning houses, elevators, warehouses, drying houses, mills for processing flour, oats and corn, and packaging buildings. Its prominence made it a popular subject for promotional photographs and postcards. Quaker Oats remains in this location as the buildings have continued to undergo periodic upgrading and expansion.<sup>28</sup>

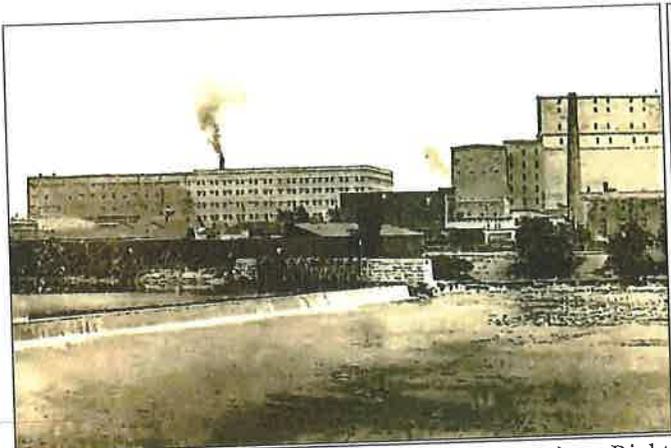
<sup>28</sup> Svendsen, MPDF 1997, E:29; Karr, 64, 67; George T. Henry, *Cedar Rapids, Iowa* (Chicago: Arcadia Publishing, 2001), 60-61; Federal Writers' Project of the Works Progress Administration, *Guide to Cedar Rapids and Northeast Iowa* (Cedar Rapids: Cedar Rapids Chamber of Commerce/Laurence Press, 1937), 32.

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Left: Quaker Oats plant in 1906 (www.ebay.com) Right: Quaker Oats in the 1930s (www3.familyoldphotos.com)



Current view of Quaker Oats Plant from the west bank of the Cedar River

The Burlington, Cedar Rapids and Northern Railway (later the Chicago, Rock Island and Pacific Railway) acquired a large tract of land, north of E Avenue NE, between the Cedar River and Cedar Lake for use as machine shops. The complex contained round houses, sand and coal tipples, engine and car shops, an ice house, spur lines for moving cars to and from the site, and Y-tracks. The railroad shops employed hundreds of workers, many of whom lived in neighborhoods on the west side of the river. The

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complex remained in use until the 1970s. The site has been cleared and is partially surrounded by a section of the Cedar River recreational trail.<sup>29</sup>



VIEW OF CEDAR RIVER AND B. C. R. & N. SHOPS

Burlington, Cedar Rapids and Northern Shops in 1898 (Armstrong, *Glimpses of Cedar Rapids*)

The meat packing plant of T. M. Sinclair and Company was established in 1871 as the earliest major industrial site downstream from the downtown commercial district. Located southeast of Sixteenth Avenue SE, the 16-acre site was bounded by the tracks of the Burlington, Cedar Rapids and Northern Railway and the banks of the Cedar River. While the Sinclairs were of Irish background, many of the workers in the plant were Bohemian/Czech and German immigrants who lived in nearby neighborhoods. The original plant was rebuilt in 1906 and operated under the Sinclair name until 1916: "The years have seen the Sinclair plant grow, a building or two at a time, until it is now a veritable city in itself, turning out everything from glue to tenderloins and from fertilizer to bacon. Within its walls are slaughtered yearly, thousands of hogs and cattle." The successor firm, Wilson and Company, became one of the country's "Big Four" meat packers by the 1930s. During this period, the plant was directly linked to the city waste treatment system as described above. It was the city's largest employer with 2,500 workers in the 1940s. Subsequently, the company went through several reorganizations and bankruptcy, then was sold to Farmstead Foods in 1984. The plant closed in 1990 and remained vacant. It was severely damaged by the flooding of 2008. The surviving structures of the plant were demolished in 2010.<sup>30</sup>

<sup>29</sup> Svendsen, MPDF 1997, E:29; Svendsen, MPDF 2000, E:45; *Insurance Maps of Cedar Rapids*, 1913, 1949, sheet 59; Karr, 67.

<sup>30</sup> Svendsen, MPDF 1997, E:30; Svendsen, MPDF 2000, E:56-59; *Insurance Maps of Cedar Rapids*, 1913, 1949, sheet 54; Murray and Murray, 97-98; Karr, 66; Henry, 65-66. The quote is from "A City Where Industry Thrives," *Cedar Rapids Evening Gazette*, October 18, 1919. As partial mitigation for the demolition of the plant structures, the Farmstead Foods

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**b. West Bank of the Cedar River**

The town of Kingston was established on the west side of the Cedar River and platted by David W. King in 1852. The community was connected to Cedar Rapids across the river by a ferry operated by King until his death in 1854. Kingston was annexed by Cedar Rapids in 1870, and Kingston's early plat was identified as West Cedar Rapids on an 1875 map. The population of the combined city was almost 6,000 in 1870.

The development of the West Side was spurred by the major railroad lines that began to come into Cedar Rapids in the 1860s. The routes established extensive industrial corridors and warehouse districts which in turn attracted residential neighborhoods for workers in these industries. The city also became the home of many railroad workers. The Chicago and North Western Railway, originally the Chicago, Iowa and Nebraska Railway, was especially prominent on the West Side.<sup>31</sup>

As with the east bank of the river, early west side industry was located on or near the river banks, even before Kingston was annexed by Cedar Rapids. Several early mills specialized in wood products. The Williams and Hunting Company planing mill was established in 1876, becoming a major supplier of sash, doors, moldings, and store and bank fixtures. It was located in several successive buildings on the 400 block of 1<sup>st</sup> Street NW near the F Avenue NW/B Avenue NE bridge. The Merritt and Allen Planing Mill, another manufacturer of sash and doors, was somewhat downstream. Also on the west bank were the Hawkeye Lumber and Sash Door Plant by the dam and the South Side Sash and Door Company.<sup>32</sup>

Members of the King family retained substantial real estate interests on the west side. William King, one of David King's sons, established the King and Moore Coal and Wood Yard, north of First Avenue at 1<sup>st</sup> Street NW. The company later manufactured coal and plaster under the name of William King & Co. and King's Crown Plaster Co. That company was at 1<sup>st</sup> Street NW and J Avenue NW by the Chicago and North Western railroad tracks.<sup>33</sup>

The Hubbard Ice Company was established in 1883 along 1<sup>st</sup> Street NW and K Avenue NW to harvest and store ice that was taken from the river during the winter months. The company supplied ice to Cedar

Collection of archival photographs, clippings, advertisements, and records housed at Brucemore, have been digitized for hosting through a website. The mitigation also included the publication: Eric Barr, *History of T.M. Sinclair & Company, Meatpacking Plant*, prepared by the Louis Berger Group Ltd. for City of Cedar Rapids Community Development and Historic Preservation Commission, 2014, available at <http://www.cedar-rapids.org/government/boardsandcommissions/governmentoperations/historicpreservationcommission/Pages/default.aspx>.

<sup>31</sup>Svendsen, MPDF 1997, E:26; Svendsen, MPDF 2000, E:9-10.

<sup>32</sup> Svendsen, MPDF 1997, E:30-31; Murray and Murray, 103; *Insurance Maps of Cedar Rapids*, 1889, sheet 21. Williams and Hunting subsequently relocated further downstream to a site at 1<sup>st</sup> Street SW and Fifth Avenue SW; *Insurance Maps of Cedar Rapids*, 1913, 1949, sheet 86.

<sup>33</sup> *Cedar Rapids City Directory*, 1898; Murray and Murray, 104; *Insurance Maps of Cedar Rapids*, 1889, sheet 21; 1913, sheets 66, 70.

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Rapids households and business establishments as well as the refrigerated cars operated by the Chicago, Rock Island and Pacific Railway.<sup>34</sup>

The larger Kingston community saw smaller industrial operations along the west bank downstream from Mays Island. One of these was the Cedar Rapids Condensed Milk Factory at 525 H Avenue SW, which opened in 1887 in a building designed by Cedar Rapids architect W. A. Fulkerson. By 1900, the building was taken over by the Cedar Rapids Gun Stock and Manufacturing Company for the fabrication of gunstocks and furniture. The business was called the American Manufacturing Company in 1913. More recently, the building was occupied by Knutson Metals.<sup>35</sup>



Current view of Cedar Rapids Condensed Milk Factory, later Knutson Metal Company

The circa 1900 brick warehouse of the Iowa Wind Mill and Pump Company remains standing at 42 Seventh Avenue SW, about a block south of the milk factory building. Iowa Wind Mill was a major manufacturer of wind mills for sale to farmers.<sup>36</sup>

<sup>34</sup> Svendsen, MPDF 1997, E:31.

<sup>35</sup> *Insurance Maps of Cedar Rapids*, 1889, sheet 19; 1913, 1949, sheet 92; "The Milk Industry," *Cedar Rapids Gazette*, July 12, 1887, 4; "Makes Furniture," *Cedar Rapids Gazette*, June 16, 1900, 5. Svendsen, MPDF 1997, E:31, misidentifies this building as the Cedar Rapids Candy Company, formed in 1892. Its building was at B Avenue NE and 2<sup>nd</sup> Street NE. "Sweet Goods," *Cedar Rapids Gazette*, November 28, 1896, 7.

<sup>36</sup> Murray and Murray, 102; Svendsen, MPDF 1997, F:70. The building was listed on the National Register of Historic Places in 2012, NRIS #12000890.

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Douglas and Company was founded by George and Walter Douglas. After they sold their interests in the North Star Oatmeal Company in 1888, when it became part of the American Cereal Company, the Douglas brothers organized a linseed oil processing business, located at 6<sup>th</sup> Street NE and D Avenue NE, which was sold to the American Linseed Company in 1899. In 1903 the brothers established the Douglas and Company cornstarch works. The site was located just north of Riverside Park, south of the Chicago, Milwaukee and St. Paul (Milwaukee Road) railroad bridge. It soon became the largest cornstarch works west of the Mississippi, processing 6,000 bushels of corn per day; that increased to 20,000 bushels per day by World War I.<sup>37</sup>

Much of the factory was destroyed in 1919 in an explosion that killed 42 people. The Douglas family decided to sell the company to Penick and Ford Ltd., a Louisiana-based producer of corn syrup and molasses. The factory was rebuilt and expanded, beginning in 1920. By the late 1930s, the company had a \$1 million payroll with a manufacturing capacity of 33,000 bushels per day.<sup>38</sup> (See Chicago, Milwaukee and St. Paul Corridor section below for further discussion.)

During much of the twentieth century, an industrial corridor extended along both sides of the Cedar River, beginning at the Municipal Waterworks at J Avenue NE and stretching almost three miles downstream to the site of Wilson and Company's meat packing operation. Quaker Oats on the east bank was the world's largest cereal mill and Penick and Ford on the west bank was one of the most modern corn sweetener facilities. This corridor terminated on the west bank at the Municipal Waste Treatment Plant across the river from the meat packing plant. This status prevailed well into the 1960s.<sup>39</sup>

### c. Railroad Corridors

If the river was the initial impetus and location for the establishment of industry, the construction of the railroad lines helped to establish major industrial corridors throughout the city, fostering industrial development. The railroads selected routes that required minimal terrain change. This also meant that adjacent sites were suitable for the construction of factories, open storage yards, and railroad spurs. Railroad corridors were also less prone to flooding than riverfront locations.<sup>40</sup>

Four major railroad lines passed through Cedar Rapids. The Chicago, Iowa and Nebraska Railroad (1859) eventually became part of the Chicago and North Western Railway (Northwestern/CNW). The Cedar Rapids and St. Paul Railroad (1865) and the Cedar Rapids and Burlington Railway (1866) consolidated in 1868 as the Burlington, Cedar Rapids and Northern Railway. It became part of the Chicago, Rock Island and Pacific Railway (Rock Island) in 1903. The Dubuque and Southwestern Railroad (1865) was sold to the Chicago, Milwaukee and St. Paul Railroad (Milwaukee) in 1878. The

<sup>37</sup> Svendsen, MPDF 1997, E:31; *Insurance Maps of Cedar Rapids*, 1913, sheet 98; Henry, 61-62.

<sup>38</sup> Svendsen, MPDF 1997, E:31; Svendsen, MPDF, 2000, E:50; *Insurance Maps of Cedar Rapids*, 1949, sheet 98; Murray and Murray, 94.

<sup>39</sup> Svendsen, MPDR 1997, E:32. "Statistical Review," 1966, XIII; 1967, XI, depict the banks of the river in aerial views.

<sup>40</sup> Svendsen, MPDF 1997, E:32. Even though the rail corridors were not close to the river, they were not immune to the effects of flooding, as their bridges crossed the river and the 4<sup>th</sup> Street railroad corridor in particular was flooded on occasion.

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Illinois Central Railroad (1886) was the last major rail line to connect to Cedar Rapids. The routes of these lines through the city are clearly delineated on late nineteenth and early twentieth century maps.<sup>41</sup>



Railroad lines are clearly delineated across Cedar Rapids in 1895.  
(S. N. Parsons, W. G. Treat and J. D. Wardle, *Atlas of Linn County*, [www.iagenweb.org](http://www.iagenweb.org))

<sup>41</sup> Svendsen, MPDF 1997, E:32. "Map of Rapids [Township]," *Atlas of Linn County, Iowa* ([Chicago]: S.N. Parsons, W.G. Treat, and J.D. Wardle, 1895); *Insurance Maps of Cedar Rapids*, 1913, sheet 0b; Brewer and Wick, I:337-339.

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Beginning in the 1860s, almost every new or expanding industry in Cedar Rapids, including meat packing, oatmeal and grain processing, and metal working companies, located facilities along one of the four railroad routes or on adjacent rail spurs. Several of these industries maintained their riverfront locations but expanded in relation to the rail lines. By the early twentieth century, Cedar Rapids claimed to be the railroad “traffic pivot of the middle west.” Direct connections were available to all major cities in the region, and more than 200 trains arrived or departed from Cedar Rapids daily. The Rock Island, Milwaukee, and Northwestern railroads all had large servicing facilities. Thousands of railroad employees located in Cedar Rapids neighborhoods close to rail facilities. Cedar Rapids was also the national headquarters of the Order of Railroad Conductors (ORC) with offices in the Masonic Temple building on First Avenue at 1<sup>st</sup> Street NE.<sup>42</sup>

Because of its extensive rail service, Cedar Rapids acquired other types of rail-dependent commerce. Wholesale jobbers constructed warehouses along rail lines for the distribution of goods and products. The warehouse business also brought jobs for warehouse handlers, shipping agents, supervisors, and “commercial travelers,” also known as “drummers,” or salesmen. Railroads remained a major source of employment through the Great Depression and World War II.<sup>43</sup> That eventually changed as passenger service declined and shipping began to shift from the railroads to highways, especially with the expansion of the interstate highway system.

Railroads continued to be one of the principal factors defining the urban geography of Cedar Rapids. Several main line by-passes were added south of the city limits to avoid the congestion of the downtown. On the east bank rail lines paralleled the Cedar River hugging the edges of the bluffs upstream and downstream of the business district. The cut created by McLeod’s Run above Cedar Lake held the route of another line. On the west side, the lines followed diagonal routes that cut through the alluvial plain that extended away from the Cedar River.<sup>44</sup>

Streetcar lines and electrified interurban lines connected Cedar Rapids internally and to nearby Iowa communities. The Cedar Rapids and Marion Street Railway Co. was organized in 1879 to link the two cities along the Boulevard [First Avenue]. In 1880 steam-powered cars on First Avenue carried passengers from Marion to 12<sup>th</sup> Street. Horse-drawn cars extended the line downtown, and by 1882, a line extended from First Avenue along 3<sup>rd</sup> Street through downtown. An electrified system that replaced the steam-powered and horse-drawn streetcars was installed in 1891. Over 13 miles of track were in operation by 1910, promoting the development of outlying residential neighborhoods, while bringing business owners, professionals, workers, clients, and customers downtown. The high point of streetcar use was in the 1920s. The streetcars were discontinued in 1937, and were replaced by buses that ran along similar routes. Tracks were removed from the streets or covered over, and overhead trolley lines were dismantled.<sup>45</sup>

<sup>42</sup> Svendsen, MPDF 1997, E:33. Brewer and Wick, I:338, gives the “traffic pivot of the middle west” quote.

<sup>43</sup> Svendsen, MPDF 1997, E:34. Brewer and Wick, I:339, describes some of the rail warehouses and terminals.

<sup>44</sup> Svendsen, MPDF 1997, E:34. Murray and Murray, 51-52, gives a brief history of McLeod’s Run.

<sup>45</sup> Svendsen, MPDF 2000, E:11, Svendsen, MPDF 1997, E:35; Ernie Danek, *Cedar Rapids, Tall Corn and High Technology: A Pictorial History* (Woodland Hills, California: Windsor Publications, 1980), 51-53.

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The first electric powered interurban line was completed in 1904 by the Cedar Rapids and Iowa City Railway (CRANDIC). The 27 mile route took 75 minutes with 13 round trips a day. While the passenger station was downtown at 2<sup>nd</sup> Street SE and Fourth Avenue SE, the service facilities were on the west side, off Rockford Road, on a line that paralleled the Chicago and Northwestern tracks. After the end of World War II, changes occurred in the CRANDIC system. Increased competition from private automobiles led the company to reduce the number of daily passenger trains. The last passenger run was on May 30, 1953, although the tracks remain in use for freight service.<sup>46</sup>

On the east side, the principal industrial corridor, comprising 1-1/2 miles of trackage, followed the route of railroad lines clustered along 4<sup>th</sup> Street and three railroad bridge approaches of the Northwestern, Milwaukee, and Rock Island lines. A second corridor on the east side was the route of the Milwaukee line along Cedar Lake as it headed toward Marion. The Illinois Central route was much later to develop as an industrial corridor.<sup>47</sup>

On the west side of the river, industrial corridors developed along the Chicago and North Western and the Chicago, Milwaukee and St. Paul routes. The CRANDIC line shared sections of the Milwaukee alignment and also paralleled some sections of the Chicago and North Western route.<sup>48</sup>

*Fourth Street Railroad Corridor*

In the 1850s Cedar Rapids began to recruit railroads to the city. To offer easy access the city guaranteed railroad interests the exclusive use of the 4<sup>th</sup> Street public right-of-way as shown on the Original Town plat. The Chicago, Iowa and Nebraska Railroad completed its line to Cedar Rapids in 1859, following the 4<sup>th</sup> Street route and establishing a railroad corridor along the eastern edge of the commercial core.<sup>49</sup>

Other railroad lines followed the Chicago, Iowa and Nebraska into Cedar Rapids, and all constructed facilities along and near the tracks, both to service the railroads and the businesses and travelers that depended on the railroads. Facilities included depots, freight houses, freight yards, warehouses, and hotels. The Burlington, Cedar Rapids and Northern Railway built a three-story Romanesque Revival style headquarters building along the south side of First Avenue, east of the tracks in 1885. Designed by Josselyn and Taylor, the building was enlarged with a fourth story in 1898 and is extant, although the First Avenue façade has been altered. The railroad was acquired by the Chicago, Rock Island and Pacific Railway (Rock Island Lines) in 1903. A commemorative plaque to George Greene, on the occasion of the 70<sup>th</sup> anniversary of the Rock Island Lines in 1922, has been installed on the sidewalk.<sup>50</sup>

<sup>46</sup> Svendsen, MPDF 1997, E:35-36; Danek, 53-55.

<sup>47</sup> Svendsen, MPDF 1997, E:36. The Illinois Central route was not discussed in MPDF 1997 or in this report.

<sup>48</sup> Svendsen, MPDF 1997, E:36.

<sup>49</sup> Svendsen, MPDF 1997, E:19.

<sup>50</sup> Svendsen, MPDF 1997, E:20; Murray and Murray, 9-10; Henry and Hunter (2005), 15; Karr, 55. Brewer and Wick, I:337-339, gives a brief overview of railroads in Cedar Rapids.

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Current view of Burlington Cedar Rapids and Northern Railway headquarters building

Factories and warehouses were located along the 1-1/2 mile corridor, along with multiple tracks, switch yards, sidings and private spurs. Several railroads had downtown freight depots along spur tracks at 1<sup>st</sup> Street SE and 2<sup>nd</sup> Street SE: the Chicago, Milwaukee and St. Paul (circa 1885) at 1<sup>st</sup> Street SE north of Sixth Avenue SE; the Illinois Central (circa 1900) at 2<sup>nd</sup> Street SE south of Fifth Avenue SE; and the Chicago, Rock Island and Pacific (circa 1900) at 2<sup>nd</sup> Street SE between Fifth Avenue SE and Sixth Avenue SE. The Chicago and Northwestern built a freight depot (c.1899) at 324 First Avenue NE just west of the 4<sup>th</sup> street railroad corridor, on the site of the first Union passenger depot. The tracks, yards, spurs, and related buildings are now largely gone.<sup>51</sup>

The 4<sup>th</sup> Street corridor also brought industry. While the Sinclair meat packing plant was initially attracted by the river location as described above, it also took advantage of the Burlington, Cedar Rapids and Northern rail line that curves towards the Cedar River at the southeastern end of the corridor. The railroad was vital to the packing plant's operation. Spur lines off the main line connected to unloading areas for hogs, sheep, and cattle. Shipping docks along interior spurs were used to deliver wood and coal supplies and remove hides. Additional docks were located adjacent to the ham, bacon and sausage curing and storage buildings. Rail car repairs were made on several siding tracks. The integration of rail operations with the packing plant site helped make it a very productive facility before World War II.<sup>52</sup>

<sup>51</sup> Svendsen, MPDF 1997, E:36-37; *Insurance Maps of Cedar Rapids*, 1913, sheet 37.

<sup>52</sup> Svendsen, MPDF 1997, E:37; *Insurance Maps of Cedar Rapids*, 1913, 1949, sheet 54.

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The plant employed hundreds of workers and supported a residential community that was focused around St. Wenceslaus Roman Catholic Church and the Sinclair Memorial Presbyterian Church, funded by Thomas Sinclair's widow. Sinclair Park at Sixteenth Avenue SE and 9<sup>th</sup> Street SE was also a gift to the city by the company.<sup>53</sup> As discussed above, the plant closed in 1990. The surviving structures of the plant, as well as many of the residences in the surrounding community, were demolished in the aftermath of the 2008 flood. St. Wenceslaus Church, designed by Dieman and Fiske and built in 1904-1905, and the park survive.

In 1880, the Whiting Brothers Manufacturing Company located northwest of the Sinclair site on the east side of the 4<sup>th</sup> Street corridor tracks at Twelfth Avenue SE. The business was acquired by J. T. Carmody in 1889; its foundry produced architectural iron work, columns, steel and iron beams, boilers, shafting, pulleys, and engineers' supplies. It had become the Iowa Steel and Iron Works by 1913. After Howard Hall became the company president in 1922, Iowa Steel began to produce gray iron castings and steel for the affiliated Iowa Manufacturing Company to manufacture rock crushing equipment for road paving. The plant expanded to include a foundry, structural steel fabrication plant, steel storage yard, and rail sidings. It took over a section of the Cherry-Burrell plant to the north of Eleventh Avenue SE after 1949, when Cherry-Burrell relocated to a site in southwest Cedar Rapids. Steel manufacture was discontinued in stages beginning in 1979. The company closed in 1996. In 1997, some of the plant structures survived. The site is now vacant.<sup>54</sup>

The J. G. Cherry Company was founded in 1880, when J. G. Cherry patented a wood-jacketed cream carrying can with a floating lid. Under the leadership of Walter Cherry, the company located to a site on the east side of the 4<sup>th</sup> Street railroad tracks at Tenth Avenue SE. Its building, designed by Charles A. Dieman, was built in 1911-1912. The company developed machinery for processing ice cream and butter including coil pasteurization machines and continuous ice cream freezers. It expanded to the west side of the 4<sup>th</sup> Street railroad tracks between Tenth Avenue SE and Eleventh Avenue SE to a building designed by Hatton, Klein and Holmes in 1919. In 1925, the company commissioned a series of paintings from Grant Wood that depicted the plant and the workers employed in various tasks. In 1928 the Cherry-Burrell Corporation was formed. By the 1930s, it had become the largest exclusive manufacturer of equipment for the handling of milk and milk products in the world. In 1949, the company relocated to a 60-acre site with a modern factory with nine acres of floor space in southwest Cedar Rapids. The J. G. Cherry building at 329 Tenth Avenue SE/320 Eleventh Avenue SE survives and has been converted to commercial and residential use, including the Ceramics Center and an artists' cooperative. It is included in the Bohemian Commercial Historic District.<sup>55</sup>

<sup>53</sup> Svendsen, MPDF 1997, E:37-38; Svendsen, MPDF 2000, E:59-60.

<sup>54</sup> Svendsen, MPDF 1997, E:38; *Insurance Maps of Cedar Rapids*, 1889, sheet 17; 1913, 1949, sheet 50; DeLong, 135.

<sup>55</sup> Svendsen, MPDF 1997, E:38; *Insurance Maps of Cedar Rapids*, 1913, 1949, sheet 44; "J. G. Cherry Co. Expands; Good News for Cedar Rapids," *Cedar Rapids Evening Gazette*, May 12, 1911, 1; "New Plant for Cherry Company About Ready," *Cedar Rapids Evening Gazette*, Dec. 30, 1912, 8; "Quarter Million Dollar Building Is Planned Here," *Cedar Rapids Evening Gazette*, May 8, 1919, 1; Murray and Murray, 96-97; Marlys A. Svendsen, *Bohemian Commercial Historic District*, National Register of Historic Places Registration Form, NRIS #02001539 (Cedar Rapids: City of Cedar Rapids, 2002), 7:9, 8:18; Wende Elliott and William Balthazar Rose, *Grant Wood's Iowa: A Visitor's Guide* (Woodstock, Vermont: The Countryman Press, 2013), 32-33. The paintings are on permanent loan to the Cedar Rapids Museum of Art. Danek, 172.

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The J.G. Cherry Plant in 1919 (<http://www.ebay.com/>)



Current view of J. G. Cherry Plant

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The tracks of the Chicago, Milwaukee and St. Paul railroad cross the river on a bridge shared with CRANDIC and extend along Ninth Avenue SE to connect to the tracks along the 4<sup>th</sup> Street railroad corridor. Large warehouses that belonged to the Churchill Drug Company, later McKesson and Robbins Company, and the Witwer Grocery Company are located on the south side of the Ninth Avenue bridge approach between 2<sup>nd</sup> and 3<sup>rd</sup> Streets SE. They were also served by a spur line of the Rock Island railroad that extended from the 4<sup>th</sup> Street tracks to loading docks at the rear of the two buildings. Both buildings are located in the Bohemian Commercial Historic District Boundary Increase.<sup>56</sup>

The Churchill Drug Company, established in Davenport, Iowa, as a wholesale drug company, came to Cedar Rapids in 1902. It rented a five-story warehouse on 1<sup>st</sup> Street SE before commissioning the six-story warehouse at 900 2<sup>nd</sup> Street SE in 1925. The company moved into its new building in January 1926. In 1928, the company was merged into the McKesson and Robbins Company, which operated from this location until 1980. The Collins Radio Company used the building for spare parts during World War II. Between 1985 and 2000, the building was used as a warehouse by the Hawkeye Seed Company. In 2005-2006, the building was converted to a residential condominium called Water Tower Place.<sup>57</sup>



Current view of Witwer Building at left and Churchill Drug/McKesson and Robbins Company Building at right. The railroad tracks along Ninth Avenue SE extend in front of the buildings.

<sup>56</sup> Svendsen, MPDF 1997, E:39. Paige Wagner Claassen, *Bohemian Commercial Historic District Boundary Increase*, National Register of Historic Places Registration Form, NRIS #12000096 (Mount Pleasant, SC: Brockington and Associates, 2010), 16.

<sup>57</sup> Svendsen, MPDF 1997, E:39; Murray and Murray, 97; *Insurance Maps of Cedar Rapids*, 1949, sheet 43; "Churchill Occupies New Home," *Cedar Rapids Republican*, January 31, 1926, 2; McKesson & Robbins Drug Company Warehouse, Iowa Site Inventory Form, 57-07393, 2007, 2009; Claassen, 16.

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The Witwer Grocery Company was started by Weaver and Frank Witwer in about 1921 as a wholesale grocery business. It expanded into food processing and retailing, including the establishment of the "Me Too" supermarket chain. The company set up offices in the old U.S. Post Office Building at Second Avenue SE and 3<sup>rd</sup> Street SE, after the post office relocated to its new building on 1<sup>st</sup> Street SE in 1934. In 1945, the company announced plans to build a new food processing factory at Ninth Avenue SE and 3<sup>rd</sup> Street SE. The factory also packaged and distributed foods for the company's wholesale and retail operations. The architects were the firm of Blahnik and Berger; the building opened in 1946. It has been renovated into apartments with retail space at the ground floor.<sup>58</sup>

The tracks of the Chicago, Milwaukee and St. Paul railroad crossed the river and extended along Ninth Avenue SE to connect to the tracks along 4<sup>th</sup> Street. North of the bridge approach, the Chicago, Milwaukee and St. Paul Railroad, Illinois Central Railroad, and Chicago, Rock Island and Pacific Railroad extended spur lines and sidings into the southwestern section of the downtown. In the late 1880s the Milwaukee railroad built a freight house and ice house between the river and 1<sup>st</sup> Street SE between Fifth Avenue SE and Sixth Avenue SE. Milwaukee sidings were added along the rear of the 1<sup>st</sup> Street buildings, as far as Third Avenue SE and down the middle of 1<sup>st</sup> Street SE as far as Fifth Avenue SE. The Illinois Central and the Chicago, Rock Island and Pacific operated spur lines along the west and east sides of 2<sup>nd</sup> Street SE between Eighth Avenue SE and Fifth Avenue SE. Both companies built new freight houses shortly after 1900. Together the spur lines of the three railroads promoted the delivery of railroad freight and the manufacturing, jobbing, and retailing businesses that located along them.<sup>59</sup>

A variety of businesses were served by the spur lines along 1<sup>st</sup> Street. Wholesale warehouses in the 500 and 600 block of 1<sup>st</sup> Street SE dealt in products ranging from farm machinery, paper products and electrical supplies to groceries and household wares. The lumber and coal companies included the Linn County Lumber and Coal Company (1906-1909), Cedar Rapids Lumber Company (1909-1922), and Hatch and Brookman's Lumber Company (1923-1966).<sup>60</sup>

Some of the businesses constructed larger buildings closer to the commercial core, such as the Hamilton Brothers Warehouse, 401-411 1<sup>st</sup> Street SE. The company, organized in 1868, was a wholesale dealership in farm machinery, wagons, buggies, seeds and coal. The four-story warehouse was designed by Dieman and Fiske and built in 1899. Hamilton Brothers was succeeded in 1911 by the Warfield-Pratt-Howell Company, the largest wholesale grocery firm in Iowa, which remained in the building until 1928. Its distribution system was aided by the docks on the west side of the building for loading and unloading into rail cars. Then American Transfer and Storage operated the building as a warehouse until it was acquired in 1971 by the Hach Brothers for storage and distribution of janitorial and paper products as they expanded their business from the adjacent property. In the mid-1990s the building was

<sup>58</sup> Svendsen, MPDF 1997, E:39; *Insurance Maps of Cedar Rapids*, 1949, sheet 43; Marlys A. Svendsen, *Witwer Grocery Company Building*, National Register of Historic Places Registration Form, NRIS #9800086 (Cedar Rapids: Metro Housing Associates, 1998).

<sup>59</sup> Svendsen, MPDF 1997, E:39.

<sup>60</sup> Svendsen, MPDF 1997, E:40. It is not clear if these are successive companies at the same location; they do not show up under those names on the *Insurance Maps of Cedar Rapids*, 1913, 1949, sheet 37.

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converted for retail, restaurant, and office space, and it remains in that use after it was restored after the 2008 flood.<sup>61</sup>

Immediately to the south of the Hamilton Brothers warehouse at 415 1<sup>st</sup> Street SE is a 1923 warehouse building, now in use as a restaurant. By 1931, the Hach Brothers were operating their wholesale paper business out of the building, branching out into beer distribution after the repeal of Prohibition. Their father, Peter Hach, had established a saloon and bottling works at Fourteenth Avenue SE and 2<sup>nd</sup> Street SE in 1901. His sons expanded into the paper business. In 1949, the building is identified as a warehouse for wholesale paper products.<sup>62</sup> Also on this block is the Central Fire Station, designed by Charles A. Dieman and built in 1917-1918 at 427 1s Street SE. It was strategically located for access to nearby industrial sites.<sup>63</sup>

The John Blaul's Sons Company, a wholesale grocery competitor of Warfield-Pratt-Howell, built its own four-story warehouse, designed by Cedar Rapids architect William J. Brown, in 1914-1915 at 600-608 1<sup>st</sup> Street SE on the east side of the street. The company, which had been founded in Burlington, Iowa, in the 1860s, relocated to Cedar Rapids when this building was constructed. The company was succeeded in the late 1950s by Midwest Food Distributors, which remained in the building until 1994. It was then occupied by a furniture store, the Great Furniture Mart, for about ten years. The building was vacant in 2008 when it was flooded. It is being rehabilitated for a new use.<sup>64</sup>

Other buildings on the same block as the Blaul's Building were built during the same decade: Orr Brothers Supply Company (1912), 610-612 1<sup>st</sup> Street SE, suppliers for mills, grain elevator machinery and agricultural implements; J. P. Grissel Cornice Company (1912), 614 1<sup>st</sup> Street SE, manufacturers of metal cornices, window caps, ceilings, and roofing; and the Baker Paper Company (1909 and 1914), 616-618 1<sup>st</sup> Street SE. All could take advantage of the spur tracks on 1<sup>st</sup> Street SE and mid-block between 1<sup>st</sup> and 2<sup>nd</sup> Streets SE. All were demolished in 1998, and their sites remain vacant.<sup>65</sup>

While the railroad spur lines served businesses close to the river, the main line tracks along the 4<sup>th</sup> Street railroad corridor between Ninth Avenue SE and Fifth Avenue SE provided factory sites and "excellent warehouse locations." The buildings of two industrial businesses that were close to the 4<sup>th</sup> Street railroad corridor gradually expanded over the years. The Cedar Rapids Marble and Granite Works, 313-315, 317

<sup>61</sup> Svendsen, MPDF, 1997, E:40; *Insurance Maps of Cedar Rapids*, 1913, 1949, sheet 25; J. Edward Sauter, *Hamilton Brothers Building*, National Register of Historic Places Registration Form, NRIS #94001098 (Mount Vernon, Iowa: Sauter/Stevely Associates, 1993).

<sup>62</sup> *Insurance Maps of Cedar Rapids*, 1949, sheet 25; Robert C. Vogel, Commercial Building, Iowa Site Inventory Form, 57-10511, 2012, gives the date as 1923. George T. Henry and Mark W. Hunter, *Cedar Rapids Then and Now* (Chicago: Arcadia Publishing, 2003), 42, date the building to c. 1931 and describe the Hach Brothers history.

<sup>63</sup> Jan Olive Full, *Cedar Rapids Central Fire Station*, National Register of Historic Places Registration Form, NRIS #14000175 (Iowa City: Tallgrass Historians LC, 2014).

<sup>64</sup> Svendsen, MPDF 1997, E:40; *Insurance Maps of Cedar Rapids*, 1949, sheet 37; Emily Ryan, John Blaul's Sons Company Warehouse, Iowa Site Inventory Form, 57-09621, 2009; "Contract Let for Grocery Warehouse to Cost \$55,000," *Cedar Rapids Evening Gazette*, July 23, 1914, 11.

<sup>65</sup> Svendsen, MPDF 1997, E:41; *Insurance Maps of Cedar Rapids*, 1913, 1949, sheet 37; Henry and Hunter (2005), 47; Danek, 187, discusses the Grissel company.

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Third Avenue SE, also known as the Searles and Baxter Company, is located west of the corridor. Its first building was constructed in 1893 and doubled in size in 1905, as depicted in date panels above the upper floor windows. The extensive use of varied stone on the façades was an advertisement for the original business.<sup>66</sup>

The Parlor Furniture Manufacturing Company, established in 1899, was located at 319 Seventh Avenue SE in 1907. Initially a three-story building, it gained a fourth floor to meet the needs of the expanding furniture manufacturing business sometime before 1928. The furniture company remained at this location until 1956. The building was demolished in 2003. The site and parcels on either side were combined as the location of the Human Services Campus, sponsored by the United Way of East Central Iowa. The new building, designed by OPN Architects, opened in 2011.<sup>67</sup>

Other small factory buildings were located to the east of the 4<sup>th</sup> Street tracks along Ninth Avenue SE with a Rock Island spur line between the buildings. In 1910, the Iowa Furniture Company built a three-story brick factory at 406 Ninth Avenue SE with large arched windows on the sides and rear that provided abundant natural light to the interior. Two years later, Ellis and Roth, a wholesaler specializing in thresher implements and supplies, moved in for about two years. Other manufacturers, including the Boss Company, manufacturer of work gloves, were in the building until it was purchased by the Cedar Rapids Sheet Metal Company in 1931. The company still owns the building. The Blue Valley Creamery built its two-story brick building in 1912 at 400 Ninth Avenue SE. The concrete floors are supported on interior cast-iron columns. The Wapsi Valley Creamery Company took over the building in 1939. The Cedar Rapids Sheet Metal Company acquired it after 1949 and still owns it.<sup>68</sup>

<sup>66</sup> Svendsen, MPDF 1997, E:42; *Insurance Maps of Cedar Rapids*, 1913, sheet 26; "Searles & Baxter, the Marble Dealers," *Cedar Rapids Evening Gazette*, December 15, 1894.

<sup>67</sup> Svendsen, MPDF 1997, E:42; *Insurance Maps of Cedar Rapids*, 1913, 1949, sheet 38; <http://www.opnarchitects.com/work/human-services-campus/>

<sup>68</sup> Svendsen, MPDF 1997, E:42; *Insurance Maps of Cedar Rapids*, 1913, 1949, sheet 44; Cedar Rapids City Directories, 1910 through 1941; "New Creamery to Come Here," *Cedar Rapids Evening Gazette*, December 9, 1911; "Blue Valley Creamery," *Cedar Rapids Evening Gazette*, January 1, 1913; Murray and Murray, 96.

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Current view of Blue Valley Creamery at left and Iowa Furniture/Ellis & Roth at right on Ninth Avenue SE. In the foreground, the 4<sup>th</sup> Street Railroad Corridor runs along the side of the Blue Valley Creamery building.

Several large wholesale businesses constructed new buildings along the 4<sup>th</sup> Street railroad corridor in the years after World War I. One of the most prominent was the warehouse of Harper and McIntire Company of Ottumwa, Iowa, designed by the Minneapolis firm of Croft and Boerner and built in 1921-1922 at 407 Sixth Avenue SE. The company specialized in supplying wholesale hardware throughout the state of Iowa, and it chose to build in Cedar Rapids because of the advantageous railroad connections. The location was close to Union Station, and the 4<sup>th</sup> Street tracks and a spur line to the west of the building facilitated shipping. The four-story reinforced concrete structure is faced with brick and accented by a two-story tower that conceals a water tank. In 1981 Harper and McIntire transferred the property to Smulekoff's Furniture which used it as a warehouse until November 2014.<sup>69</sup>

<sup>69</sup> Svendsen, MPDF 1997, E:42-43; *Insurance Maps of Cedar Rapids*, 1949, sheet 38; "Close Deal to Build for Hardware Plant," *Cedar Rapids Gazette*, August 13, 1921, 15; "Big Structure to Go Up This Winter," *Cedar Rapids Gazette*, September 9, 1921, 15; "Careful Courteous, Earnest Service Their Motto," *Hardware World* 17 (February 1922): 108; "Enlarged Facilities for Their Customers' Service," *Hardware World* 17 (July 1922): 107; "Harper & McIntire Warehouse Building," *American Architect* 124 (July 18, 1923): insert after 60. Smulekoff's acquired this building after it sold its previous warehouse building at 508-519 1<sup>st</sup> Street SE to make way for the new Cedar Rapids Public Library; see Henry and Hunter (2005), 42. The company ceased business at the end of November 2014.

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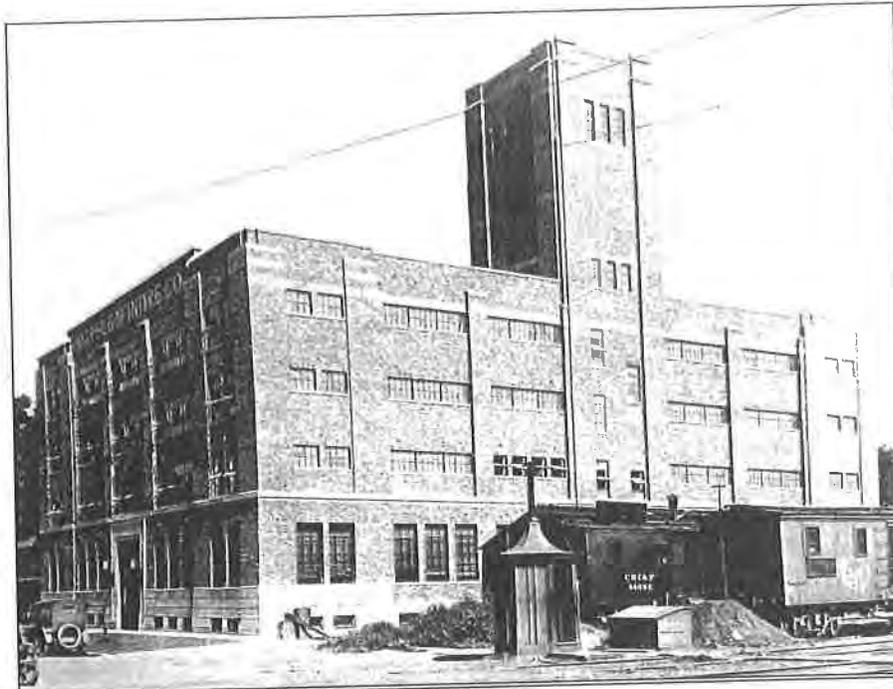
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Harper-McIntire Building from the 4<sup>th</sup> Street railroad corridor  
(*American Architect and Architectural Review*, July 18, 1923).

The Brown-Evans Manufacturing Company built a two-story factory and warehouse building to fabricate overalls and work clothes at 600 3<sup>rd</sup> Street SE in 1919. In 1937, it was taken over by the Metropolitan Supply Company, which used the upper floor for printing and binding and the lower floor for storage of supplies. The building was converted to office and studio space in about 1999 and is known as the Warehouse on Third.<sup>70</sup>

A block south of Harper and McIntire, the Terry-Durin Company built a two-story brick warehouse at 409-411 Seventh Avenue SE in the late 1910s. The company, which had been founded in 1908, is a wholesale dealer in electrical supplies. A one-story warehouse wing was added in the 1950s or 1960s.<sup>71</sup>

The north side of Sixth Avenue SE between 3<sup>rd</sup> and 4<sup>th</sup> Streets SE is occupied by the Peterson Baking Company complex. The first section of the building, at 308 Sixth Avenue SE, was built in 1910 for the Pure Baking Company. Peterson Baking, an Omaha-based wholesale bakery, acquired the business in 1920 and built two large additions to the east, designed by Hatton, Holmes and Anthony, in 1921. The contractors, Lightner Construction Company, often worked with that architectural firm. The location was attractive because of the access to "adequate railway facilities." The company occupied the entire

<sup>70</sup> Svendsen, MPDF 1997, E:43; *Insurance Maps of Cedar Rapids*, 1949, sheet 38; *Evans Manufacturing Company Building*, National Register of Historic Places Inventory-Nomination Form, NRIS #99000450; Henry, 46.

<sup>71</sup> Svendsen, MPDF 1997, E:43; *Insurance Maps of Cedar Rapids*, 1949, sheet 38; [http://www.terry-durin.com/contactus\\_history.asp](http://www.terry-durin.com/contactus_history.asp).

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blockfront by 1939. The section of the building at the corner of 3<sup>rd</sup> Street SE was built in about 1950. Bakery operations were closed in 1965, and the building has been converted to a variety of office and retail shop uses.<sup>72</sup>



Current view of Peterson Baking Company complex facing Sixth Avenue SE

On the east side of the railroad tracks north of Sixth Avenue SE is the Pepsi-Cola Bottling Company complex. The earliest section is a two-story warehouse, built in 1910 for the National Biscuit Company. The warehouse was purchased in 1921 by William Tehel, a soft drink manufacturer and distributor. Tehel acquired a Pepsi-Cola franchise in 1936 and expanded the facility eastward towards 5<sup>th</sup> Street SE. Tehel Bottling officially became the Pepsi-Cola Bottling Company of Cedar Rapids in 1959. Bottling operations stopped in 1995, but the complex remains a distribution facility.<sup>73</sup>

The French-Stamats Company was established in 1923 as a promotions and advertising agency for Midwest retail stores. In 1933 the company acquired a national magazine and realized that it needed more space for printing and distribution. It acquired a site on the south side of Sixth Avenue SE at 5<sup>th</sup> Street SE and constructed a new building in 1935 that accommodated offices, printing and photo engraving facilities, a bindery, and storage and shipping space. The company was renamed Stamats

<sup>72</sup> Svendsen, MPDF 1997, E:43; *Insurance Maps of Cedar Rapids*, 1913, 1949, sheet 38; "Wholesale Bakery to Operate Plant in City Soon," *Cedar Rapids Gazette*, January 20, 1920; "Peterson Baking Company to Double Its Capacity," *Cedar Rapids Gazette*, January 7, 1921; "Work on Baking Plant," *Cedar Rapids Gazette*, July 22, 1921.

<sup>73</sup> *Insurance Maps of Cedar Rapids*, 1913, 1949, sheet 38; "Tehel Buys Storage Plant," *Cedar Rapids Gazette*, July 13, 1921, 8; "Soda Waters Prepared at Tehel Plant," *Cedar Rapids Republican*, April 12, 1925, 3; "Bottling To End at C. R. Pepsi Plant," *Cedar Rapids Gazette*, Nov. 18, 1995, 1E; Henry and Hunter (2005), 46; Camilla R. Deiber, William Tehel Bottling Co., Iowa Site Inventory Form, 57-09483, 2009.

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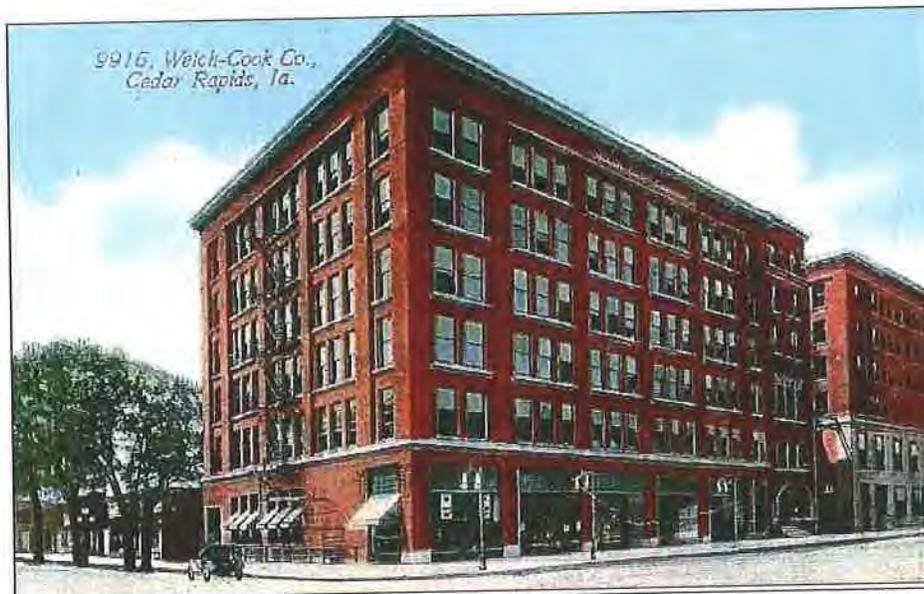
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Publishing Company after French's death in 1934 and Stamats Communications in 1960. The company continued to expand. When the printing plant was converted to office space in 1998, another main entrance was added at 615 5<sup>th</sup> Street SE. The company remains in the building.<sup>74</sup>

Another group of industrial/warehouse buildings in the downtown core is located on or near 3<sup>rd</sup> Street SE between Fourth Avenue SE and Fifth Avenue SE. This location is just north of the Rock Island railroad spur.

The six-story Welch-Cook Company Building was built in 1909-1910 for a wholesale drygoods and men's garments manufacturer. Located at 319-323 3<sup>rd</sup> Street SE at Fourth Avenue SE at the edge of the commercial core, the building was designed by architect Charles A. Dieman. The reinforced-concrete structure uses the Turner flat slab system, ideal for open manufacturing spaces. The Collins Radio Company, predecessor of Rockwell Collins, took a ten-year lease on the building in 1945, when it was expanding its operations during World War II. It used the space as a warehouse and for light manufacturing. After the war it housed the Collins accounting and engineering departments.<sup>75</sup>



Welch-Cook Building in about 1915, facing 3<sup>rd</sup> Street SE at Fourth Avenue SE. (www.union-made.blogspot.com)

<sup>74</sup> *Insurance Maps of Cedar Rapids*, 1949, sheet 38; "Back to Its Roots," *Cedar Rapids Gazette*, March 15, 1998, 1C; Danek, 220.

<sup>75</sup> Svendsen, MPDF 1997, E:15. "Dirt Will Fly on Welch-Cook Building Tomorrow," *Cedar Rapids Evening Gazette*, June 2, 1909; *Insurance Maps of Cedar Rapids*, 1913, sheet 26; "To Occupy New Building," *Collins Column* 26, July 1945. Collins Radio occupied space in several other downtown buildings during World War II, including the Iowa Theater for its purchasing and accounting departments and the credit union; the Shriners Temple for an assembly plant; Smulekoff's Furniture for spare parts storage; and the Arco Building for its instruction book, maintenance, and accounting departments. *Collins Column*, May 1945, [8-13]; "To Occupy New Building," July 1945, 30; May 1946, 26. The November 1945 issue has a photograph that shows the interior columns and open floor plans.

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The Iowa Building, 221 Fourth Avenue SE and 411 3<sup>rd</sup> Street SE, is across the street from Welch-Cook. The seven-story Commercial style steel and reinforced-concrete building was built in 1913-1914 to house the Lyman Company, millinery manufacturers, previously located at 213-217 Third Avenue SE. It was designed by Cedar Rapids architect Robert R. Mayberry and engineer H. J. Bishop. The building achieved notoriety for a partial collapse that killed seven workers during its construction in 1913.<sup>76</sup>

The three-story Fawcett Building, 119 Third Avenue SE between 1<sup>st</sup> and 2<sup>nd</sup> Streets SE, is a smaller scale version of a Commercial style warehouse building, constructed in 1906. It was built by Charles E. Fawcett to house his jobbing service for machine, mill, and electrical supplies. The store was on the first floor with a machine shop at the rear along the alley.<sup>77</sup>

The Hutchinson Ice Cream Building is located at 200 Fifth Avenue SE. The company was founded in 1905 and incorporated in 1911. It had been located on the west side of the river at H Street SW at Spring Street SW, south of Fifth Avenue SW. The two-story office and factory building, "designed and built to conform to the most rigid sanitary laws," was designed by Hatton, Holmes and Anthony and built in 1921 by the Lightner Construction Company. It was purchased by the Borden Company in 1945 and operated as the Borden Company-Hutchinson Ice Cream Division until 1956. The building has been converted for office use and is the home of OPN Architects.<sup>78</sup>



Current view of Hutchinson Ice Cream Building facing Fifth Avenue SE.

<sup>76</sup> Svendsen, MPDF 1997, E:15; James E. Jacobsen, *Iowa Building*, National Register of Historic Places Nomination—Registration Form, NRIS #83000385 (Des Moines: Iowa State Historic Preservation Office, 1983); *Insurance Maps of Cedar Rapids*, 1913, sheet 26. "New 7 Story Building to Cost \$120,000," *Cedar Rapids Evening Gazette*, May 24, 1913, 12. "Blames System of Construction for Collapse of Building," *Cedar Rapids Evening Gazette*, December 18, 1913, 15; Nancy Stevens, "The Lyman Building Collapse," *Cedar Rapids Gazette*, June 26, 1983,

<sup>77</sup> Svendsen, MPDF 1997, F:64. "Will Erect a 3-Story Block," *Cedar Rapids Gazette*, August 9, 1905; *Iowa State Register and Farmer*, April 1906; *Insurance Maps of Cedar Rapids*, 1913, sheet 26.

<sup>78</sup> *Insurance Maps of Cedar Rapids*, 1913, sheet 86; 1949, sheet 26; Camilla R. Deiber, Hutchinson Ice Cream Building, Iowa Site Inventory Form, 57-10464, 2010; "Ice Cream Plant Under Way," *Cedar Rapids Gazette*, April 2, 1921; "Hutchinson Company Plant, Office, Thoroughly Modern," *Cedar Rapids Republican*, March 22, 1925, 1; Henry and Hunter (2003), 41.

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Industrial and warehousing activity remained an important aspect of downtown Cedar Rapids following World War II, which is reflected by the expanded period of significance ending in 1965. Although most of this activity occurred in existing buildings or in buildings that were expanded to meet new industrial needs, many older industrial buildings were demolished, to be replaced by newer buildings or parking lots.

The 4<sup>th</sup> Street corridor between Fifth Avenue SE and E Avenue NE was intensely used for railroad purposes, with freight depots, separate and combined passenger stations, engine houses, coal and sand tipples, and water tanks along the route. Their disappearance during the 1960s and 1970s, marked an abrupt end to the importance of the 4<sup>th</sup> Street Railroad Corridor as a major transportation route.<sup>79</sup> Nonetheless, the presence of the railroad tracks is a reminder of the importance of the railroads to downtown business and industry. A portion of the 4<sup>th</sup> Street right-of-way along the tracks has been incorporated into the Cedar River Recreational Trail under the jurisdiction of Linn County.

*Chicago and North Western Railway Corridor*

The Quaker Oats Company, which located on the east bank of the river as described above, when it was founded as the North Star Oatmeal Company, took advantage of the Chicago and North Western Railway tracks which passed through the site and turned west to cross the Cedar River on its own bridge. The company site covered 22 acres between the B Avenue NE/F Avenue NW pedestrian and automobile bridge and the railroad bridge. Spur lines into and through the site helped the company bring in raw materials and ship out finished products.<sup>80</sup>

On the west side the Chicago and North Western corridor follows a curving diagonal course from the bridge approach at J Avenue NW southwest towards First Avenue for nearly 1-3/4 miles. The Chicago and North Western line passes through working class residential neighborhoods and several industrial sites. A spur line extended south paralleling 1<sup>st</sup> Street as far as E Avenue NW.<sup>81</sup>

The Williams and Hunting Company planing mill was an early west side business, founded in 1876 and located on the river as discussed above. Like Quaker Oats, it also took advantage of rail connections. The original site was just north of the F Avenue NW bridge on the east side of 1<sup>st</sup> Street NW, near the dam. In 1889, the complex included the planing mills, the sash and door warehouse and carpenter shop, along with a lumber shed, glazing shed, and drying kiln. By 1900, the company had 125 employees and extolled its rail shipping connections for its growth. By 1913, it had taken over the old Eagle Woolen Mills site at Fifth Avenue SW east of 1<sup>st</sup> Street SW and further expanded its operations. There it was served by a spur line from the Chicago, Milwaukee and Saint Paul Railroad bridge. The site north of the F Avenue NW bridge was occupied by the Hawkeye Lumber and Coal Company. Both sites are now vacant.<sup>82</sup>

<sup>79</sup> Svendsen, MPDF 1997, E: 43.

<sup>80</sup> Svendsen, MPDF 1997, E:43-44; *Insurance Maps of Cedar Rapids*, 1913, sheet 2, 1949, sheets 1 and 2; Karr, 73.

<sup>81</sup> Svendsen, MPDF 1997, E:44; *Insurance Maps of Cedar Rapids*, 1889, sheet 21; 1913, sheets 66, 70, 74.

<sup>82</sup> Svendsen, MPDF 1997, E:44; *Insurance Maps of Cedar Rapids*, 1889, sheets 19, 21; 1913, sheets 70, 86; Murray and Murray, 103.

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In the 1880s, a group of ice houses were located north of Williams and Hunting and south of the Chicago and North Western bridge. MPDF 1997 states that these were owned by the Hubbard Ice Company, which relocated to the west side when the railroad purchased its property on the east side. In 1889, one group is identified as the Hooper and Company ice houses. Another group is called the T. M. Sinclair and Company ice houses, which would have provided ice to the meat packing plant. In 1913, the Sinclair company had a modern concrete ice house near I Avenue NW. The Hubbard Ice Company had its modern concrete ice house on the west side of 1<sup>st</sup> Street NW, just north of the Chicago and North Western railroad bridge approach.<sup>83</sup>

Industrial sites extended to the southwest along the Chicago and North Western tracks. The Cedar Rapids Pump Company was established in 1881 and soon located on G Avenue NW to the west of the tracks. It began to manufacture wood and iron pumps, wood stock tanks, soil pipe and various fittings and set up a wholesale business in iron pipe and plumbers' supplies. The initial brick factory building at 605 G Avenue NW contained manufacturing, office, and shipping spaces. As the business expanded, it constructed a large brick warehouse building to the west along G Avenue NW, while the factory building was reconfigured to include several machine shops. The site also included a pipe shed, lumber yard, and railroad siding. The company also took over the factory of the Ogden Plow Company on H Avenue NW at 6<sup>th</sup> Street NW and converted the building to a foundry.<sup>84</sup>

Another cluster of factories was located west of the tracks at the intersections of A, B, and C Avenues NW. The oldest of the group was the Chandler Pump Company which occupied an irregular parcel of property adjacent to railroad sidings between First Avenue NW and B Avenue NW. The company was founded by J. A. Chandler in 1890; it developed the "Chandler Iron Pump" and became a wholesale supplier of iron pipe, plumbers' supplies, and well casings. The one and two-story brick buildings contained a machine shop, pattern shop, iron foundry, warehouses, machine shops, foundry, and iron pipe shed. In 1952 the company was reorganized as Chandler Machine Products and relocated to a site along the Illinois Central railroad tracks in the northeast quadrant. The surviving machine shop and factory building of the Chandler Pump Company has the address of 800 First Avenue NW, while the surviving warehouse is at 707 B Avenue NW.<sup>85</sup>

<sup>83</sup> Svendsen, MPDF 1997, E:44; *Insurance Maps of Cedar Rapids*, 1889, sheet 21; 1913, sheets 66, 70.

<sup>84</sup> Svendsen, MPDF 1997, E:44-45; *Insurance Maps of Cedar Rapids*, 1889, sheet 22; 1913, 1949, sheets 68, 69; Karr, 64; Murray and Murray, 102. The G Avenue buildings were listed on the National Register in 2012 as the Cedar Rapids Pump Company Factory and Warehouse, NRIS #12000907. The building was acquired by the Cedar Rapids school district for warehouse use. The foundry on H Avenue NW had become a paint factory and warehouse by 1949.

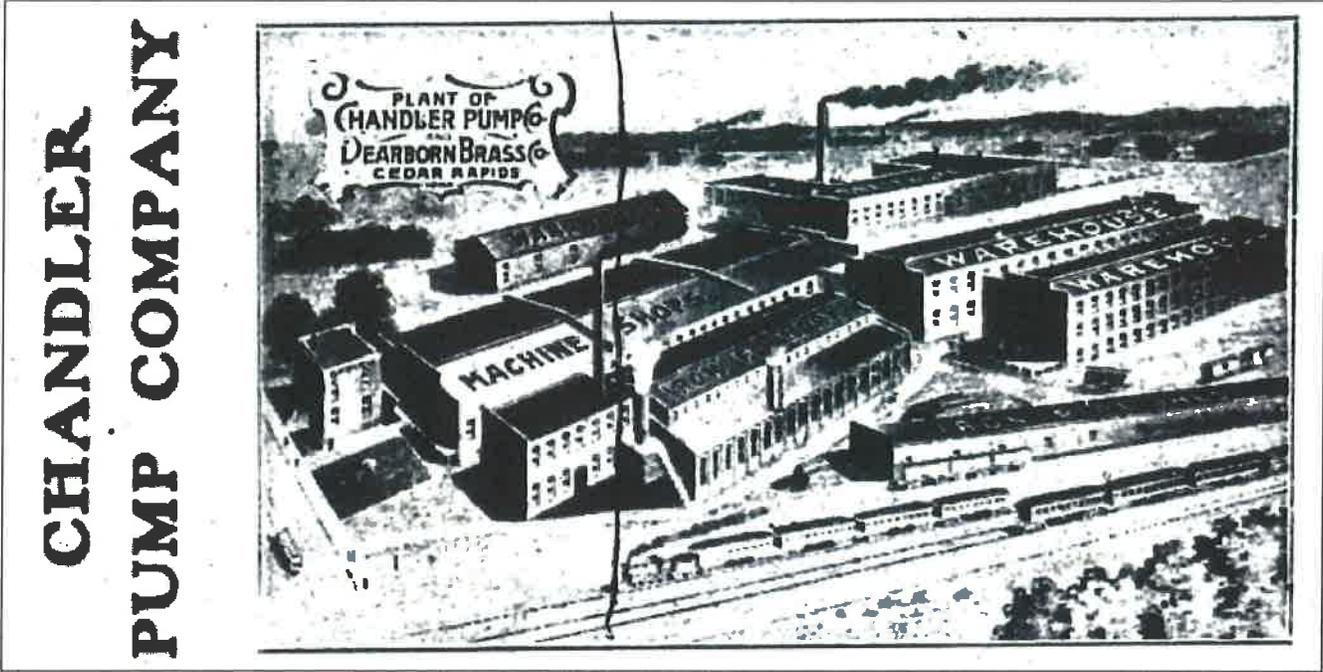
<sup>85</sup> Svendsen, MPDF 1997, E:45; *Insurance Maps of Cedar Rapids*, 1913, 1949, sheet 77. "Big Factory Enlargement," *Cedar Rapids Evening Gazette*, March 26, 1902, 4; Chandler Pump Company advertisement, *Cedar Rapids City Directory*, 1903; Henry, 67; Brewer and Wick, I:340; Murray and Murray, 102.

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Chandler Pump Company as depicted in 1903 (Cedar Rapids city directory, 1903)



Current view of Chandler Pump Company

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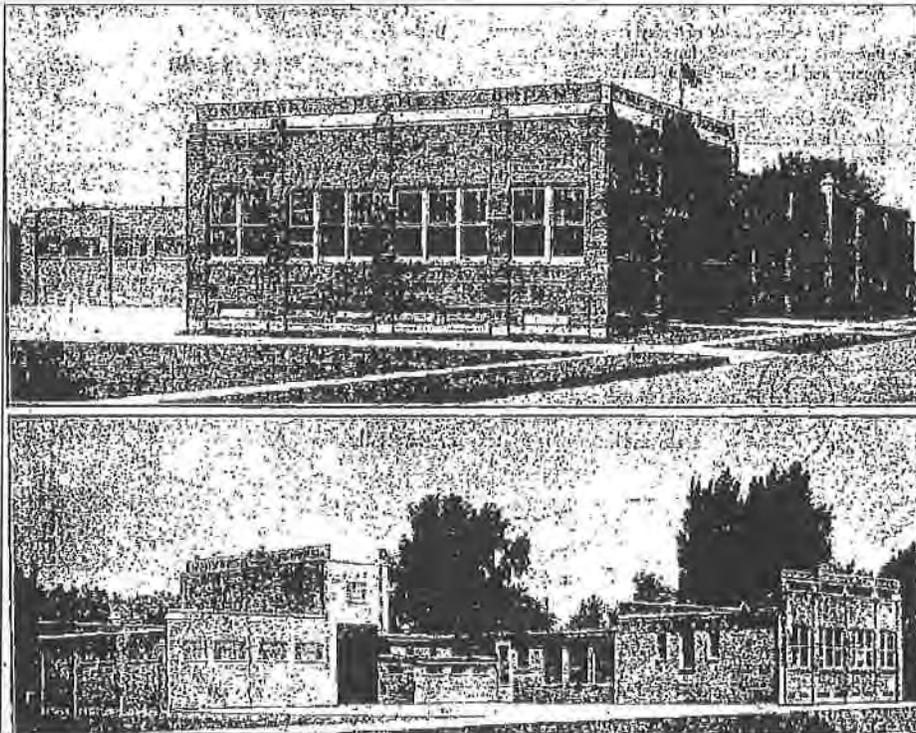
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The Dearborn Brass Manufacturing Company moved from Chicago to Cedar Rapids in 1901 and built a factory on B Avenue NW west of 8<sup>th</sup> Street NW. The company specialized in tubular brass plumbing products that were distributed throughout the country. The company moved part of its operations out of the B Avenue factory in 1954. Manufacturing at the plant was discontinued in 1978, and the warehouse was closed in 1981, but the buildings remained standing. The original Dearborn Brass company buildings were demolished after the 2008 flood, and a modern concrete warehouse is on the site.<sup>86</sup>

The third major company by the railroad tracks north of First Avenue was the Universal Crusher Company with its complex of buildings. The company had been organized in 1906 or 1908. It relocated from 300 B Avenue NW to a new factory at 625 C Avenue NW in 1924 or 1925. The company produced rock crushers that were used for road building. It then expanded into asphalt mixing plants, mixing and screening plants, spreaders, quarry and gravel equipment, and hydraulic units. Because of its success the company expanded the C Avenue plant in 1925, 1927, 1931, 1941, 1942, 1944, 1947, and 1951, filling the block bounded by C Avenue NW, 8<sup>th</sup> Street NW, B Avenue NW, and the railroad tracks. It included an erecting shop, machine shop, raw materials storage area, offices, and a factory storage yard next to the railroad tracks.<sup>87</sup>



Universal Crusher Plant in 1925 (*Cedar Rapids Republican*, March 29, 1925)

<sup>86</sup> Svendsen, MPDF 1997, E:45-46; *Insurance Maps of Cedar Rapids*, 1913, 1949, sheet 77.

<sup>87</sup> Svendsen, MPDF 1997, E:46; *Insurance Maps of Cedar Rapids*, 1949, sheet 77; Universal Crusher Company advertisement, *Cedar Rapids Republican*, March 29, 1925, 2; "Local Universal Crusher Company Factory," *Cedar Rapids Republican*, October 4, 1929, 2; Danek, 216-217; Murray and Murray, 99. Sources vary on the founding date of the company and the date of the C Avenue NW factory.

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The company benefited from the Good Roads movement in the 1920s, as improved highways were built throughout the country. During World War II, the company shifted to the construction of ordnance manufacturing devices for the military. It changed its name to Universal Engineering to reflect these new products. After the war, it returned to the manufacture of road building and mining equipment, becoming one of the leaders in the field. The factory complex remains in use by the Universal Engineering Corporation.<sup>88</sup>



Current view of Universal Crusher plant along 8<sup>th</sup> Street NW

Even though the Chicago and North Western line formed an industrial corridor, that corridor was flanked by residential neighborhoods that housed many of the workers who labored in those industries. These neighborhoods also included schools, churches, and a variety of shops.<sup>89</sup>

A new fire station was constructed for Hose Company No. 2 at 423 5<sup>th</sup> Street NW, which was completed in 1909. The construction of new factories and industrial buildings and nearby residences increased the need for modern fire protection on the west side. The building, designed by Cedar Rapids architects Josselyn and Taylor, remained in use as a fire station until 1985. The building was rehabilitated in 1995 for use by the city transportation department. However, it has been vacant since the flood of 2008.<sup>90</sup>

<sup>88</sup> Svendsen, MPDF 1997, E:46; Murray and Murray, 100.

<sup>89</sup> Svendsen, MPDF 1997, E:47. Several of these neighborhoods are discussed in greater detail in Svendsen, MPDF 2000, E:46-47.

<sup>90</sup> Svendsen, MPDF 1997, E:47; Douglas J. Steinmetz and Louis Berger Group, Inc., *Former Cedar Rapids Hose Co. No. 2 Historic Structure Report* (Cedar Rapids: City of Cedar Rapids, 2012), 8, 11-14.

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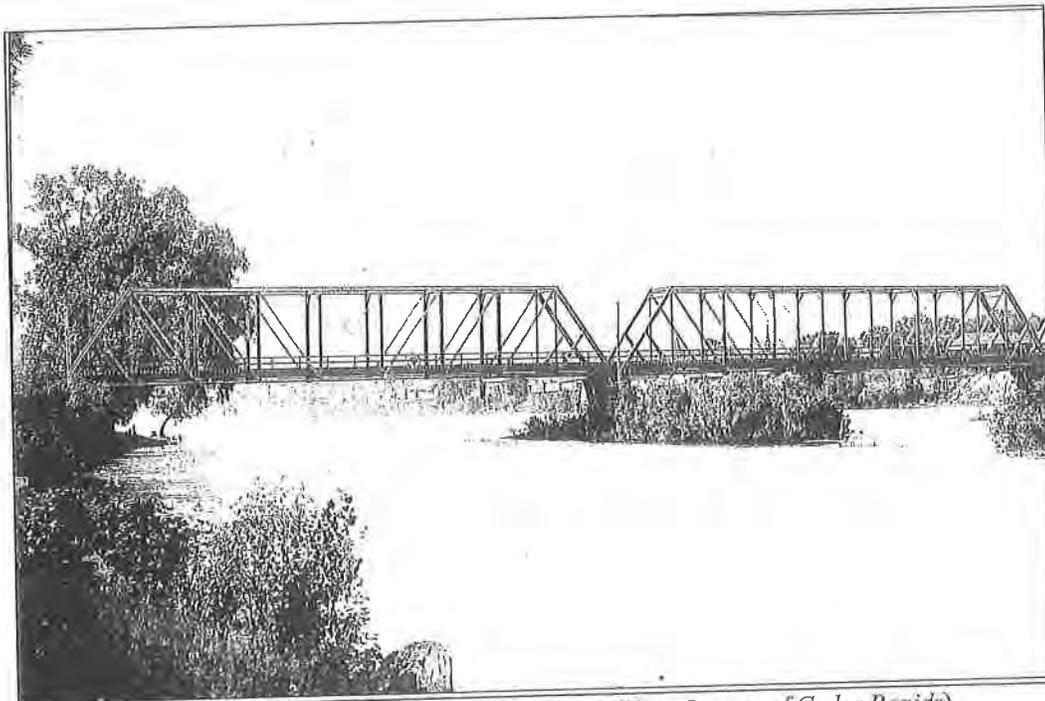
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The Chicago and North Western corridor continued diagonally to the southwest, south of First Avenue, to the city limits. Because of the shift in terrain from "flat alluvial plain along First Avenue to gently rolling hills southwest of Eighth Avenue SW," further industrial development was limited. An exception was the juncture of the Chicago and North Western and the Chicago, Milwaukee and St. Paul lines between Fourteenth and Sixteenth Avenues SW, to the east of the diagonal alignment of Rockford Road. The Cedar Rapids and Iowa Railroad (CRANDIC), which shared the tracks with the Northwestern, built its repair shops and warehouse at this location. CRANDIC retains maintenance facilities at this location, but the historic buildings have been replaced.<sup>91</sup>

*Chicago, Milwaukee and St. Paul Railroad Corridor*

The route of the Chicago, Milwaukee and St. Paul followed a curving northeast-to-southwest route through Cedar Rapids. On the east side beginning in Marion, the railroad cut through Judge Greene's Mound Farm and then passed along the south side of Cedar Lake before joining the 4<sup>th</sup> Street Railroad Corridor and crossing the Cedar River at Ninth Avenue SE. On the west side of the river, the line followed a southwesterly route along Ninth Avenue SW until it joined the tracks of the Chicago and North Western Railroad and Cedar Rapids and Iowa City interurban at Fourteenth Avenue SW.<sup>92</sup>



Ninth Avenue railroad bridge looking north in the 1890s (Karr, *Images of Cedar Rapids*)

<sup>91</sup> Svendsen, MPDF 1997, E:47; *Insurance Maps of Cedar Rapids*, 1913, sheet 110, 1949, sheet 111

<sup>92</sup> Svendsen, MPDF 1997, E:47. Karr, 72, illustrates the Ninth Avenue bridge.

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Industries developed along the corridor, beginning north of downtown and moving to the northeast. Several of the early industries were also close to Cedar Lake. An important industry at the edge of Cedar Lake, along the Chicago, Milwaukee and St. Paul tracks, was the Eagle Brewery, also known as the Magnus Brewery, which was founded in the 1860s. The plant with its brew house, store houses, bottling works, cellars, and related buildings was at 8<sup>th</sup> Street NE and C Avenue NE. When the original brewery burned in 1873, its replacement was considered the finest west of the Mississippi. Christian Magnus, the founder, served as president of the Iowa State Brewers Association when statewide prohibition was under consideration. After statewide prohibition was implemented in 1915, the brewery became a bottling works, lasting until the mid-1920s.<sup>93</sup> The Magnus brewery cellars, designated archaeological site 13LN1124, are now part of an interchange for Interstate 380.<sup>94</sup> The Iowa SHPO subsequently determined that the site, containing the remnants of eleven to fourteen cave structures, was not eligible under Criterion D due to a loss of integrity of the site complex, but that further research could assess the stone arch caves to determine eligibility under Criterion C for significant architectural or engineering designs.

To the west of the brewery was the Cedar Rapids Cereal and Milling Company at 6<sup>th</sup> Street NE and Dewey Avenue, south of D Avenue NE and the railroad tracks. By 1949, the site was owned by the Cargill Company, which built a new plant to process soybeans. Cargill, which has expanded to the west and south from the original site, still processes soybeans in the facility.<sup>95</sup>

Also close to Cedar Lake was the Cedar Rapids Linseed Oil Company, established in 1869, and located between 5<sup>th</sup> and 6<sup>th</sup> Streets NE and D Avenue NE. By 1875, the factory was producing 200,000 gallons of linseed oil which was shipped to the east by rail. The company closed shortly after 1900, perhaps because of competition from the American Linseed Company, which was nearby at 6<sup>th</sup> Street NE at D Avenue NE.<sup>96</sup>

The Linseed Oil Company site was eventually taken over by the Iowa Electric Light and Power Company, which had been organized in 1882. A small power house was built at 6<sup>th</sup> Street NE, north of D Avenue NE and the Milwaukee tracks. The company was restructured as the Cedar Rapids and Iowa City Railway and Light Company in 1903 under W. G. Dows and continued to expand its customer base during the next three decades throughout Cedar Rapids and into Linn County. The power generating facilities were also expanded along the edge of Cedar Lake, as well as to the south of the Milwaukee tracks.<sup>97</sup>

<sup>93</sup> Svendsen, MPDF 1997, E:29-30, 48; *Insurance Maps of Cedar Rapids*, 1889, 1913, 1949, sheet 4.

<sup>94</sup> Michael J. Perry and Marlin R. Ingalls, *A Preliminary Phase I Archaeological Survey and Historic Evaluation of the Magnus Brewery Cellars*, Primary Roads Project ENVT-(040)-90-00 Linn County, Iowa, Technical Report 19, 2014. Office of the State Archaeologist, University of Iowa, Iowa City; B. A. Morelli, "Cedar Rapids May Have Up to 14 Beer Caves, Report Estimates," *Cedar Rapids Gazette*, September 17, 2014

<sup>95</sup> *Insurance Maps of Cedar Rapids*, 1913, 1949, sheet 4.

<sup>96</sup> Svendsen, MPDF 1997, E:48; Karr, 4; *Insurance Maps of Cedar Rapids*, 1889, sheet 3.

<sup>97</sup> Danek, 49-51; *Insurance Maps of Cedar Rapids*, 1889, 1913, 1949, sheet 3.

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A Quaker Oats competitor rose along the north side of the Milwaukee tracks. Pawnee Mills was built in 1906-1907 between 15<sup>th</sup> Street NE and 17<sup>th</sup> Street NE with a spur line through the center of the site. The company was sold to an East St. Louis company in 1910 and became the National Oats Company. During World War I, it developed a process for rolled oats that could be cooked in three minutes. Bulk oats for breakfast cereals and animal feed remained a major segment of the business, while popcorn, promoted through television advertising, was introduced in the 1940s. The company was sold to Liggett-Myers in 1967, then Curtice-Burns in 1980. The oats division was sold to Ralston-Purina in 1993. Ralston Foods remains in business at this location.<sup>98</sup>

The Iowa Manufacturing Company, located a block north of the National Oats mill between 16<sup>th</sup> Street NE and 17<sup>th</sup> Street NE at I Avenue NE, was an outgrowth of Iowa Steel and Iron Works, which was located along the 4<sup>th</sup> Street corridor at Twelfth Avenue SE, as discussed above. The company president, Howard Hall, set up Iowa Manufacturing in 1923 to generate additional users for Iowa Steel products. Iowa Manufacturing branched out into the road building field, first constructing a portable, rock-crushing, screening and conveying plant. It added a continuous hot mix asphalt plant, a traveling road mix plant, a portable asphalt plant, a tractor crusher, and a tandem straight line crushing plant. The company's products were in very high demand during World War II and in the 1950s as the country expanded the highway system. The factory buildings contained more than 100,000 square feet of manufacturing space, a foundry, and a steel products yard, all accessed by rail spurs for steel deliveries and product shipping. The company was acquired by Raytheon in 1971, and the name was changed to Cedarapids, Inc. in 1985. It remains in business as Terex Cedarapids at this location.<sup>99</sup>

Smaller factories and warehouses clustered near Iowa Manufacturing on both sides of the Milwaukee tracks. Among the older surviving businesses is the Nagle Lumber Company, later the Vetter-Parks Lumber Company, at 620 17<sup>th</sup> Street NE, which was established in 1927 as a retail lumber distributor. It remains in business in its historic building.<sup>100</sup>

<sup>98</sup> Svendsen, MPDF 1997, E:48-49; *Insurance Maps of Cedar Rapids*, 1949, sheets 57 and 58; <http://www.referenceforbusiness.com/history2/54/Curtice-Burns-Foods-Inc.html>.

<sup>99</sup> Svendsen, MPDF 1997, E:49; *Insurance Maps of Cedar Rapids*, 1949, sheet 123; Murray and Murray, 100.

<sup>100</sup> Svendsen, MPDF 1997, E:49; *Insurance Maps of Cedar Rapids*, 1949, sheet 123; "The Quaker Oats City Meets Post-War Conditions," *American Lumbermen*, July 27, 1929, 40-42.

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Nagle Lumber Company in 1929 (*American Lumberman* journal, July 27, 1929, 42)



Current view of Vetter-Parks Lumber Company facing 17<sup>th</sup> Street NE

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As on the west side of the river, residential neighborhoods developed adjacent to the industrial sites along the tracks on the east side.

From the 4<sup>th</sup> Street railroad corridor, the Chicago, Milwaukee and St. Paul skirted the southern edge of downtown Cedar Rapids, then crossed the Cedar River on the Ninth Avenue railroad bridge before heading southwest to eventually join the Chicago and North Western tracks. Immediately to the south of Ninth Avenue SW and the rail line and close to the river was the Douglas and Company Starch Works, which has been described above. Founded in 1903, it expanded steadily to become the largest starch works west of the Mississippi, processing 6000 bushels of corn a day. Much of the plant was destroyed by an explosion on May 22, 1919. The company was purchased by Penick and Ford Ltd., and the plant reopened in 1921 for the production of corn sweeteners, starches, and dextrin. The rail connections were important to the company's continuing growth. The company was sold to R. J. Reynolds Tobacco in 1965, then to VWR United Corporation in 1971. The plant was closed for several years, then reopened in 1981. The site remains in use by the company, which now operates under the name of Penford. This is one of six national Penford plants.<sup>101</sup>

Approximately 1-1/4 miles to the southwest is the site of the Link-Belt Speeder Corporation at Twelfth Avenue SW and 6<sup>th</sup> Street SW. The Speeder Machinery Company moved to Cedar Rapids from Fairfield, Iowa, in 1926, and began to manufacture equipment for road building and heavy construction. When the company was purchased by the Link-Belt Company of Chicago in 1939, it became Link-Belt Speeder and branched into the manufacture of construction cranes. A new plant was built in 1948, expanding the plant site to the north side of Twelfth Avenue SW, just south of rail corridor. The plant was further expanded in 1953, 1956, and 1957, to provide a half-million square feet of space. The growth of the company was fostered in large part by the development of the interstate highway system. In 1966, the company built another plant in southwest Cedar Rapids, further to the southwest from the original location. The company was purchased by FMC Corporation in 1967. The Cedar Rapids operations closed in the 1985. The 6<sup>th</sup> Street complex was acquired by the City of Cedar Rapids and became the location of the Public Works Department. Due to severe damage during the 2008 flood, the buildings were demolished in 2013.<sup>102</sup>

Like the area in the northwest quadrant, the industrial areas of the southwest quadrant were in need of improved fire protection in the early years of the twentieth century. In 1909-1910, the fire department built a station for Hose Co. No. 5 at 1115 C Street SW, near the intersection of C Street SW, 1<sup>st</sup> Street SW, and Eleventh Avenue SW, at the edge of Riverside Park. The station design, by Cedar Rapids

<sup>101</sup> Svendsen, MPDF 1997, E:50-51; *Insurance Maps of Cedar Rapids*, 1913, 1949, sheet 98; Murray and Murray, 94; <http://www.penford.com/companycenter/about>.

<sup>102</sup> Svendsen, MPDF 1997, E:51; *Insurance Maps of Cedar Rapids*, 1949, sheets 95, 99; Murray and Murray, 100; DeLong, 135; Danek, 180-181. As partial mitigation for the demolition of the complex, the following report was prepared: Eric Barr, *History of Link-Belt Speeder Corporation*, prepared by the Louis Berger Group Ltd. for the City of Cedar Rapids Community Development and Historic Preservation Commission, 2014, available at <http://www.cedar-rapids.org/government/boardsandcommissions/governmentoperations/historicpreservationcommission/Pages/default.aspx>.

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architect Robert R. Mayberry, was similar to that of the station for Hose Co. No. 2. It was phased out of service in 1957, but remained standing in 1997. The vacant site is now part of the Penford plant.<sup>103</sup>

#### d. Industrial Expansion After World War II

Cedar Rapids companies played a crucial role during World War II: "In 1941 alone, the government poured \$2.5 million into local defense contracts. By 1943, the city's defense industries employed 14,000 persons."<sup>104</sup>

Murray and Murray commented: "As might be expected, all of these industries were largely converted to war work during 1940-45 and operated under high pressure with expansion of plant facilities and a greatly increased number of employees. What might not have been expected is the fact that all have increased their building space and facilities, some more than doubled, since the close of the war and reconversion to their original line of manufacture."<sup>105</sup> Many of the long time and notable industries of Cedar Rapids chose to expand in their existing locations along the river banks and adjacent to the railroads, if the sites were suitable for expansion and they had adequate road access to accommodate changed shipping methods. Others chose to move further out to the northeast and the southwest within the expanded city limits into sprawling factory buildings surrounded by large parking and loading areas, that were not necessarily dependent on rail access.

Other new industries made of earlier industrial facilities by the river and railroad tracks, but then expanded as they grew without regard to river access or rail connections. The most prominent of these is the Collins Radio Company, built near the northern edge of the city at the boundary with Kenwood Park.

The Collins Radio Company, founded by Arthur A. Collins, was founded during the Great Depression and began operating as a business in 1932. Collins had begun experimenting with short wave radio transmission as a teenager to communicate with an Arctic expedition in 1925. He began to construct radio transmitters and other communications equipment and assured the company's success when he secured a contract for the Byrd expedition to the Antarctic in 1934. The company initially operated out of an office building at 2920 First Avenue NE, then moved downtown into a Modern Laundry building at First Avenue NE and 7<sup>th</sup> Street NE, and then back to 2920. In 1940-1941, it built the first section of its dedicated modern plant and office building away from downtown in Kenwood Park at 855 35<sup>th</sup> Street NE in what was described as a swamp. The company grew tremendously during World War II as the federal government increased its orders for airborne and other radio equipment for military purposes. "The second and third sections of the plant, larger than the original, were built in 1942. Meanwhile the company had a major presence in downtown Cedar Rapids and beyond along existing rail lines as it leased office, factory, and warehouse space in existing buildings. The plant was characterized as "one of the largest in the country,...devoted exclusively to the manufacture of all kinds of radio equipment and is ultra-modern in every detail. Pressured into intense activity to supply desperately needed material during the war, it has maintained its momentum with close to 1500 employees and an unabated volume

<sup>103</sup> Svendsen, MPDF 1997, F:70; Steinmetz et al, 11-12.

<sup>104</sup> DeLong, 134.

<sup>105</sup> Murray and Murray, 100.

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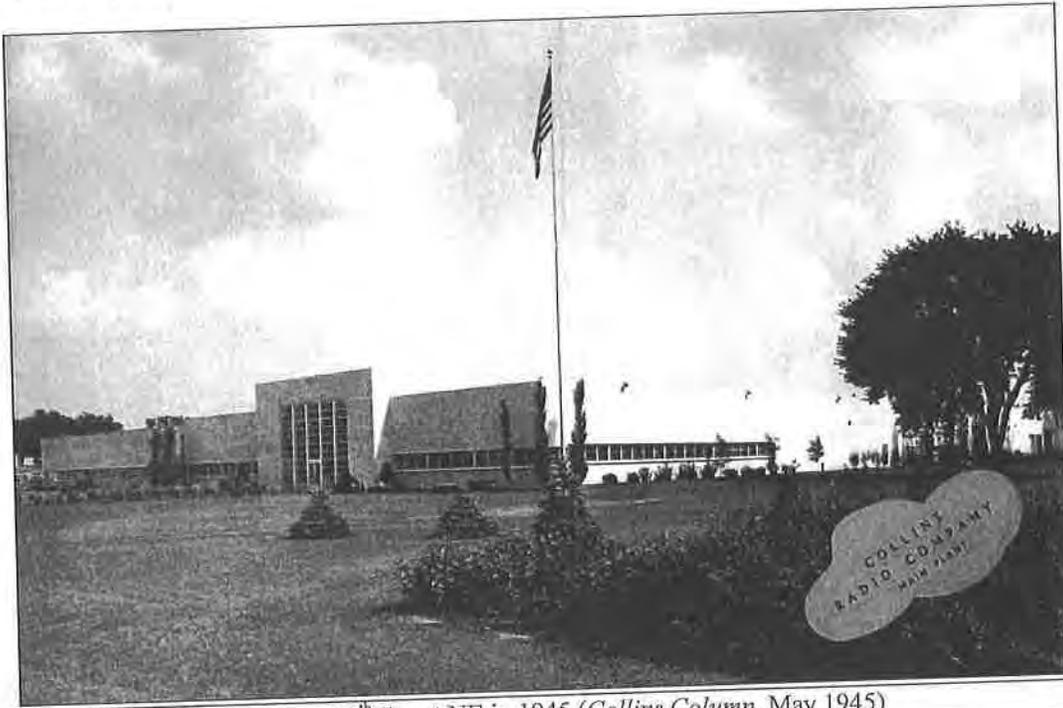
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of output... Besides their great factory plant on the outskirts of town, they occupy possibly a dozen locations throughout the business district with offices, storerooms, laboratories, and what not—some of them entire buildings."<sup>106</sup>



Collins Radio Company on 35<sup>th</sup> Street NE in 1945 (*Collins Column*, May 1945)

The company's production of military radio equipment continued in the 1950s during the Korean War. Collins developed airborne flight-control systems and was the first company to introduce the integration of flight instrumentation for commercial airlines. Collins equipment was developed in the 1960s and 1970s to support American Mercury, Gemini, and Apollo space missions, including the first moon landing on July 20, 1969. During these years, the company continued to expand its plant on 35<sup>th</sup> Street NE. It was sold to the North American Rockwell Corporation in 1971. The company remains in Cedar Rapids as the Collins Division of Rockwell International with offices downtown in the Town Center, 223 Third Avenue SE. In addition to the 35<sup>th</sup> Street NE plant, another plant for advanced technology and

<sup>106</sup> The quote is from Murray and Murray, 102. See *Insurance Maps of Cedar Rapids*, 1949, sheet 31; "City Facts," 1947, 16; The Collins Radio Co. is "now occupying Cedar Rapids' newest industrial plant." Danek, 99-107, 174-175; DeLong, 140-141; *Collins Column*, May 1946, 5-17, 26. The company took a ten-year lease on the Welch-Cook Building: "To Occupy New Building," *Collins Column*, July 1945, 30. It occupied space in several other downtown buildings during World War II, including the Iowa Theater for its purchasing and accounting departments and the credit union; the Shriners Temple for an assembly plant; Smulekoff's Furniture for spare parts storage; the Arco Building for its instruction book, maintenance, and accounting departments; McKesson for spare parts, and Chandler and Witwer as warehouses. *Collins Column*, May 1945, [8-13].

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engineering opened in 1980 at 350 Collins Road NE on C Avenue NE near Blairs Ferry Road. Another facility is at 1618 Collins Road NE.<sup>107</sup>



Current view of Rockwell Collins facing 35<sup>th</sup> Street NE

During World War II and after, manufacturers and jobbing houses utilized the city's four railroads with shipments of military hardware, groceries, millwork and windows, machinery, pumps and plumbing supplies. Along the river, some of the nation's largest mills turned out oatmeal and corn starch while the country's largest independent packer processed pork and beef. Because of the Good Roads Movement heavy equipment manufacturers capitalized on the road building industry that spanned two world wars and the development of the nation's interstate highway system. Thousands of Cedar Rapids men and women were employed in a thriving central business district and along the river banks and the city's industrial railroad corridors, providing products and related services for regional and international distribution.<sup>108</sup>

<sup>107</sup> Danek, 99-107, 174-175; DeLong, 140-141.

<sup>108</sup> Svendsen, MPDF 1997, E:52.

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**e. Architects and Architectural Styles**

Some of the properties associated with industrial development were designed by prominent architects from Cedar Rapids and elsewhere.<sup>109</sup>

**Blahnik and Berger**

Witwer Warehouse, 1946, 900 3<sup>rd</sup> Street SE

**William J. Brown** (1878-1970). Graduate of the University of Illinois Architecture School, 1900; trained with firms of Holabird and Roche, Chicago, Kenneth M. Murchison and John Russell Pope of New York. President of Iowa AIA, 1927, 1928. Local architect for design of Veterans Memorial Building/Coliseum and City Hall, Cedar Rapids (1928), Scottish Rite Consistory Building No. 2, Cedar Rapids (1928), both with Henry J. Hornbostel. Supervising architect for the Eby Gymnasium (1939) and Sinclair Memorial Chapel (1950), Coe College, Cedar Rapids. Ten public schools for Cedar Rapids with Perkins and Will (1953 on). Formed a partnership with Edward Healey (1953).

John Blaul's Sons Warehouse, 1914-1915, 600 1<sup>st</sup> Street SE

**Croft and Boerner, Minneapolis**

Ernest Croft (1889-1959) and Francis C. Boerner (1889-1936)

Harper and McIntire Company Warehouse Building, 1921-1922, 411 Sixth Avenue SE

**Charles A. Dieman/Dieman and Fiske**

**Charles A. Dieman** (1873-1937). Member of the American Institute of Architects, 1917-1931, president of Iowa AIA, 1921. Began his architectural career in Milwaukee, came to Cedar Rapids in about 1892 and worked for Josselyn & Taylor until 1896. In about 1901, he formed a partnership with **Ferdinand C. Fiske** (dates undetermined), which lasted until about 1910. He remained in practice in Cedar Rapids until 1922, subsequently practicing in Denver, Houston, and Santa Fe, New Mexico. Dieman's Cedar Rapids work was widely varied, ranging from residences to commercial buildings, warehouses, public schools, churches, and fraternal buildings like the Sokol Gymnasium.

Hamilton Brothers Warehouse Building, 1899, 401-411 1<sup>st</sup> Street SE

Welch-Cook Building, 1909-1910, 319-323 3<sup>rd</sup> Street SE

Cedar Rapids Central Fire Station, 1917-1918, 427 1<sup>st</sup> Street SE

**W[illiam] A. Fulkerson** (d.1910?). Member of the American Institute of Architects, 1884. Came to Cedar Rapids in about 1881 and practiced with J.A. Smith until 1886. The partners were founding members in 1885 of the Architectural Association of Iowa. Fulkerson retired in 1909.

Cedar Rapids Condensed Milk Factory, 1887, 525 H Avenue SW

**Hatton, Klein and Holmes**

**Hatton, Holmes and Anthony**

<sup>109</sup> Architects' information has been compiled from: *American Architects Directory*, 1956, 1962, 1970; AIA Historical Directory of American Architects; Shank; Withey and Withey.

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**Charles Becht Anthony** (dates undetermined). Member of the American Institute of Architects, 1923-1929. Listed in 1922 *McCoy's Cedar Rapids City Directory* as part of the firm of Hatton, Holmes and Anthony, architects and engineers. The office was in the Masonic Temple Building. He is credited with the design of the Peterson Baking Company (1921) and the Hutchinson Ice Cream building (1921).

**Norman Hatton** (1885-1962?). Member of the American Institute of Architects, 1945-1957. Born in England, immigrated to Canada, then worked in New York and Chicago. He came to Cedar Rapids in 1919 and formed the firm of Hatton, Klein & Holmes. The J.G. Cherry Plant on Tenth Avenue SE was their first major commission. In 1921, it became Hatton, Holmes and Anthony, architects and engineers, with offices in the Masonic Temple Building. He later maintained an office in the Higley Building in downtown Cedar Rapids, working for two years (1924-1925) with H. E. Hunter. Hatton and Hunter seem to have specialized in residential architecture.

J. G. Cherry Company Plant, 1919, 329 Tenth Avenue SE  
Peterson Baking Company Building, 1921, 308 Sixth Avenue SE  
Hutchinson Ice Cream Company Building, 1921, 200 Fifth Avenue SE

**Josselyn and Taylor**

**Henry S. Josselyn** (1845-1934), FAIA. Studied architecture at the Massachusetts Institute of Technology, then worked in architects' offices in Chicago and Des Moines. He moved to Cedar Rapids in 1882 and formed a partnership with Eugene H. Taylor. They were the best-known architects in the city in the late nineteenth and early twentieth century and designed many of the city's churches, office buildings, civic buildings, as well as residences for well-to-do citizens. Among them were the Carnegie Library, the Security Trust and Savings Bank, the Cedar Rapids Savings Bank, and Brucemore for Caroline S. Sinclair.

**Eugene H. Taylor** (1855-1924), FAIA. Received preparatory training in architecture at Grinnell College and then studied architecture at the Massachusetts Institute of Technology. He formed a partnership with Henry S. Josselyn in 1882. He served as president of the Iowa AIA in 1903 and 1904 and was a member of the Cedar Rapids Zoning Commission.

Burlington, Cedar Rapids, and Northern Railway Headquarters, 1885, 1898, 401 First Avenue SE  
Fire Station Hose No. 2, 1909, 423 5<sup>th</sup> Street SW

**Victor Andre Matteson, Chicago**

Cedar Rapids Waterworks Plant, 1929-1930, 761 J Avenue NE

**Robert R. Mayberry** (dates undetermined). Mayberry has been described as a builder-architect. In 1906, he was a superintendent with Williams and Hunting Co., a sash and door manufacturer. By 1911, he was practicing as an architect. He continued to be listed as an architect in Cedar Rapids city directories until at least 1942.

Iowa [Lyman] Building, 1914, 221 Fourth Avenue SE

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Most of the surviving buildings that are associated with the development of the industrial corridors in Cedar Rapids are not readily classified by architectural style. Most have substantial brick walls with contrasting detail, sometimes with minimal ornament that references style, in stone or terra cotta. Interior construction with heavy timbers, iron columns, or reinforced concrete columns and flat floor slabs was designed to accommodate the weight of machinery for manufacturing and of goods and products for storage and shipping.

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### F. Associated Property Types

**Name of Property Type: Buildings, Structures, Sites and Features Associated with the Development of Industrial Corridors in Cedar Rapids, 1865 – 1965**

#### *Description*

The historic resources in this property type are related to the east and west banks of Cedar River and the rights-of-way along major trunk line railroads that pass through the four quadrants of the city via downtown Cedar Rapids. While railroad structures have been removed from the rights-of-way, the historic railroad alignments, related spur lines, and some sidings remain. The resources date from 1865, when the railroad alignments were established, to 1965. Eligible resources consist of warehouses, factories, office buildings that incorporate warehouse and/or manufacturing facilities, food processing and production facilities, printing plants, a water purification plant, and fire stations.

These properties include two- and three-story utilitarian brick and/or frame buildings that incorporated a variety of uses, often with sales, both wholesale and retail, as well as office space on the ground level, and offices, warehousing, and manufacturing on the upper floors. The ground levels often contained storefronts and loading docks that opened onto the railroad spurs and sidings, while large window openings provided natural light to the warehouse and manufacturing floors. By the twentieth century, buildings for warehouse and factory use were becoming larger, both in height and footprint, and more specialized. Many use reinforced-concrete construction with brick curtain walls and large window openings. Loading bays and loading docks are typically found at the ground floor level. Some incorporate minimal stylistic details that often evoke the business of the original building owner. The civic structures, fire stations and the water purification plant, were designed by well-known architects in styles that evoked their functional importance for the City of Cedar Rapids.

#### *Significance*

The industrial corridors are significant for their association with the development of Cedar Rapids from 1865 to 1965. Historic resources are significant for the development of the industrial corridors throughout the city and are associated with the National Register areas of significance *Commerce, Community Planning and Development, Industry, Invention, and Transportation*. Buildings are largely oriented to the railroad trunk lines and spur lines and the Fourth Street Railroad Corridor. Historically, many focused on food processing and distribution, clothing manufacturing, machinery manufacturing, printing and publishing, and warehousing, jobbing, and distribution. Many of these businesses had statewide distribution and impact, while others operated nationwide and even internationally.

#### *Registration Requirements*

#### **Areas of Significance**

A property associated with the development of industrial corridors in Cedar Rapids may be eligible for individual listing in the National Register. To be eligible for listing in the National Register within the

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MPD Form *Industrial Development of Cedar Rapids, 1865 – 1965*, a property must meet one of the following significance criteria, and it must retain historic integrity.

**Criterion A**

To meet Criterion A, a property must be individually associated in a significant way with an important event or pattern in Cedar Rapids history as it relates to commerce, industry, invention, community planning and development, and/or transportation.

**Criterion B**

To meet Criterion B, a property must be individually associated with a person who played a leading, pivotal, or important role in shaping the development of Cedar Rapids' history during the period of significance. Such properties must be associated with the productive life of such persons. They may include those who established the businesses located in such buildings or those who invented or introduced significant processes and products associated with such buildings.

**Criterion C**

To meet Criterion C, a property must be a distinctive example of one of the major late nineteenth- or twentieth-century architectural styles used in Cedar Rapids or be representative of a transitional style or embody distinctive characteristics of a type, period, or method of construction or employ notable materials and innovative flat-slab construction methods or be designed by a distinguished architect or be a notable engineering structure.

**Criterion D**

To meet Criterion D, a property must be the site of non-extant buildings or structures which contain intact subsurface deposits with the potential to provide information concerning the history of the development of industrial corridors in Cedar Rapids. Such sites survive along the river banks and railroad rights-of-way. Because of demolition due to urban redevelopment and damage following the flooding in 2008, additional sites with the potential to meet Criterion D may survive.

**Integrity Considerations**

To be eligible for listing in the National Register, a building or structure must not only meet one of the criteria, it must also retain sufficient architectural integrity and historic physical characteristics to convey associations with the contexts described in Section E. To retain historic integrity a property will always possess several, and usually most, of the seven aspects of integrity. These are: location—the place where the historic property was constructed or the place where the historic event occurred; design—the combination of elements that create the form, plan, space, structure, and style of a property; setting—the physical environment of a historic property; materials—the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property; workmanship—the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory; feeling—a property's expression of the aesthetic or historic sense of a particular period of time; association—the direct link between an important historic

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even or person and a historic property.<sup>110</sup> Individual properties that are potentially eligible for National Register listing will be evaluated in relation to these seven aspects.

This report builds on the integrity considerations set forth in MPDF 1997. These stated that a property should be considered eligible unless it has lost most of the characteristics that convey a sense of time and place associated with the industrial corridors during all or part of the period covered by this historic context. Due to changes in manufacturing technology and industrial use, it is expected that buildings significant under this context will have experienced minor and major alterations. If a building can no longer provide information with respect to building type, construction technique or other related subject matter of scholarly interest within this context or if its interpretive potential has been lost or severely diminished due to alteration, it should be considered ineligible.<sup>111</sup>

Integrity can be further refined to differentiate among buildings of smaller and larger scale. Almost every building in this property type has a ground-level storefront, loading bays and/or loading docks. Regardless of size, a building generally must retain the architectural composition and materials of the exterior elevations. Retention of the original massing and scale, roof form, and pattern of window openings above the ground floor level is required. Changes in window openings that are more than 50 years old will be evaluated on a case-by-case basis to determine their impact. Major changes to ground-floor elements are more likely to compromise integrity of smaller scale buildings than larger buildings. The manner in which important ground-level elements are treated will be evaluated. Such elements include entrances, storefront windows, loading docks, and awnings. In general, modifications made to ground-level features more than 50 years ago will likely be considered significant in their own right if they have been preserved relatively intact. Because of the location of many of these buildings and their susceptibility to flooding, some historic materials have deteriorated or have been replaced. The use of appropriate replacement materials will not compromise the building's integrity. An addition postdating the period of significance that is on the side or rear elevation of a building and that is subservient to the appearance of the building will not compromise the building's integrity.

### **Eligible Properties in Cedar Rapids**

Within the areas covered by the industrial corridors survey, MPDF 1997 identified two National Register listed and 31 eligible properties associated with the industrial corridors. Of those listed and eligible properties, 23 survive, while 10 have been demolished since 1997. Subsequently, seven additional properties were listed on the National Register of Historic Places. One of those properties was later included in the Bohemian Commercial Historic District. Two additional properties were included in the Bohemian Commercial Historic District Boundary Increase.

<sup>110</sup> *National Register Bulletin: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: National Park Service, 1997), 44-45.

<sup>111</sup> Svendsen, MPDF 1997, F:69.

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**Properties in Downtown Survey Area (north of Eighth Avenue SE) associated with industrial corridors**

Five properties are included in the Central Business District Commercial Historic District. The Cedar Rapids Central Business District (CBD) Commercial Historic District National Register of Historic Places Registration Form is being submitted along with the *Commercial and Industrial Development of Downtown Cedar Rapids, c.1865 - 1965 MPDF*.

Address	Name	Date	Status/ 2015 Recommendation
411 First Ave SE	BCR&N Building	1885, 1898	C to CBD Historic District
119 Third Ave SE	Fawcett Building	1906	C to CBD Historic District
221 Fourth Ave SE	Lyman/Iowa Building	1913-1914	NRHP 1983; C to Central Business District HD
200 Fifth Ave SE	Hutchinson Ice Cream	1921	C to CBD Historic District
308 Sixth Ave SE	Peterson Baking Company	1910, 1921, 1939	Eligible
400 Sixth Ave SE	Tehel/Pepsi-Cola Bottling Company	1910, 1936	Not eligible
409-411 Sixth Ave SE	Harper and McIntire Company (Smulekoff's Warehouse)	1921-1922	Eligible
427 Sixth Ave SE	Stamats Publishing Company	1935	Eligible
317 Seventh Ave SE	Parlor Furniture Manufacturing Company	1907	Demolished 2003
401-411 1 <sup>st</sup> Street SE	Hamilton Brothers Warehouse	1899	NRHP 1994
415 1 <sup>st</sup> Street SE	Hach Brothers Warehouse	1923	Not individually eligible
427 1 <sup>st</sup> Street SE	Central (No. 1) Fire Station	1917-1918	NRHP 2014
600-608 1 <sup>st</sup> Street SE	John Blaul's Sons Company	1914	Eligible
610-612 1 <sup>st</sup> Street SE	Orr-Newell Building	1912	Demolished 1998
614 1 <sup>st</sup> Street SE	Grissel Company Building	1913	Demolished 1998
616 1 <sup>st</sup> Street SE	Baker Paper Company	1914	Demolished 1998
618 1 <sup>st</sup> Street SE	Baker Paper Company	1909	Demolished 1998
321 3 <sup>rd</sup> Street SE	Welch-Cook Company	1909-1910	C to CBD Historic District
600 3 <sup>rd</sup> Street SE	Brown-Evans Manufacturing Co.	1919	NRHP 1999

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Other Properties in SE Quadrant associated with industrial corridors

Address	Name	Date	Status/2015 Recommendation
402 Ninth Ave SE	Blue Valley Creamery (Cedar Rapids Sheet Metal)	1912	Eligible
406 Ninth Ave SE	Iowa Furniture Co./Ellis & Roth Co. (Cedar Rapids Sheet Metal)	1910	Eligible
329 Tenth Ave SE	J.G. Cherry Company	1919	NRHP: Included in Bohemian Commercial Historic District 2002
900 2 <sup>nd</sup> Street SE	Churchill Drug Company	1925	NRHP: Included in Bohemian Commercial Historic District Boundary Increase 2012
900 3 <sup>rd</sup> Street SE	Witwer Grocery Company	1946	NRHP 1998; included in Bohemian Commercial Historic District Boundary Increase 2012
Fourteenth Ave SE	Sinclair/Wilson Plant	1906 and later	Demolished 2013

Properties in NE Quadrant associated with industrial corridors

Address	Name	Date	Status/2015 Recommendation
200 B Ave NE	Quaker Oats Company Manufacturing Plant	1905 and later	Not eligible
620 17 <sup>th</sup> Street NE	Nagle Lumber Company/Vetter Parks Lumber Company	1927	Eligible
761 J Ave NE	Cedar Rapids Water Purification Plant	1929-1930	Eligible
855 35 <sup>th</sup> Street NE	Collins Radio Company	1941, 1942, 1944, 1953	Not eligible

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**Properties in NW Quadrant associated with industrial corridors**

Address	Name	Date	Status/2015 Recommendation
800 First Avenue NW, 807 A Avenue NW, 707- 711 B Avenue NW	Chandler Pump Company	1890, 1904	Eligible
805 B Avenue NW	Dearborn Brass Foundry	1901	Demolished after 2008
625 C Avenue NW	Universal Crusher Co.	1924 and later	Eligible
605 G Avenue NW	Cedar Rapids Pump Company	c. 1890	NRHP 2012
423 5 <sup>th</sup> Street NW	Fire Hose Company No. 2	1909	Eligible

**Properties in SW Quadrant associated with industrial corridors**

Address	Name	Date	Status/2015 Recommendation
1115 C Street SW	Fire Hose Station No. 5	1909	Demolished
525 H Street SW	Cedar Rapids Condensed Milk Factory/Knutson Metal Company	1887	Eligible
42 Seventh Avenue SW	Iowa Pipe and Supply Company	c. 1900	NRHP 2012
1201 6 <sup>th</sup> Street SW	Link-Belt Speeder Corporation	1948, 1953, 1956, 1957	Demolished 2013
1425 Rockford Road SW	Rockford Road Station/Warehouse (CRANDIC)		Demolished

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**G. Geographical Data**

The following boundaries, identified for industrial corridors for MPDF 1997, remain in place:<sup>112</sup>

*Central Business District and Commercial Neighborhoods*

An area within the corporate limits of Cedar Rapids, Linn County, Iowa: from the edge of the Cedar River northeast in a straight line to F Avenue NE and Oakland Road NE; then south to 10<sup>th</sup> Street NE; then five blocks southeast along 10<sup>th</sup> Street to Fourth Avenue SE; then following along and either side of Fourth Avenue SE five blocks to 5<sup>th</sup> Street SE; then along 5<sup>th</sup> Street SE one block to Fifth Avenue SE; then one block along Fifth Avenue to the 4<sup>th</sup> Street railroad right-of-way; then southeast along the railroad right-of-way for nine blocks to Sixteenth Avenue SE; then in a straight line towards the Cedar River in a southwesterly direction along the southeasterly edge of the site of the former Sinclair and Co. plant; then across the river along the Fourteenth Avenue Bridge; then southwest for two blocks and either side of Fourteenth Avenue SW to C Street SE; then northwest along Street SW to Eleventh Avenue SW; then northwest seven blocks along Eleventh Avenue SW to Fourth Avenue SW; then west for two blocks along Fourth Avenue SW to 3<sup>rd</sup> Street SW; then northwest and north along 3<sup>rd</sup> Street to K Avenue NW; and then east along K Avenue NW to the Cedar River.

This area encompasses approximately 735 acres or 1.2 square miles.

*Riverfront Corridor*

An area within the corporate limits of Cedar Rapids, Linn County, Iowa: along both the east and west banks of the Cedar River from the Cedar Rapids Water Purification Plant at 761 J Avenue NE to the site of the former Sinclair and Co. packing plant at Sixteenth Avenue SE.

*Railroad Corridors*

Along the rights-of-way of the historic routes of the Chicago and Northwestern Railway; the Chicago, Milwaukee and St. Paul Railroad; the Chicago, Rock Island and Pacific Railway (former Cedar Rapids Burlington and Northern Railway); the Illinois Central Railroad; and the Cedar Rapids and Iowa City Railway within the corporate limits of the city of Cedar Rapids, Iowa.

These corridors encompass approximately 44 linear miles.

The following area has also been included in this study:

*Collins Radio Company*

An area within the corporate limits of Cedar Rapids, Linn County, Iowa: bounded by 35<sup>th</sup> Street NE on the north, a north-south line extending south of G Avenue NE from 35<sup>th</sup> Street NE to 32<sup>nd</sup> Street NE on the east, 32<sup>nd</sup> Street NE on the south, and Eastern Avenue NE on the west.

<sup>112</sup> Svendsen, MPDF 1997, G:74.

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**H. Identification and Evaluation Methods**

In June 2008, Cedar Rapids experienced massive flooding that affected many historic properties that had been identified as eligible for National Register listing or previously listed. As a result of receiving FEMA funding for flood recovery, the City of Cedar Rapids entered into a Memorandum of Agreement under Section 106 of the National Historic Preservation Act to mitigate losses. One provision called for an updated survey of properties associated with industrial corridors in Cedar Rapids and the preparation of an amended and updated Multiple Property Documentation Form *Industrial Development of Cedar Rapids, Iowa, c. 1865 -1965*. The City retained Summit Envirosolutions, Inc. of St. Paul, Minnesota, to undertake this work. The Multiple Property Documentation Form amendment, *The Commercial and Industrial Development of Downtown Cedar Rapids, Iowa, c. 1865 -1965*, is being prepared concurrently with this report, also as partial fulfillment of a Memorandum of Agreement.

In the fall of 2012, Summit acquired copies of *City of Cedar Rapids Architectural and Historical Survey of the Central Business District and Associated Industrial Corridors c. 1865 – c. 1945* and the National Register of Historic Places Multiple Property Documentation Form *Commercial and Industrial Development of Cedar Rapids, Iowa, c. 1865 – c. 1945*.

In December 2012, Marjorie Pearson and Sara Nelson made a preliminary field assessment of industrial properties in Cedar Rapids within the areas identified in the 1997 MPDF. In 2013, Sara Nelson began to collect inventory forms, National Register forms, and other survey reports pertaining to Cedar Rapids properties associated with the industrial corridors. She also undertook more detailed building research, including GIS data, aerial photographs, historical accounts, newspaper records, city directories, and similar sources, using among others, the online research resources of the Cedar Rapids Public Library. Marjorie Pearson and Sara Nelson made another field assessment of properties associated with industrial corridors in Cedar Rapids in April 2013 and also carried out research at the Carl and Mary Koehler History Center of the Linn County Historical Society. In June 2013, they carried out detailed field survey of the previously identified buildings associated with the industrial corridors of Cedar Rapids as well as several additional properties.

All properties were photographed. Updated inventory forms have been prepared for previously inventoried properties, and new inventory forms have been prepared for additional properties. The intensive survey and related research form the basis for preparing this amended and updated MPDF dealing with the development of industrial corridors in Cedar Rapids with material organized according to the historic contexts identified in the 1997 MPDF: Industrial Corridors in Cedar Rapids, 1865-1965; east bank of the Cedar River; west bank of the Cedar River; railroad corridors: Fourth Street railroad corridor, Chicago and North Western Railway corridor, Chicago, Milwaukee and St. Paul Railroad corridor. The report recommends twelve properties as eligible for individual National Register listing. Five additional properties are proposed for inclusion in the Cedar Rapids Central Business District Commercial Historic District.

In March 2014, Marjorie Pearson and Sara Nelson presented the preliminary survey results and recommendations to the Cedar Rapids Historic Preservation Commission. They made a second

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presentation on the results of the survey and the individual properties proposed for National Register listing to the Cedar Rapids Historic Preservation Commission in October 2014.

This report has benefited from the review and comments by members of the Cedar Rapids Historic Preservation Commission, especially Mark Stouffer Hunter, and Cedar Rapids Community Development Department staff, including Tom Smith, Anne M. Russett, and Jeff P. Hintz.

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National Register of Historic Places  
Continuation Sheet

N/A

Name of Property

Linn, Iowa

County and State

Industrial Development of Cedar Rapids

Name of multiple listing (if applicable)

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