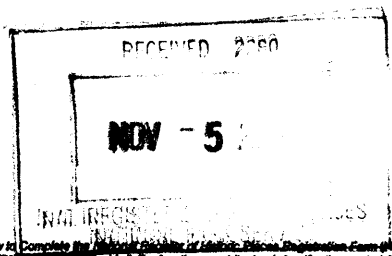


NPS Form 10-900
(Oct. 1990)
facade

United States Department of the Interior
National Park Service



National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

Name of Property

historic name Crescent Warehouse Historic District

other names/site number _____

2. Location

street & number portions of E. 4th St., E. 5th St., Iowa St. & Pershing Ave. N/A not for publication

city or town Davenport N/A vicinity

state Iowa code IA county Scott code 163 zip code 52801

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (see continuation sheet for additional comments).

Rowell J. Sike

November 3, 2003

Signature of certifying official/Title STATE HISTORICAL SOCIETY OF IOWA
Date

State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is:
 entered in the National Register.
 See continuation sheet.

Edward H. Beall
Signature of the Keeper

Date of Action
12/16/03

determined eligible for the National Register.
 See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain): _____

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
14	0	buildings
		sites
2		structures
		objects
16	0	Total

Name of related multiple property listing

Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

COMMERCE/TRADE/warehouse

INDUSTRY/PROCESSING/EXTRACTION/manufacturing facility

TRANSPORTATION/rail related

Current Functions

(Enter categories from instructions)

COMMERCE/TRADE/specialty store

COMMERCE/TRADE/warehouse

TRANSPORTATION/rail related

VACANT/Not in Use

7. Description

Architectural Classification

(Enter categories from instructions)

LATE 19th & 20th CENTURY REVIVALS/Classical Revival

MODERN MOVEMENT

OTHER

Materials

(Enter categories from instructions)

foundation STONE

walls BRICK

CONCRETE

roof ASPHALT

other

Narrative Description

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

8. Statement of Significance

Applicable National Register Criteria

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

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

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

Areas of Significance

(Enter categories from instructions)

INDUSTRY

COMMERCE

TRANSPORTATION

ARCHITECTURE

Period of Significance

1902-1953

Significant Dates

1902

1905

1907

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

Clausen & Kruse

Primary location of additional data:

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

Name of repository:

10. Geographical Data

Acreege of Property approximately 10.5 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1 [1] [5] [7] [0] [2] [6] [4] [0] [4] [5] [9] [9] [9] [1] [1] [0] 2 [1] [5] [7] [0] [2] [9] [8] [0] [4] [5] [9] [9] [9] [1] [1] [0]
Zone Easting Northing Zone Easting Northing
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Zone Easting Northing Zone Easting Northing
 See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Marlys A. Svendsen, Svendsen Tyler, Inc.
organization for The Alexander Company, Madison, WI date October 2003
street & number N3834 Deep Lake Road telephone 715/469-3300
city or town Sarona state WI zip code 54870

Additional Documentation

Submit the following items with the complete form:

Continuation Sheets

Maps

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

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

Photographs

Representative black and white photographs of the property.

Additional items

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

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Various - see continuation sheet
street & number telephone
city or town state zip code

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

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

NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet

Section Number 7 Page 1

Crescent Warehouse Historic District
Name of Property

Scott County, IA
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7. Description

Materials (continued): foundation: BRICK; CONCRETE

Narrative Description:

The Crescent Warehouse Historic District occupies a roughly rectangular shaped piece of ground containing 14 factory and warehouse buildings and two railroad related structures. The District is located east of downtown Davenport and four blocks north of the Mississippi River.¹ District boundaries roughly include Pershing Avenue on the west, East 4th Street on the south, an irregular line at the intersection of Pershing and East 4th that includes the entire railroad bridge span that extends over the intersection, a diagonal line connecting East 4th Street northeast to LeClaire Street on the southeast, LeClaire Street (extended to the north) on the east, and Federal Street (extended to the west) on the north. The District contains one full city block and parts of three other blocks. It is located north and east of the crescent curve created by the elevated railroad bed of the former Chicago, Rock Island and Pacific Railroad (Rock Island RR). A nearly one-mile long linear section of the elevated bed was determined eligible for the National Register of Historic Places in 1983. The elevated bed connects to the Government Bridge (part of the Arsenal Island National Historic Landmark in Rock Island, IL opposite Davenport) located two blocks south of the District. The double-decked Government Bridge carries rail and auto traffic onto Arsenal Island.

The Rock Island RR's elevated bed contains double-track rail laid on a raised berm connected by a series of plate girders and Warren through-trusses that cross streets and intersections. The only section of the elevated railroad bed included in the District, however, is the bridge span (Photo #1, contributing) that is positioned diagonally across East 4th Street and Pershing Avenue and the stone abutments supporting it at each end. The all-steel bridge carries a double track across a single Warren through-truss, one of two such bridge trusses to cross intersections along the elevated rail bed's route through downtown Davenport.² The span rests on stone abutments that are constructed of limestone and faced with sandstone. The abutments are located at the northwest and southeast corners of the intersection. The elevated bed and bridges that were originally built by the Rock Island Railroad have been owned by the Heartland Rail Corporation since 1983 and are currently operated by the Iowa Interstate Railroad Ltd. In 2003, the Iowa Interstate Railroad provides linehaul service between Chicago and Omaha.

A second crescent-shaped elevated railroad bed was originally constructed along the southeast edge of the District as well. In the 1970s the bridge span extending over 4th Street midway between Iowa and LeClaire streets was removed. Track and railroad ties on the surviving section of crescent-

¹The Mississippi River runs east to west through the Quad Cities with Davenport occupying the north (west) bank of the river opposite Government Island, originally named "Rock Island" and frequently referred to as "Arsenal Island."

²The other Warren through-truss span diagonally crosses the intersection of East 3rd Street and Iowa Avenue approximately one block to the southeast.

NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet

Section Number 7 Page 2

Crescent Warehouse Historic District
Name of Property

Scott County, IA
State

shaped berm north of 4th Street were also removed. Approximately 200 feet of this second elevated crescent-shaped bed (contributing) survive and are located just west of the diagonal boundary at the southeast corner of the District. Used together, the two crescents originally provided more flexibility for freight deliveries and making up trains in the Rock Island Yard (nonextant) located east of the District. The original stone abutment along the north side of East 4th Street is in deteriorated condition with the facing stone no longer present.

The area north of the Crescent Warehouse Historic District contains a mixed-scale residential neighborhood with single-family houses, duplexes, apartment buildings, and a few commercial buildings. East of the District are abandoned rail sidings as well as storage yards for a commercial concrete company. The blocks west of the District contain small-scale commercial and warehouse buildings as well as open storage lots. South across East 4th Street are a series of low-rise late 20th century office buildings, parking lots, abandoned filling stations, and several structures associated with the concrete production operation headquartered east of the District. The major streets in the District (East 4th Street, East 5th Street, Pershing Avenue, Iowa Street and LeClaire Street have a width of 80 feet. Federal Street has a width of 45 to 50 feet and the single alley extending east and west between 4th and 5th streets is 20 feet wide.

Primary façades on all buildings in the District are set along the front property lines with rear façades generally set along the alleys. Organic development of the District from the late 19th century through the mid-20th century has resulted in irregular building parcels. Several small commercial buildings have a width of less than 30 feet along Pershing Avenue while the largest buildings include quarter and half-block sized footprints along East 4th and Iowa streets. Most of the streets in the District are paved in asphalt or concrete but extant brick sections survive in the 300 block of 5th Street and the alleys.

The terrain of the Crescent Warehouse Historic District is level along the south edge and gently to steeply sloping away from the Mississippi River in the middle and along the northern edge of the District. Building construction on these slopes is accommodated by foundation grade changes. In several instances, the building design takes advantage of the slopes. The terrain change is most pronounced at the northeast corner of the District along Iowa Avenue between East 5th Street and Federal Street. Here a massive limestone retaining wall has been constructed along the west and north sides of the Chicago, Rock Island and Pacific Railroad Freight Station. Other constructed terrain change in the District includes the elevated railroad bed of the east crescent that carried track from the Government Bridge into the former railroad yards east of the District. The steel truss that was over East 4th Street and the track on the east crescent were removed in the mid-1970s. The truss of the west crescent over Pershing Avenue at 4th Street remains extant.

Prior to redevelopment of the Crescent Warehouse Historic District after the turn of the 20th century and construction of the elevated railroad bed through Davenport, the area consisted of mixed residential and industrial buildings near the Rock Island Railroad grounds. Over time, smaller parcels were combined, buildings razed, and storage yards converted to buildings sites. Multi-story

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Crescent Warehouse Historic District
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Historic View - Davenport, Iowa, ca. 1950: Government Bridge extends diagonally across the Mississippi River. Crescent Warehouse Historic District is located left of the arrow between the crescent curves of the elevated Rock Island Railroad bed. (Photograph Collection of Richardson-Sloane Special Collections Center, Davenport Public Library)

N →



brick factory and warehouse buildings were erected in their place by World War I. During this same period, the Rock Island RR's property located at the northeast corner of the District was converted from car shops to freight yard. A new freight house facing Iowa Street between 5th and Federal Streets was constructed in ca. 1910. A brick platform (portions extant) was constructed on the south side of the block-long freight house with rail sidings sited along the north side and loading bays for wagons and drays along the south side.

Multi-story brick factory and warehouse buildings gradually lined the 400 block of Iowa Street, the 300 block of East 5th Street, and the 300-400 blocks of East 4th Street. The only area to retain dwellings through the early 20th century was the quarter block located at the southwest corner of Iowa Street and East 5th Street. At the end of World War II, this area was cleared to serve as a storage lot.

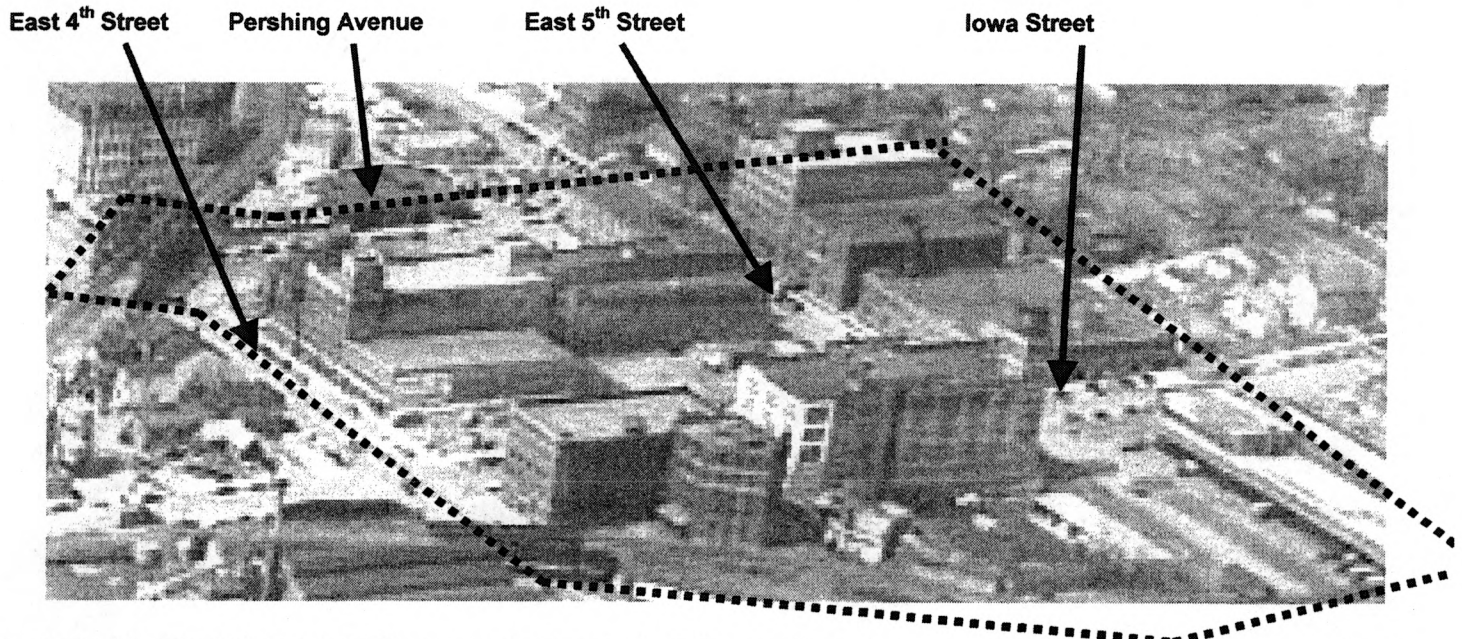
NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet

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Crescent Warehouse Historic District
Name of Property

Scott County, IA
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Historic View Close-up - Davenport, Iowa, ca. 1950: Crescent Warehouse Historic District located between the crescent curves of elevated Rock Island Railroad bed. (Photograph Collection of Richardson-Sloane Special Collections Center, Davenport Public Library)



period, the Rock Island RR's property located at the northeast corner of the District was converted from car shops to freight yard. A new freight house facing Iowa Street between 5th and Federal Streets was constructed in ca. 1910. A brick platform (portions extant) was constructed on the south side of the block-long freight house with rail sidings sited along the north side and loading bays for wagons and drays along the south side. Multi-story brick factory and warehouse buildings gradually lined the 400 block of Iowa Street, the 300 block of East 5th Street, and the 300-400 blocks of East 4th Street. The only area to retain dwellings through the early 20th century was the quarter block located at the southwest corner of Iowa Street and East 5th Street. At the end of World War II, this area was cleared to serve as a storage lot.

Extant buildings in the Crescent Warehouse Historic District fall into three general types with isolated instances of several other building forms. Multiple examples are found of multi-story wholesale and transfer warehouses; large and small-scale multi-story factories; and small-scale, mixed-use buildings. Singular building types include a broad-front commercial building and the District's sole railroad building, a freight house. The latter building combines features of a transfer warehouse with the unique building attributes of a rail facility. A discussion of the District's buildings organized by type and categorized as contributing or non-contributing resources within the District follows.

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Crescent Warehouse Historic District
Name of Property

Scott County, IA
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Multi-story wholesale and transfer warehouses

Multi-story warehouse buildings were constructed in the District from before the turn of the 20th century through the 1930s to house the operations of wholesale jobbers and storage and transfer companies. Buildings occupied by jobbers were principally along the 300 block of East 5th Street. They include the **first Sieg Iron Company Building** at 312 East 5th Street (Photo #2, contributing) and the **second Sieg Iron Company Building** next door to the east at 500 Iowa Street (Photo #3, contributing). The first building was constructed in ca. 1905 to house the wholesale hardware merchandise of the Sieg Iron Company and the second building was built 11 years later to accommodate the company's expanding product lines. At the time the first building was erected, it was the only structure on the north side of East 5th Street between Pershing Avenue and Iowa Street. The parcel later occupied by the second building was used for storage of lumber and wagon parts in open sheds.

The first Sieg Iron Company Building is three stories tall with a total height of 45 feet. The building is sited along the west side of the north/south alley with a rail siding imbedded in the sidewalk that extends along the front of the building connecting the warehouse directly to the rail yards east of Iowa Street. The building has an ashlar stone foundation, a wide stone watertable along the front façade, and reddish brown brick walls with matching red mortar. Projecting brick piers frame the outer edges of the building and a corbeled brick cornice lines the parapet. The four segmental arched window openings that are widely spaced across the upper two levels were bricked in at an unknown date but the brick detailing survives. On the first floor, the arrangement of window openings suggests a higher ceiling height with the building's entrance and office located at the east end. Several of the windows have been bricked or filled with glass block. The entrance opening has a semicircular brick arch with a brick keystone and recessed header brick extending down the sides. An overhead door was installed in the mid-1950s for truck loading, replacing a smaller freight delivery door. Openings along the alley side (east façade) have segmental brick arches with fixed 4-light windows. Both the alley and one block stretch of East 5th Street in front of the building are paved with brick.

The second Sieg Iron Company Building was designed by Davenport architect Arthur Ebeling in 1915 and erected the following year across the alley to the east from the first building. The newer building is constructed of mottled brown pressed brick, is two stories in height, and occupies nearly a quarter block. The building's front is oriented towards Iowa Street with the main doublewide entrance symmetrically located along the east façade. A massive carved limestone surround with a rectangular keystone and wide, decorative leaf molding sets off the entrance. The building has 14 bays along the south façade with five containing loading docks that originally opened onto a railroad siding extending along the full length of the building. Window openings throughout the building have stone sills, no arches, and 1/1 double-hung sash. Windows on the upper level are covered with wood sheeting. The major alteration to the building is the removal of approximately one foot of parapet along the south and east sides including the stepped parapet sections at the southeast corner and west end of the building.

Another warehouse fronting on East 5th Street was occupied initially by several jobbers and equipment distributors, each company maintaining multiple floors but sharing access to a centralized freight distribution system. Designed by Arthur Ebeling and constructed in 1911, the warehouse building at 511 Pershing Avenue originally known by its principal occupant as the

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Crescent Warehouse Historic District
Name of Property

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Sickles, Preston and Nutting Company Building (Photo #4, contributing). It was taken over by a single owner-occupant by the 1930s and since World War II has been known as the **Crescent Electric Co. Building**. This six-story warehouse occupies a large, sloping lot at the northeast corner of 5th Street and Pershing Avenue. The design of the building takes advantage of the inclining north-south slope of the lot, giving the ground/basement floor extended height for loading and unloading merchandise. Railroad siding extend along the south side of the building for easy freight delivery. The building is constructed of dark red brick with dressed limestone used for windowsills. A plain metal coping tops the parapet. The main entrance is located at the north end of the building's west façade. A simple limestone surround and multi-light sidelights flank the door. Windows are grouped in closely spaced pairs with six pairs on the west façade and four on the south façade. A mix of original 1/1 double-hung wood sash and new metal 1/1 windows (2nd floor only) fill the upper level openings. All of the building's ground level and basement windows have been infilled with brick or glass block.

The fourth warehouse located along East 5th Street is the **Smith Brothers and Burdick Co. Building** at 427 Pershing Avenue (Photo #5, contributing). This four-story, L-shaped building is constructed of brick and dressed stone with a wood post and beam structural system. The main building is sited at the southeast corner of the intersection of 5th Street and Pershing Avenue with a concrete loading dock extending along the entire north side paralleling the railroad siding embedded in the brick street. A perpendicular wing extends south from the building to the alley with loading docks for wagons and trucks originally located along the west façade. A parking area reserved for drays and trucks fills the remainder of the quarter block warehouse site.

The Smith Brothers and Burdick Co. Building was constructed in ca. 1905 and its well-executed commercial block form suggests that it is an architect designed structure. A process of elimination of other local architects indicates that the Davenport firm of Temple, Burrows and McLane likely designed the building. The exterior has two primary façades facing west and north. The walls on these façades are constructed of mottled reddish brown brick with dressed limestone used for the foundation course, a beltcourse between the first and second floors, the cornice molding and trim pieces, the entrance surrounds, and windowsills. The brickwork includes corbeling beneath the beltcourse, raised piers widely spaced along the north façade, and quoin-like corbeling at the outer corners of the west (front) façade. The company offices are located at the west end of the building just off the main entrance. Window groups for these offices include three large 1/1 double-hung sash with transoms above. Five of these groups extend across the west side and wrap around the northwest corner. Tall openings on the upper levels of the front are currently boarded over. Fenestration in the balance of the building includes densely spaced, segmental (1st through 3rd floors) and flat (4th floor) arched openings along the north and south façades. Each opening contains an 8/8 double-hung window set beneath the brick arch. Entrances have been reworked on both the front and north façades with metal muntins and plate glass replacing wood elements. Configurations are similar to the original openings.

In addition to wholesale companies, the District contains one large warehouse complex erected for a transfer and storage business. The **Ewert and Richter Express and Storage Company Building** was built in two sections at 320 and 324 East 4th Street (Photos #6 and #7, counted as two buildings, both contributing). The older west half of the building complex at 320 East 4th Street was completed in 1915 and the newer east half was constructed in 1933 following a fire that destroyed the company's former warehouse on this site. The west half of the building has a

NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet

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Crescent Warehouse Historic District
Name of Property

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footprint that extends to the alley, six full stories, and an elevator tower at the southeast corner of the building extending another two stories. It's "fireproof construction" includes a reinforced concrete structural system with poured concrete decking between floors. The front façade is constructed of reddish-brown brick with a geometric pattern of cast stone pieces incorporated into the building's cornice and elevator tower's pedimented parapet designs. The same material

Historic View - Ewert and Richter Express and Storage Co. ca. 1955: Building on left constructed in 1915; building on right constructed in 1933 after fire of earlier structure. (Photograph Collection of Richardson-Sloane Special Collections Center, Davenport Public Library)



is used for the geometric pattern of the horizontal band separating the first and second floors and delineating the truck and entrance bays. The first floor originally included a truck or wagon door in the right bay, display windows in the left and center bays, and passage doors in the narrow bays in between the wider bays. Both display windows have been replaced by infill metal and a plate glass shop windows. A replacement overhead door is in the east truck bay. The building's upper shaft contains widely spaced window openings across the five front bays and no windows on the east and west sides. Some of the openings are boarded shut, but others have their original vertical twin-light sash. Along the side façades the structural system of the building is evident with the concrete skeleton of the building composed of piers and deck edges revealed on the wall surfaces. Large painted wall signs on the elevator tower and east and west sides advertise the current storage company operating the building with remnants of earlier Ewert and Richter wall signs surviving in

NATIONAL REGISTER OF HISTORIC PLACES

Continuation Sheet

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Crescent Warehouse Historic District
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scattered locations. The west building half was designed by Davenport architects, Clausen and Kruse.

The newer east half of the Ewert and Richter Building at 324 East 4th Street is three stories tall and five bays wide. Its reddish-brown brick and cast stone ornamentation match the materials used in the 1915 building. Records suggest that the same architectural firm designed this building as well. The first floor of the 1933 half originally included truck doors in the outer bays, a display window in the center bay, and passage doors in the narrow bays in between the wider bays. These openings have been retained as built with the original wood passage doors and prism glass transoms still intact. New overhead doors have been installed in the outer bays. A geometric patterned band separates the first and second floors with large 1/1 double-hung windows on the second floor and smaller openings filled with vertical double lights on the third floor. The east building half has no concrete patternwork along the parapet. The footprint of the east half extends to the alley.

Multi-story factory buildings

Factory buildings are scattered throughout the District and range in size from two-story, narrow front commercial blocks to substantial five-story buildings engineered for sophisticated manufacturing operations. The two largest factory buildings are located along Iowa Street at the eastern edge of the District. The **Halligan Coffee Company Building** at 402 East 4th Street (Photo #8, contributing) was erected in 1907. The main building block has a rectangular footprint with the narrow five-bay front facing East 4th Street and the longer nine-bay side extending along Iowa Street. A short wing extends to the east at the rear giving the north façade a nine-bay width. The L-shaped configuration of the building is further modified by a curved wall located on the east side of the wing. This curve aligns the wing with the former elevated railroad bed of the Rock Island RR tracks along the east crescent (nonextant) that connected the building with the rail yards and the Government Bridge.

The Halligan Coffee Company Building is an example of a Classical Revival Style commercial block. A process of elimination and a study of other local architects practicing during the period suggests that the Davenport firm of Temple, Burrows and McLane likely designed it. It is constructed of reddish-colored pressed brick and matching red mortar on the primary façades and common brick on the rear and east sides. A dressed limestone foundation extends along the building front with a stone watertable also serving as a continuous sill for the first floor windows. The flat window arches for these windows are formed by a wide stone molding that serves as a beltcourse between the first and second floors. The main entrance for the building is centered on the front façade beneath a low-pitched stone pediment molding that is tied to the beltcourse. The brick surrounding the entrance is laid in wide horizontal bands separated by recessed courses. A plain stone molding sets off the opening's double doors, sidelights, and transoms (all original). Carved stone decorative panels are mounted above the entrance and beneath the pediment. A secondary entrance and a loading dock entrance with less elaborate designs are located along the north end of the west façade. Original doors and transoms remain in place here.

The upper floors or shaft of the building's primary façades contain a combination of segmental and flat arched openings. Tall multi-light double-hung sash set beneath segmental brick arches are present on the second and third floors and shorter multi-light sash on the fourth floor. A narrow stone beltcourse forms the sills for the fifth floor windows – shorter multi-light sash set beneath flat brick arches. A substantial bracketed metal cornice that wraps the front and west façades crowns

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Continuation Sheet

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Crescent Warehouse Historic District
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the building. A tall brick parapet rises above the cornice. The overall design of the building has the appearance of an office building rather than a factory.

Historic View - Halligan Coffee Company Building with Crescent Macaroni and Cracker Company in background, ca 1935
(Photograph Collection of Richardson-Sloane Special Collections Center, Davenport Public Library)



The rear façade contains an asymmetrical arrangement of openings that was designed to relate to interior manufacturing operations of the coffee and spice mill annex at the east end of the building. The north wall also contained loading dock access along the railroad siding that extended through the alley. Windows are four-light fixed sash for the most part set beneath segmental brick arches. Halligan Coffee advertisements are painted on the north and east sides of the building oriented to the railroad tracks as well as East 4th Street automobile traffic.

The largest building in the District is the **Crescent Macaroni and Cracker Company Building** at 427 Iowa Street (Photos #9, contributing). It was constructed in 1915-1916 following a fire that

NATIONAL REGISTER OF HISTORIC PLACES
Continuation Sheet

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destroyed an earlier building occupied by the company on the same site. The sole surviving element of the earlier building is the five-story brick boiler stack, which was incorporated into the

present factory structure. The Davenport architectural firm of Clausen and Kruse designed the factory. As-built plans for the building dated July 1915 survive along with a comprehensive set of photographs that depict the building's construction process. The desire to provide a modern, well-lighted and fireproof workspace resulted in a number of the design features employed. The modest size and location of the site adjacent to the rail yard created other building restraints.

The Crescent Macaroni and Cracker Company Building has a footprint for the main factory that measures 177 by 70 feet with a one-story boiler house attached at the southeast corner outside of the main factory for fire safety. An artesian well with a depth of 1,020 feet is located in the boiler house where it was used to supply the 50 gallons of water per minute used by the factory when it was in full operation. The main factory building has five stories with a basement. The building extends to a height of 73 feet. An elevator tower at the northeast corner of the building extends another two stories. Other aspects of the factory's "fireproof construction" included structural reinforced concrete columns, floors and roof decking; metal clad wood doors throughout the building; steel window sash; metal and concrete staircases; and a dual purpose water tank (nonextant) located on top of the elevator tower.

As was noted above, the building was constructed with a reinforced concrete structural system, the rectangular framing of which is clearly visible from the exterior. The building has nine bays on the east and west façades with three wider bays on the north and south ends. Multi-light steel windows and mottled reddish-brown/black colored brick were used to fill the rectangular openings formed by the concrete decking and vertical piers. The brick was consistently laid with header rows separating every four rows of stretchers. Each of the window openings contained three units, 18 lights in the outer units and 12 in the center unit. The upper or lower halves of each of the center units operated as a pivot window in order to provide natural ventilation to the building. This system was further enhanced by the presence of a series of hatch doors located along the monitor roof section located above the center of the 5th floor where the original ovens were located. Between 1942 and 1947, the steel sash were removed and replaced with glass block in all of the openings except for the west and north entrance transoms. In 2000, several of these glass-blocked openings on the first floor were further modified with the addition of 1/1 double-hung windows.

Exterior decorative elements on the factory were confined to the painted signs on the building walls and the entrance treatments. Signage originally included the company's name on the raised parapet section centered on the west wall in line with the monitor roof profile, the elevator tower, and a large depiction of the company logo on the wood water tank located above the elevator tower's roof. The main entrance had a more permanent decorative treatment. This entrance is centered on the west façade. Its surround consists of tall paneled pilasters supporting a signboard-pediment, a 24-light steel window in the transom, a wood and plate glass door, and plate glass sidelights. The pilasters and pediment are made of glazed terra cotta panels custom designed for the building. The company's crescent and star logo appears near the top of each of the pilasters. The words "Crescent Macaroni & Cracker Co." appear in the pediment and the phrase "Office Entrance" is cast in the panel that separates the transom from the door. The worker entrance centered on the north wall has double doors set beneath an original 12-light steel window transom.

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The interior arrangement of the factory originally included storage of stock including bulk oil, shortening and flour in the basement, shipping on the first floor, macaroni mixing and drying on the second floor, packing of cookies and crackers on the third and fourth floors, and baking on the fifth floor. Syrup was stored in tanks in the elevator tower and chocolate was stored in a tank on the third floor. The general operation changed in the 1960s when new, larger ovens were installed on the fourth floor and spaghetti making was discontinued on the second floor. Dough preparation, coating, packing, and storage filled the vacated areas. All equipment was removed from the building following the closure of the factory in 1991.

Historic View - Crescent Macaroni and Cracker Co., ca 1935 (Photograph Collection of Richardson-Sloane Special Collections Center, Davenport Public Library)



Two smaller factories were built for paper box manufacturers and both were later adapted for other manufacturing and jobbing operations. The **Davenport Paper Box Company Building** at 310 East 4th Street (Photo #10, contributing) is a two-story, narrow front commercial building built in ca. 1901. The building is constructed of red brick and the front is divided into two parts. The storefront was

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originally built with a multi-part transom set over a recessed entrance flanked by display windows. This configuration has been modified with the infill of the transom lights and the installation of an overhead truck bay in the west display window area. The upper half of the building retains its four original openings, each topped with a flat stone arch. Fixed plate glass windows, however, have replaced the original double-hung windows. A row of corbeled brick extends beneath the projecting metal cornice along the building's upper edge.

The **Kerker Paper Box Company Building** at 315 East 5th Street (Photo #11, contributing) is the second paper box factory in the District. Constructed in ca. 1901 this three-story brick building has the appearance of a small-scale factory rather than a commercial block. The walls are constructed of dark reddish-brown brick with the front façade dominated by large windows. Tall 12 and 16-light steel windows line the upper levels of the north-facing front façade providing abundant natural light for manufacturing operations. Operable sash in selected windows provide access to the metal fire escape installed up the building front. The first floor has been modified with the introduction of brick, glass block, and fixed light infill. A simple metal cornice extends along the building's upper edge with concrete coping along the parapet. Double-hung windows of various sizes and configurations are scattered along the upper levels of the east façade confirming the fact that when built, this side of the structure overlooked a group of freestanding dwellings.

Small-scale mixed-use buildings

Two small-scale, mixed-use buildings face Pershing Avenue along the western edge of the District. The **Matthews Building** at 411 Pershing Avenue (Photo #12, contributing) is a two-story brick duplex with upper and lower residential units. It was constructed in 1923 for a cost of \$7,500 replacing an earlier one-story frame dwelling. The current building has the look of a simple brick front vernacular commercial building although it was originally used as a duplex. It is sited directly on the front property line with its front façade composed of a concrete foundation and reddish brown pressed brick walls containing scattered corbeled brick designs. The building has a flat roof with a low straight parapet. Openings in the front façade include an entrance set slightly off-center, two large windows now filled with reduced size horizontal sash on the first floor, and two widely spaced 1/1 double-hung windows on the second floor. Randomly spaced 2/2 double-hung windows are found along the north and south façades.

The **National Biscuit Company Building** at 415 Pershing Avenue (Photo #13, contributing) consists of front and rear sections. The older rear portion was originally connected physically to a nonextant residence that faced East 4th Street. Sanborn maps show this portion of the building in place by 1886 with subsequent uses alternating between a carriage house, factory, warehouse, and assembly shop. This section of the building has a brick foundation and walls, a moderately pitched hipped roof with several gable dormers, and widely spaced brackets set along the eaves (sections of the eaves have been removed). Window and door openings in the rear section have a mix of semi-circular and flat brick arches with tall windows on the second floor and boarded openings on the first floor.

The front section of the building was constructed between 1905 and 1910 according to city directories and Sanborn maps to house sales office and warehouse space for the National Biscuit Company. [Note: the main plant (nonextant) for the biscuit company was located across the street

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at 418-422 Pershing Avenue.] The newer half of the building is an example of a vernacular brick front commercial building form with reddish-brown brick walls and a flat roof with a low straight parapet. The front façade is three bays wide with 2/2 double-hung windows set beneath segmental brick arches on the upper level and a pair of square window openings and side entrance on the lower level. The lower level window openings have been modified with reduced size sash and infill panels. Evenly spaced 2/2 segmental arched windows line both levels along the north and south façades.

Railroad related resources

There are three railroad related resources located in the Crescent Warehouse Historic District. The Chicago, Rock Island and Pacific Railroad Freight Station at 505 Iowa Street (Photos #14 and #15, National Register DOE, contributing) was built in ca. 1910 at the west end of the Rock Island Railroad Yard. This multi-block area extended from Iowa Street east four blocks to East River Drive and at the turn of the 20th century included repair shop buildings, a roundhouse, a freight house, and multiple sidings (nonextant). The new freight station was built when the shops were being discontinued and redeveloped. A tall rubble limestone retaining wall (extant) that may predate the new freight station is located along the south side of Federal Street and the east side of Iowa Street to accommodate the change in elevation. The freight station consists of a two-story head house at the west end and a long, one-story freight shed at the east end. A brick platform (extant) was installed at grade along the south side of the building and multiple railroad sidings (nonextant) were located along the north side.

The building is constructed of reinforced concrete and dark red brick with cast concrete used for ornamentation and steel windows installed throughout. The head house originally held railroad freight offices on the second floor and a heated storage area on the first floor. Six overhead freight doors are located along the south side of the head house for loading onto non-rail conveyances. A similar set of freight bays with sliding metal doors extends along the north wall for loading and unloading rail cars. The one-story freight shed contains 27 bays with access handled in a similar fashion to the head house. The freight agent's office was located along the south façade where the one and two-story building sections join. The internal brick wall connecting the two sections is constructed of cream colored brick. Transoms over each of the loading bays hold a double row of nine lights. All doors on the south side are overhead metal doors while loading bays on the north side have sliding metal doors. Original hardware and doors are retained for nearly all of the openings.

The design for the freight station is typical of other Rock Island RR passenger and freight stations built in urban settings during the period. The form allowed the buildings to be easily expanded in size by the addition of linear bays in either the head house or shed sections. Both sections of the building are constructed with a low, shed style roof with the low end along the south side. The design of the head house incorporates brick piers at the outside corners that extend above the building's main parapet and project slightly from the wall surface. Rectangular cast-concrete moldings serve as coping, lining the upper edges of the piers and the lower parapets. Corbeled

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bricks form a cornice along the west end facing Iowa Street. This end wall forms the building's public front with a wide cast-concrete signboard installed beneath the corbeling carrying the words "Rock Island Line." A band of multi-light steel windows separated by brick pilasters with cast-concrete bases and capitals appears beneath the signboard on the second floor. The window units range in size from 12 to 20 lights. The first floor has a wide segmental brick and cast-concrete arch on the north end surrounding the single entrance door, multi-light sidelights, and boarded over transom. A single and doublewide window opening are located in the center and south ends of the wall. Entrance to the building from Iowa Street is via a short walkway that connects over the stone retaining wall between sections of low iron fencing. Steps originally led down from the walkway to the sidings along the north side of the head house. Both the north and south sides of the head house have the same arrangement for window openings on the second level with pairs of 20-light steel sash set between brick and cast-concrete pilasters. On the first floor, loading bays on the north and south sides have no transoms. The only change in the south façade from its original design is the removal of a steel canopy that was mounted above the freight delivery doors. No canopy has been document along the north side.

The freight shed wing incorporates the same materials as the head house, but its functional form allows for no ornamentation. A concrete foundation extends the full length of the shed with painted red brick walls topped by cast-concrete for the coping. Like the head house, the original design had a steel canopy above the loading bays along the full length of the shed. Unlike the head house, transoms filled with steel multi-light windows (double rows of nine lights) are present above each of the north and south side loading bays. One non-original passage door is now present near the east end of the freight shed wing. The interior of the freight shed retains its original finishes with unpainted brick walls, a concrete floor, square concrete pillars, and triangular concrete brackets supporting the concrete roof deck and structural beams.

The other railroad related resources in the District were built as part of the elevated railroad bed constructed by the Chicago, Rock Island and Pacific Railroad through Davenport at the turn of the 20th century. These resources were described previously in Section 7, pages 1 and 2. They include a single bridge span of the elevated route extending diagonally across the intersection of East 4th Street and Pershing Avenue and an approximately 200 foot length of the crescent-shaped elevated railroad bed that survives north of East 4th Street at the eastern edge of the District. Both railroad resources contribute to the historic significance of the District.

Broad-front commercial building

The last building constructed in the District was the **Vincent J. Neu Building** at 330 E 4th Street (Photo #16) in 1950. This one-story broad-front building was erected to house an auto dealership on a vacant lot at the northwest corner of Iowa and 4th Street. The Roddewig and Schmidt Candy Company Building formerly occupied the site. Railroad siding extending along the alley made the site ideally suited for delivery of automobiles by rail. The Neu Building is constructed of two-toned, tan-colored pressed brick that is laid in horizontal bands of lighter colored stretcher courses separated by single, darker toned header rows. The double-width corner building has a broad

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stepped parapet. Wide display windows have been infilled across the front façade and south end of the east facade.

In summary, the buildings of the Crescent Warehouse Historic District can be described as a mix of commercial and industrial structures built over approximately five decades from 1900 through 1950. The buildings range from one to six stories in height and include wholesale warehouses, transfer and storage warehouses, factories, a retail auto dealership, a railroad freight house, and one apartment building. The factory buildings included a macaroni and cracker company, coffee company, and several paper box manufacturers. Jobbers included grocery and produce wholesalers, hardware wholesalers, electrical suppliers, coffee wholesalers, and printing suppliers.

8. Statement of Significance

Significant Dates (continued) 1911, 1915, 1933

Architect/Builder (continued)

Ebeling, Arthur
Temple, Burrows & McLane

General:

The Crescent Warehouse Historic District is locally significant under Criteria A and C for the National Register based on its strong historical association with the commercial and industrial development that occurred between 1900 and 1950 at the east end of Davenport's central business district. The multi-block area is located between the two "crescents" created by elevated track beds of the former Chicago, Rock Island and Pacific Railroad as the main line passes through Davenport and connects to the railroad yards. This period saw construction of new factories, warehouses, and railroad buildings in the District at a time when Davenport was transitioning from a lumber-based economy to a more diverse industrial and commercial base. Survival of an intact collection of multi-story warehouses, factories, and railroad structures makes this historic district locally unique and rare within the state of Iowa.

Under Criterion A, the Crescent Warehouse Historic District derives significance under the National Register themes of "Commerce," "Industry," and "Transportation." The District contains an important collection of historic resources associated with Davenport's industrial and commercial development from the turn of the 20th century through the post-World War II period. This period saw the elevation of the route of the Chicago, Rock Island and Pacific Railroad along the eastern and northern edge of the central business district, a development that triggered construction of a series of new factories, warehouses, and railroad buildings east of the downtown. The buildings that survive in this section of land defined by the "crescent" curves of the Rock Island Railroad comprise the only extant group of multi-story warehouse and factory buildings strongly associated with establishment of this important railroad corridor through Davenport after the turn of the 20th

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century. The wholesaling businesses and manufacturing concerns also typify the general nature of citywide commercial and industrial growth during this period.

The Crescent Warehouse Historic District also derives secondary significance under Criterion C under the theme "Architecture." The District contains well-preserved examples of commercial architectural styles and vernacular building forms that appeared in Davenport from the turn of the 20th century through World War I. Examples of the work of several important Davenport architects including Clausen & Kruse and Arthur Ebeling have been identified to date. Taken together, the District's buildings serve as a significant collection of commercial and industrial buildings whose importance derives from their utilitarian form and functionality as well as their design.

The Crescent Warehouse Historic District was not cited as a potential historic district in the "Historical and Architectural Resources of Davenport, Iowa (Part I and Part II) MRA" prepared in 1979-1983. The passage of time and the completion of additional historical research regarding Davenport's post 1900 commercial and industrial development has resulted in the identification of this historic district. Several individual resources previously identified in the MRA and determined eligible for the National Register are located within the District. They include the Chicago, Rock Island and Pacific Railroad Freight Station (505 Iowa Street) and the Chicago, Rock Island, and Pacific Railroad Elevated Railroad Track (400 block Pershing Avenue to Harrison Street).

No significance is asserted under Criterion D or Criterion B, although several buildings have strong associations with prominent local business leaders.

The period of significance for the District is 1901 - 1953. These dates mark the date for the earliest known building in the District and the 50-year cut off period established by the National Register for buildings to be considered significant. Throughout this entire time period the Crescent Warehouse Historic District was an important manufacturing and warehousing center for Davenport.

The Historical Development of the Crescent Warehouse Historic District:

The Crescent Warehouse Historic District is contained within sections of LeClaire's 4th Addition, LeClaire's 5th Addition, and LeClaire's 6th Addition originally laid out in the late 1850s east of the Original Town of Davenport. The additions took their name from land they occupied in the "LeClaire Reserve," a square-mile of land given to Davenport founder, Antoine LeClaire, for the role he played in negotiating the Black Hawk Treaty in 1832. The city of Davenport was established in 1836 and within a few years won the battle to be the county seat.

The Davenport economy initially developed as many Mississippi River towns with the emphasis on serving settlers moving to and through the area. Flour mills, foundries, sawmills and dozens of other small-scale manufacturing concerns were soon established to sustain the growing city and surrounding region. By the 1850s the local economy began to emphasize woodworking operations as a major industrial employer. Log rafts floated down the Mississippi River from the northern

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pineries of Wisconsin and Minnesota provided the raw material to be processed at lumber mills that lined the Davenport riverfront by the Civil War. Planning mills, barrel factories, furniture factories, cigar box factories, and ladder factories joined the sawmills, all turning lumber into products for local use and export. Proximity to the Mississippi River and the main line route of the Chicago, Milwaukee, St. Paul and Pacific Railroad (Milwaukee RR) that extended along its banks, made riverfront locations the most sought after in the decades immediately before and after the Civil War.

The multi-block area that comprised the Crescent Warehouse Historic District remained sparsely settled through the 1860s and 1870s. Bird's eye view drawings and cityscape paintings from these decades show the area occupied by only a handful of small-scale buildings. Development was eventually spurred in the area following construction in 1872 of a bridge at the foot of Iowa Street. This new \$500,000 federally funded bridge crossed the Mississippi River and included a section built across the west end of Arsenal Island. The double-decked wagon and railroad bridge carried traffic of the Rock Island RR. Its construction affirmed an important transportation corridor connecting Davenport to Rock Island, Illinois and points east as well as the western stretches of the Rock Island RR route.

Within a decade the blocks occupied by the District were beginning to see a change in land-use. Proximity to the bridge as well as the Rock Island RR's main line track encouraged the development of rail facilities in the area. During the decades immediately prior to 1900, a multi-block railroad yard was established north of East 4th Street between Iowa Street and Front Street (today, East River Drive). The Rock Island RR located extensive car repair shops here beginning in 1887 including a roundhouse and dozens of sidings for loading and unloading freight and making up trains. Most of the area that comprised the yards was east of the District's boundaries.

Davenport's woodworking industries continued to dominate the local economy during the 1880s and 1890s, however. By 1895 when the logging industry hit its peak, one in four workers was employed in lumber mill jobs or related industries that processed lumber into consumer products. Because of the need for added factory sites, locations along the route of the Rock Island RR gradually became more popular. As the turn of the 20th century approached, both the proximity of the rail yards and the decline in riverfront logging activities helped to encourage the development of industrial and warehouse sites in the District.

Portions of the 1892 Sanborn Maps on the following pages show several food processing concerns near the east end of the District. They included the Crescent Mills, the Davenport Oatmeal Co., and the Reupke, Schmidt & Co. Steam Bakery, all nonextant. West of Iowa Street city directories and bird's eye view maps show a few small warehouse buildings. Sanborn Maps from 1886 and 1892 mainly depict small, detached frame dwellings facing 4th and 5th streets. They were scattered amidst larger houses that served as rooming houses. By the 1890s a vacant Episcopal church stood at the southeast corner of Pershing Avenue and East 5th Street, a corner saloon at the southwest corner of Iowa and 5th streets, and lumber storage yards along the north side of 5th Street west of Iowa Street. Further to the west, the Burtis-Kimball House (National Register listed, nonextant), a railroad hotel was located along the new alignment of the Rock Island RR. Portions of

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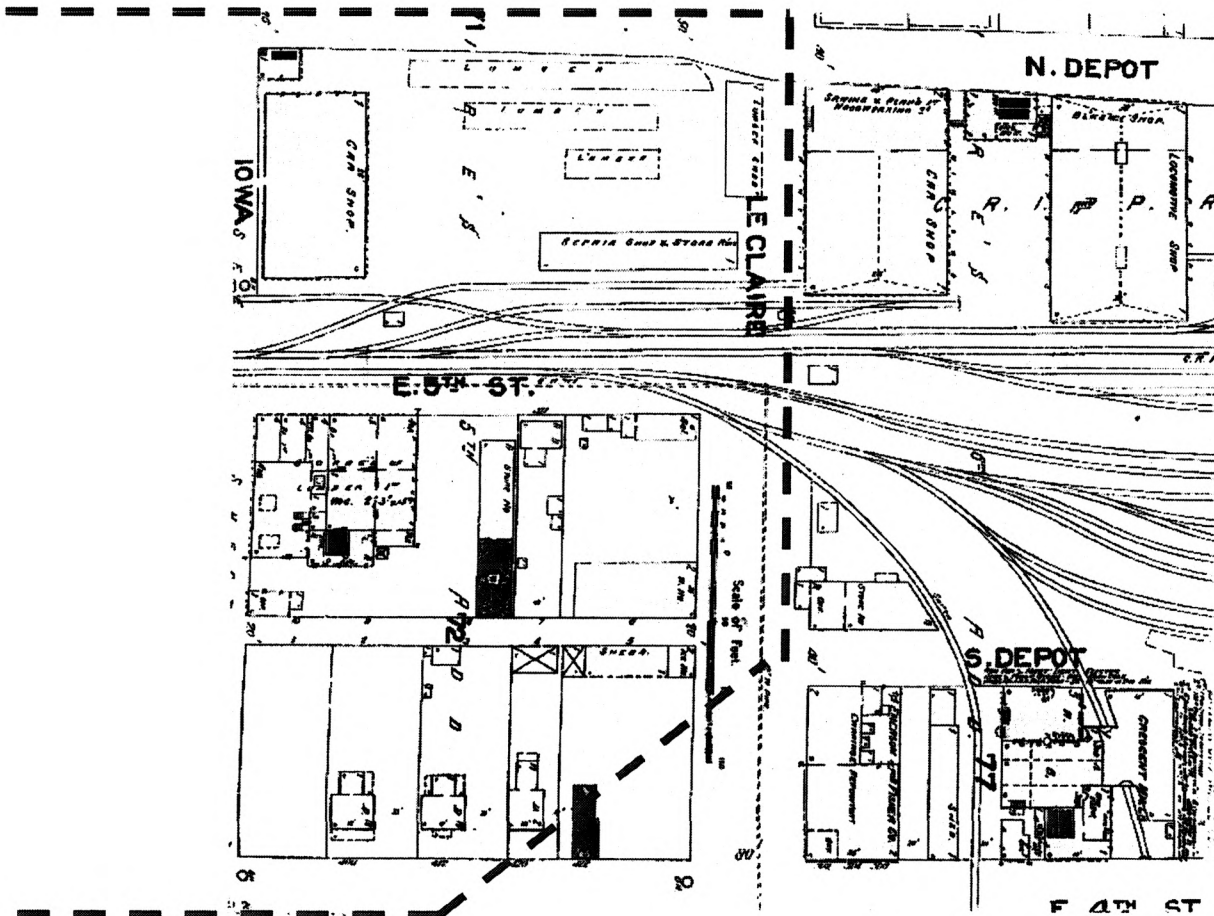
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the adjacent Burtis Opera House at 415 Perry Street remain extant.

The turn of the 20th century began another round of changes to the District. These, too, were inspired by railroad developments. The first improvement completed was the construction of a new Mississippi River railroad bridge in 1895. Set on the stone piers of the 1872 bridge, the new structure contained a widened track bed on the upper level and a wagon way on the lower level. The bridge had electric lighting and a rotating draw span operated by an electric powered hydraulic system. The lower level was also outfitted to carry electric streetcars. Like its predecessor, the new "Government Bridge" as it was called, carried the trackage of the Chicago, Rock Island, and Pacific Railroad. Retention of the earlier bridge piers allowed the alignment of tracks through Davenport to remain the same.

Historic View – 1892 Sanborn Map showing east end of District prior to construction of the new elevated track bed and freight station; all buildings shown within the District boundaries are non-extant; "N. Depot Street" is now Federal Street.
(Map Collection, State Historical Society of Iowa Library, Des Moines)

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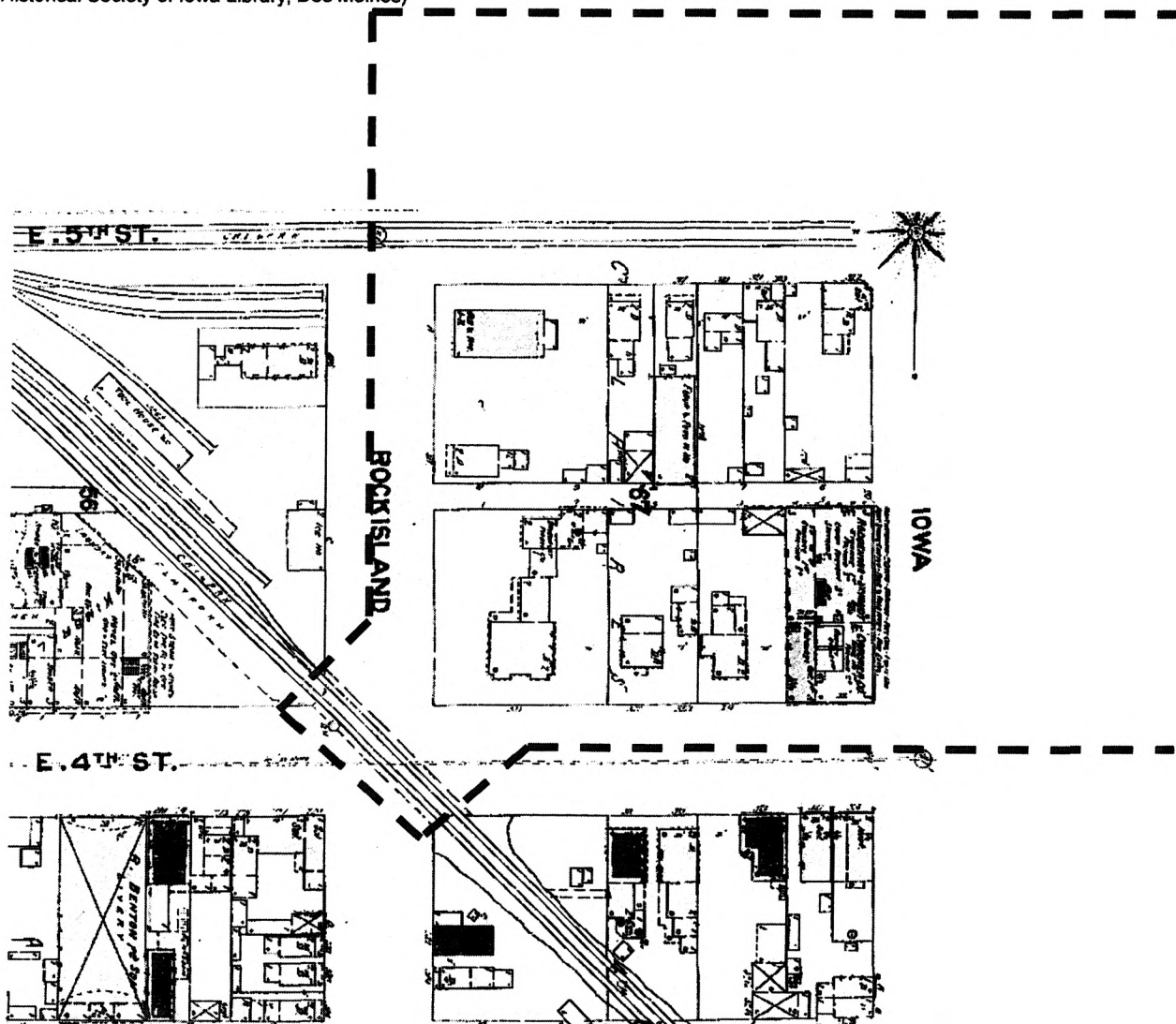
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Following completion of the Government Bridge, rail traffic continued to grow. Problems associated with increased rail traffic grew as well. The at-grade street crossings of the rail lines at each of the intersections along the 5th Street tracks proved both unsafe and inconvenient. The response of the Rock Island RR was a proposal made in 1898 to elevate the track bed through the downtown. Davenport had grown to be the fifth city of importance on the Rock Island line and the improvement was commensurate with this important status. The idea of an elevated roadbed was greeted with enthusiasm in Davenport. During 1901 and 1902 the elevation of the railroad bed, along with installation of four tracks along most of the line through the downtown, was completed. The inconvenience to street traffic previously caused by the nearly 70 passenger trains that passed through the city each day was alleviated completely.

Historic View – 1892 Sanborn Map showing west end of District; note: "Rock Island Street" is now Pershing Avenue (Map Collection, State Historical Society of Iowa Library, Des Moines)

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At the same time that the elevated track bed project was being planned, railroad officials announced that Davenport would see another project completed – the construction of a new passenger station. Plans to build a “union station” had been considered and promoted by city officials but the widely spaced track alignments of the various trunk lines passing through Davenport made installation of a true union passenger station virtually impossible. As a result, the Rock Island RR proceeded unilaterally to solve its passenger station problems. In 1901 a new three-story passenger station (nonextant) was completed just three blocks west of Pershing Avenue, the western boundary of the Crescent Warehouse Historic District. This location would prove convenient in future years for traveling salesmen employed by the various factories and jobbing companies that located along the Rock Island RR route.

As the elevation of the track bed neared completion, a series of rail sidings were installed in the paved streets and alleys adjacent to the freight station to better serve regular warehouse and factory customers. Rail spurs were eventually extended along both sides of 5th Street and the alley between 4th and 5th streets in the blocks east and west of Iowa Street. By 1910 the rail infrastructure was fully in place to serve existing and future factory and warehouse tenants in the blocks immediately surrounding the Rock Island Freight Station. Substantial sections of these rail sidings survive today.

The last railroad improvement to affect the District’s development involved a fundamental change in the type of rail facilities located in the Rock Island RR Yards east of Iowa Street. System-wide changes saw the railroad shops discontinued in Davenport due to inadequate space and the opportunity for consolidation elsewhere. Seeing the opportunity and need for expanded rail freight facilities, the decision was made to raze the former shops buildings and replace them with a new freight station better equipped to serve freight shippers and transfer customers. Construction of the new freight station was completed in ca. 1910, its form based on the design of other Rock Island RR terminals from the era. The Chicago, Rock Island and Pacific Railroad Freight Station is the only surviving railroad building associated with this phase of local railroad development.

While the decade-long series of railroad improvements were completed, Davenport began a period of economic growth that was reflected in a dramatic increase in population. In 1900 the city’s population stood at 35,254. By 1910 this figure had risen by more than 8,000 to 43,028 and by 1920 another 13,000 residents brought Davenport’s population to 56,727. The numerical gain in the decade leading up to 1920 has been exceeded only once in subsequent decades.

The growth of commercial and industrial operations in the District during these two decades paralleled overall economic growth in the city. The overall trend saw the consolidation and merger of smaller firms. Scott County had 470 manufacturing concerns in 1900 with 4,410 wage earners. By the end of World War I, the number of manufacturers had dropped to 243 but the number of wager earners had grown to 5,478. The value of product also grew in a major way from nearly \$12 million to just over \$50 million between 1900 and 1919.³

³Census of Manufacturing as cited in John Clark Fetzer, *A Study in City Building Davenport, Iowa*. (Davenport, Iowa: Davenport Chamber of Commerce), August 1945, p. 51.

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During this period the blocks to the west and south of the District experienced a shift in land use from residential and small-scale commercial buildings to a mix of factory and warehouse buildings. The Bettendorf Metal and Wheel Co. located south of 4th Street became the French and Hecht Co. (National Register listed, nonextant since ca. 1990) extending its foundry and metal wheel making operation into a series of buildings erected in several contiguous blocks. Within the District, a commercial bakery and an oatmeal factory were already in operation at sites in the 400 block of Iowa Street. Six new factory and warehouse buildings were added within the District between 1900 and 1910 and another six buildings added the following decade.

Two small-scale paper box factories, the Davenport Paper Box Co. and the Kerker Paper Box Co., were among the first structures completed in the District following completion of the Rock Island RR track elevation. Both factories were in place by 1901, the same year the elevated track bed was being completed. The Davenport Paper Box Co. factory at 310 East 4th Street was taken over by the LeClaire-King Company by 1910. The company operated a printing business that also specialized in the sale of custom envelopes, mailing directories, and facsimile letters. By the end of World War I, the business name was changed to the LeClaire Co. The company was headed by Louis LeClaire, a descendent of Davenport founder, Antoine LeClaire, and stayed in business at this location until the late 1920s. During the decade of the 1930s the building stood vacant. In the late 1940s it served as a warehouse for a wholesale drug business and by the 1950s had been taken over by the Cook Coffee Company, wholesale and retail coffee supplier. In the 1970s the building became headquarters for the Action Glass & Trim Store, a business that continues to occupy the building in 2003.

The Kerker Paper Box Co. opened for business at 315 East 5th Street under proprietor George W. Kerker. The business operated from this location for nearly 40 years with George W. and his sons George A., Harry, Ralph, and Jules serving as the company's managers and financial officers. By the 1940s the box business had been replaced by the Marbury Coat Company, manufacturers of coats. Victor and Joseph Lipsman headed the company, which operated from this location for more than 20 years. By the mid-1970s a men's clothing outlet known as Harry Lefstein's Clothing Factory replaced the coat factory.

Within a few years of the completion of the paper box factories, warehouses for two new wholesale companies were erected along the 300 block of East 5th Street. The Sieg Iron Company, a wholesale distributor of heavy hardware, wagon stock, and supplies for blacksmiths and carriage makers, constructed a new warehouse at 312 East 5th Street in ca. 1905. The company maintained an open storage yard for lumber in the large lot to the east that also fronted on Iowa Street. The Sieg Iron Company was originally organized in 1869 by Reinholt Sieg and Alexander Williams, specializing in wholesale and retail sales of heavy hardware products. In 1887 the company reorganized as Sieg Iron Company and before the turn of the 20th century converted to wholesale trade exclusively. The company continued to prosper and before World War I began to shift its product line from wagons to automobiles. With business brisk and space limited, Sieg commissioned a new headquarters building in 1915-16 to house the company's growing office staff and to provide additional warehouse space. The new building was completed at 516 Iowa Street

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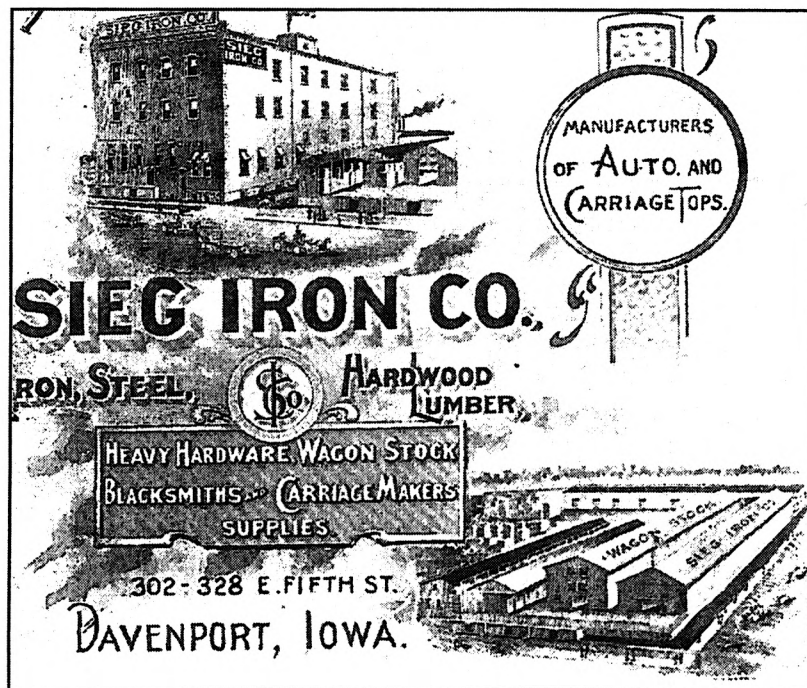
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across the alley and east of their 1905 building. Through the years the company experimented with wholesale distributorship for a variety of products including electric and gas appliances, heaters, radios and automotive equipment and replacement parts. By the 1940s the company had three local locations with appliances exclusively warehoused in the 1905 building. The individual most closely associated with Sieg's growth was Richard R. Englehart who began as general manager before World War I, was president by World War II, and became chairman of the board by the 1960s. By the 1970s, the company concentrated solely on automotive parts and equipment.

Advertisement for Sieg Iron Company Advertisement: The first Sieg Iron Company Building appears in the upper left corner of the advertisement. (*Davenport, the Eastern Gateway of Iowa*. Davenport, Iowa: Davenport Commercial Club, 1908, p. 56)



As the Sieg Iron Company's first warehouse was underway in 1905, another new building was under construction along the south side East 5th Street to house the warehouse and sales operations of the Smith Brothers and Burdick Company, a wholesale grocery company. The new building at 427 Pershing Avenue replaced an abandoned church that formerly stood at this corner. The Smith Brothers and Burdick Company was one of four major grocery jobbers located in Davenport shortly after the turn of the 20th century. Its trade extended into adjoining states. More than 40 lines of trade were handled by Davenport jobbers during this period with groceries among the largest in terms of product value. Estimates of the value of Davenport's annual jobbing trade in the 1890s were in the range of \$10 million. Neither of Smith Brothers and Burdick Company's larger competitors from this period, J.P. Van Patten and Sons or Beiderbecke and Miller, have buildings that survive in Davenport today. Smith Brothers and Burdick Company continued operations under various members of the Smith family until after World War II. At that time the business was sold to the Nash-Finch Co., another wholesale grocery and produce company with a regional operation.

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During the 1960s and 1970s and building housed the Valley Produce Company. Today portions of the building serve as a general warehouse while other sections have been rehabilitated as loft apartments.

Advertisement for Smith Brothers and Burdick Company Advertisement (Davenport, The Eastern Gateway of Iowa. Davenport, Iowa: Davenport Commercial Club, 1908, p. 45)



Soon after the Smith Brothers and Burdick Company building was completed, another grocery wholesaler constructed a combination office building, warehouse, and food mill at the opposite corner of the District. The building was completed in 1907 for the Halligan Coffee Company, distributor of a well-known line of "Pure Quill" and "Golden Rod" brand products that included coffee, tea, spices, and extracts. The Halligan Coffee Company got its start in Davenport as a retail operation in 1884 as Glaspell & Halligan with Milton Glaspell and Thomas Halligan as partners. Three years later, G.J. Washburn replaced Glaspell and the company became known as the Washburn-Halligan Co. The firm turned exclusively to wholesale trade specializing in roasting coffee and milling spices seeing its trade grow substantially during the 1890s. After Washburn's retirement in 1896, his interests were sold and in 1907 the company was reorganized as the Halligan Coffee Company. Its operation was expanded after completion of its new 60,000 square foot warehouse and mill annex the same year. After the building was occupied, the company proudly advertised its "excellent trackage facilities that permit loading and unloading direct between

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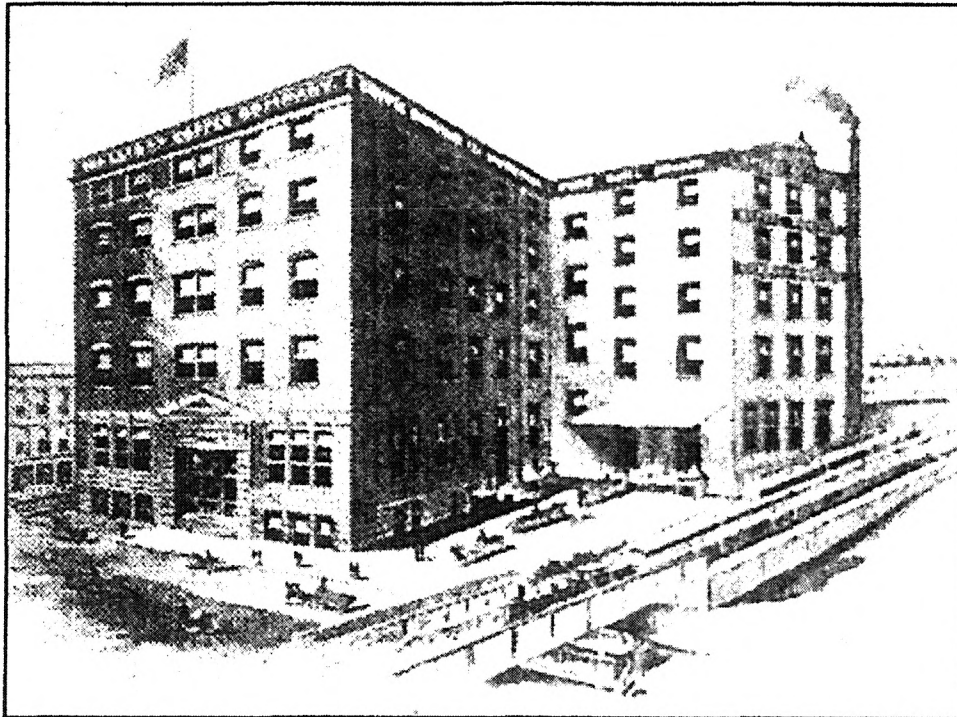
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the railway cars and the shipping department.”⁴

The trade area of Halligan Coffee Company covered Iowa, Missouri, Illinois, Minnesota, and the Dakotas before World War I. When the new building was completed on East 4th Street, the firm was still headed by founder Thomas Halligan, the son of an Irish immigrant and one of three brothers who operated Davenport businesses. A newspaper article quoted a humorous local story that a person could “wake up with Thomas Halligan’s coffee, keep warm with John Halligan’s coal,

From Advertisement for Halligan Coffee Company Advertisement: A section of the “crescent” railroad spur leading into the Rock Island RR Yards extended across East 4th street and along the east side of the Halligan building. (*Davenport, The Eastern Gateway of Iowa*, Davenport, Iowa: Davenport Commercial Club, 1908, p. 44)



and be laid to rest by Jim Halligan’s funeral home.”⁵ Thomas Halligan retired in 1918 and other members of the Halligan family joined in the coffee company’s operation in subsequent years. During the 1920s the company employed upwards of 55 traveling salesmen. Offices for the Halligan Candy Company were housed here along with the wholesale coffee and extract business during this decade. Competition with national brands saw Halligan’s business gradually decline during the 1930s and 1940s. The firm discontinued business in 1952 and portions of the building were leased to various tenants thereafter.

⁴*Davenport, The Eastern Gateway of Iowa*. Davenport, Iowa: Davenport Commercial Club, 1908, p. 44.

⁵Julie Jensen, “Remember When You Started Your Day With a Cup of Halligan Coffee?” (Focus Section), *Quad-City Times*, (Davenport, Iowa), January 21, 1973.

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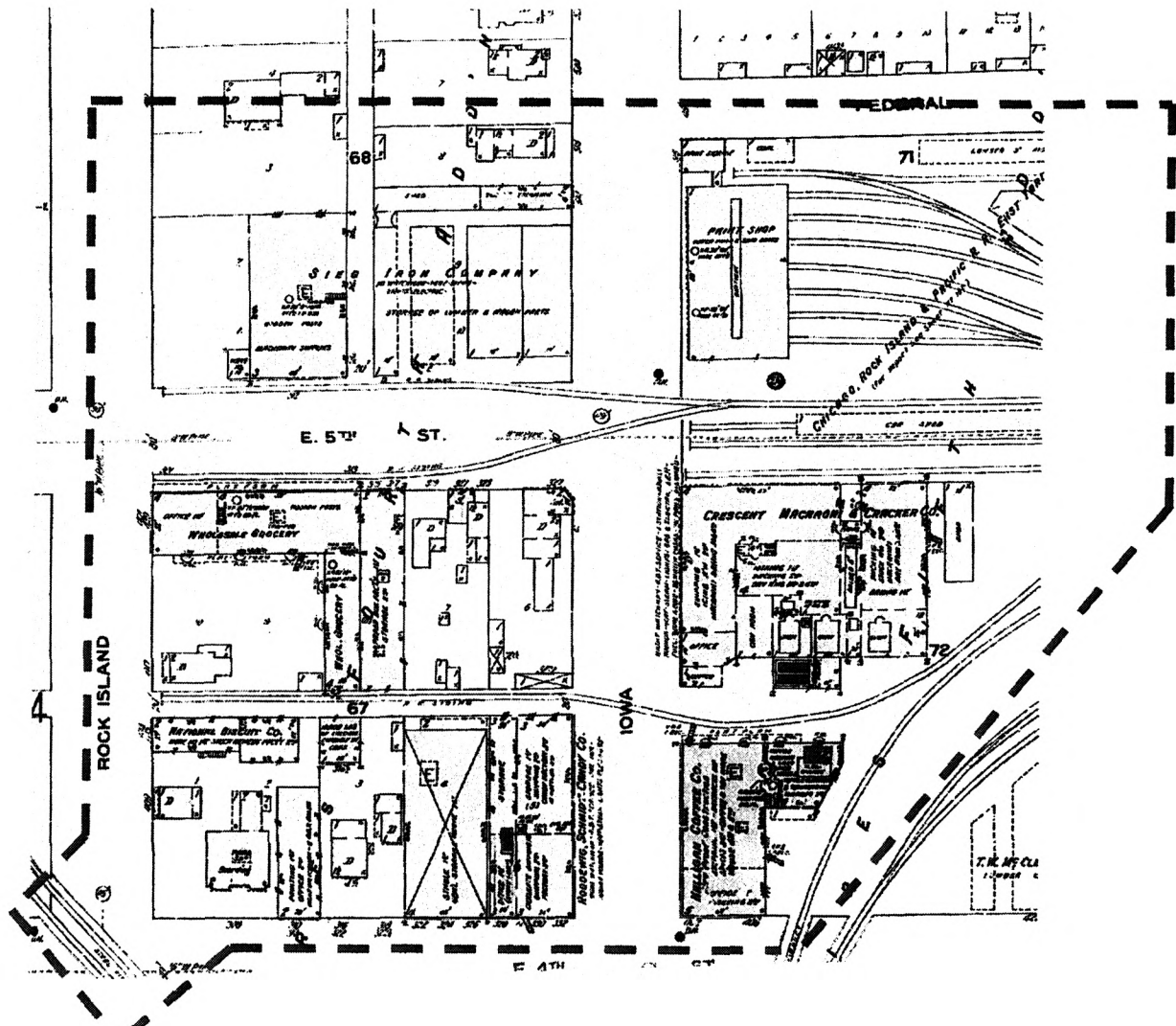
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By 1910 the Crescent Warehouse Historic District was well along the way in its transformation from a mixed residential and commercial neighborhood to a redeveloped manufacturing and warehouse district. The 1910 Sanborn Map included below shows the area shortly before the Rock Island Freight Station was completed but with the new wholesale warehouse and factory buildings finished along East 5th Street and at the corner of Iowa and East 4th streets. New tenants occupied established factories to the north and west of the Halligan Coffee Company Building. Roddewig and Schmidt Candy Co. opened in the former bakery building across the street to the west and the Crescent Macaroni and Cracker Co. also operated by Roddewig and Schmidt, moved into the former Davenport Oatmeal Co. at 427 Iowa Street north of the coffee company.

Historic View – 1910 Sanborn Map: Note that the new Rock Island Freight Station is not shown here and that "Rock Island Street" is now Pershing Avenue. (Map Collection, State Historical Society of Iowa Library, Des Moines)

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As Davenport's population continued to grow in the decade leading up to World War I, expansion continued in the Crescent Warehouse Historic District. One of the few vacant building sites in the District by this time was at the northeast corner of Pershing Avenue and East 5th Street. Sickles, Preston and Nutting Company, a wholesale hardware company, acquired the parcel and commissioned a multi-story building for the site in 1911. The company occupied five of the building's six floors when it was completed. The history of Sickles, Preston, and Nutting dated back to the Civil War period when Robert Sickels and James Preston organized a wholesale and retail hardware business. By 1887 the business was credited as being the largest hardware wholesaler in Iowa with paint and barbed wire two of the company's specialties.

By 1900 when James Nutting joined the firm, the Sickles, Preston, and Nutting Company's jobbing business extended throughout all of Iowa and included portions of Illinois, Minnesota, and Missouri. A workforce of nearly 50 men including eight traveling salesmen handled the Davenport operation at that time. Sales growth continued after the company's new building was completed in 1911 but by 1930 the national economic decline combined with a shift to franchise operations saw the company cease operations. The firm's headquarters was taken over and occupied by the General Electric Company until after World War II. At that time the Crescent Electric Supply Company acquired the building. The company handled a wide range of major appliances and electrical goods that it distributed on both a retail and wholesale basis. The company continues to occupy the building today.

A few years after the Sickles, Preston, and Nutting Building was completed, disaster hit the Crescent Warehouse Historic District. On January 25, 1915 fire struck the Crescent Macaroni and Cracker Company building at 427 Iowa Street. Below zero temperatures froze fire hoses preventing fire crews from keeping the conflagration from spreading throughout the building. The fire was viewed by an estimated 10,000 persons during the two days that it burned. The company sustained a \$250,000 loss but with a strong and growing customer base, the decision to rebuild was made quickly. By July 1915 construction drawings had been completed and the company was advertising its future plans in promotional materials: "Our aim is to build an absolutely fire-proof factory, up-to-date, and efficient in every respect enabling us to serve you in a still more efficient manner than in the past."⁶

Crescent Macaroni and Cracker Company traced its roots to the establishment of the Davenport Steam Bakery in 1875 by three German immigrants, Hugo Schmidt, Sr., Charles Reupke, and Bernard Schwartzing. The business originally operated in a building (nonextant) located at 328 East 4th Street. Hugo Schmidt was replaced by his son Oswald shortly after the company was organized and in 1887, Oswald Schmidt and his cousin, Paulo Roddewig, bought out the interests of the other owners. The firm was reconstituted as Roddewig-Schmidt Cracker Company that year, and four years later became an affiliate of the American Biscuit and Manufacturing Company. In 1898 the company saw another corporate change when it was merged into the National Biscuit Company. Oswald Schmidt continued as manager of the Davenport branch throughout the various mergers.

⁶Crescent Macaroni and Cracker Company advertising brochure, published after January 25, 1915 fire, in personal collection of Albert Davis, company employee (1937 - 1991), Davenport, Iowa.

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A half block to the north the Crescent Macaroni Company was established by brothers Jacob and Joseph Loose of Chicago in 1894. The operation was headquartered in the buildings that previously housed the Davenport Oatmeal Company and before that, the first Burtis House hotel.⁷ Oswald Schmidt and Paulo Roddewig became investors in the new macaroni company and ten years later in 1904, Schmidt resigned his position with the branch cracker company in order to take over and expand the Crescent Macaroni Company. His cousin Paulo Roddewig joined him in financing the endeavor. The company took the name Crescent Macaroni and Cracker Company to reflect the firm's product lines.

The new factory built for the Crescent Macaroni and Cracker Company in 1915-1916 was a product of its time in several respects. Built in the wake of the disastrous Triangle Shirtwaist Factory fire in New York City in 1911 and the wave of changes in building safety codes and labor practices it inspired nationally, the new Crescent building was designed according to the modern principles of industrial design sweeping the United States at the time. Use of noncombustible building materials throughout the structure were important in guaranteeing worker safety and in assuring adjacent building owners that fire hazards would be minimized. Extraordinary measures described previously were intended to deal with the issues of fire safety throughout the building.

Industrial planning experts of the period also espoused factory designs that established greater efficiency with production carried on in every stage with a minimum expenditure of time and energy. It was the job of industrial architects to translate this production tenet into building designs. Of primary importance in factory designs was the provision of natural light. Norris Brisco, the author of *Economics of Efficiency*, wrote just a few years after the Crescent building was completed, that the value of an abundant supply of natural light in factory building was well worth taking special pains to obtain.⁸ The large steel sash that were incorporated into the Crescent building responded to this progressive aspect of factory design, a fact repeatedly advertised by the company's self-description as "the big daylight factory."

Another element of efficient factory design was the organization of internal space. A 1936 newspaper article succinctly described the gravity system that made the Crescent arrangement so efficient:

"Raw materials are elevated to the sixth floor, high above the dust and fly line. Starting at that point they are mixed, baked, packed, wrapped and delivered traveling from floor to floor through a system of gravity conveyors, which minimize production costs and eliminate wasted time to the shipping rooms."⁹

⁷The hotel operation had relocated in 1872 when the alignment of the Rock Island RR was moved following completion of the railroad and wagon bridge.

⁸Norris A. Brisco, "Working Conditions Necessary for Maximum Output," Volume 85, *The Annals of the American Academy of Political and Social Science*, September, 1919, p. 175.

⁹"Crescent Company Completes 61st Year in Business." (Davenport Centennial, *Times* 50th Edition) *Davenport Times*, (Davenport, Iowa), July 11, 1936.

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Proper ventilation was another component of efficient factory design. Industrial efficiency experts such as Norris Brisco encouraged building designers to make provision for a generous supply of fresh air through proper air exchange and the steady movement of air. Circulation was improved in the Crescent factory through the use of high ceilings, cross-ventilation patterns, and large pivot windows placed at upper and lower heights in the large window openings. The addition of hatch doors located along the monitor roof section above the fifth floor's ovens further aided ventilation.

Advertisement for Crescent Macaroni and Cracker Company Advertisement (Davenport city directory, 1930)

THE
HIGHEST
QUALITY
MACARONI

Tom Thumb's
THE HIGHEST QUALITY SODA CRACKERS

Made in the
**Big
Daylight
Factory**

●

CRESCENT
Macaroni & Cracker Co.
DAVENPORT, IOWA

MACRONETS
Standard in 5 minutes

Completion of the new factory within 18 months of the fire helped Crescent Macaroni and Cracker Company get back on a growth course before World War I. By then the company shipped its product to seven states and during World War I produced its first of several military contract products, a special line of corn cakes. At the company's peak, 30 to 40 traveling salesmen sold Crescent products in the multi-state region. Within fifteen years the workforce topped 200 with more than two-thirds of the workers women. Searches of city directory records suggest that many of these workers resided in the residential neighborhoods immediately north and east of the factory.

Marketing was a key factor in the Crescent Company's success. Good marketing began with making a product that consumers wanted. In the case of the Crescent Company this meant fast cooking "Macronets" and egg noodles that could be prepared in five minutes. To further aid cooks

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in successfully using their products the company produced and distributed free cookbooks with "reliable," "thoroughly tested" recipes. Advertisements assured customers that the crescent and star, the company's registered trademark, would only be found on "foods above par." Other ads simply stated that "Everything is pure and good that comes from the Crescent Factory." Hundreds of lines of cookies and crackers were produced through the years in addition to macaroni, spaghetti, and egg noodles. Company favorites included premium Tom Thumb Soda Crackers and Hawk-eye Soda Crackers (the same cracker but sold for less in a different box); Lindy Cookies (in honor of Charles Lindbergh's Trans-Atlantic flight); and the H.J. Health Cookie (named for Crescent president Hugo J. Schmidt but pulled from production in the 1940s when the government objected to unsubstantiated claims of good health).

During the 1960s the Crescent factory saw its most important change since construction nearly 50 years earlier – the elimination of pasta production. Installation of new 70, 90, and 100-foot band ovens increased the company's cookie and cracker capacity but eliminated the space necessary for the company's old-fashioned pasta presses and drying racks. This modernization effort as well as others instituted by the company eventually proved insufficient to keep the company going. Production continued until 1991 when competition from more efficient factories made the Crescent factory obsolete. In the end, the multi-story design that had been the Crescent factory's hallmark of modernity in 1916 became its greatest single liability. The Crescent Macaroni and Cracker Company was merged with the Formel Baking Company in 1967, which became known as the Capitol Baking Corporation after 1974. In 1982 the Crescent plant operation and the factory property were spun-off and reincorporated as the Crescent Baking Company. This entity was acquired four years later by Conbisco Inc. of McComb, Ohio. By the 1980s the plant had 150 workers. The factory closed in 1991, all of the baking equipment was removed, and the building was converted to warehouse use.

A second multi-story warehouse building was under construction in the District the same year that fire destroyed the Crescent Macaroni and Cracker Company. The Ewert and Richter Express and Storage Company was located in a four-story building at 322-326 East 4th Street (nonextant) when they undertook to build a six-story masonry warehouse next door to the west on two adjoining lots. Architect for the project, Clausen & Kruse, was the same firm commissioned for the Crescent building that year. Ewert and Richter Express and Storage Company was organized in 1902 by Herman Ewert and William Richter as the Reliable Express and Storage Company. It changed its name to "Ewert and Richter" two years later. The company specialized in providing warehouse and storage needs for business offices and industrial users. Proximity to a number of east end manufacturing concerns as well as railroad trackage benefited the company's operations. The business offered daily delivery service within the bi-state communities of Davenport, Iowa and Moline and Rock Island, Illinois. When the company completed its new warehouse at 328 East 4th Street in 1915 it was one of the largest such concerns in Iowa.

Completion of the Ewert and Richter warehouse and the Crescent factory in 1915-1916 brought major construction in the District to a halt for a time. The decade of the 1920s saw continued growth in population though at a slower pace. Davenport's population rose just over 4,000 to 60,751 by 1930. Together with growth during the previous two decades, this figure represented a

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70 percent increase in Davenport's population since 1900. More than 80 wholesale firms from Davenport operated within the region by 1930 on the eve of the Great Depression. Companies handling food products were among the largest group of wholesalers.

On February 8, 1933 a second disastrous fire struck the District when Ewert and Richter's older warehouse ignited. Extremely cold temperatures froze the firemen's water before it could reach the fire forming huge blocks of ice and doing nothing to stop the flames from internally spreading. The building held 18 moving vans parked on the first floor and was filled with thousands of square feet of combustibles on the upper levels including a train carload of matches and several carloads of roofing paper. Within the first six hours 13 firemen were sent to the hospital. The fire continued for nearly three days with four million gallons of water used to keep it from spreading to other buildings in the District. A pyramid of ice nearly two stories in height eventually stretched across the front of the building. Firefighters were successful in keeping the fire from spreading to the newer warehouse to the west.

Following the fire the decision was made by Ewert and Richter to rebuild. A new 3-story building to match the design of the adjacent 1915 warehouse was commissioned and constructed in 1933. The building was designed to hold individually heated rooms and industrial quarters for brokers and manufacturer's agents thus allowing the rented space to serve as a branch of the parent company. This business plan proved successful and by the end of World War II more than a dozen companies ranging from a vacuum cleaner company to coffee wholesalers to a dairy supply company leased space in the Ewert and Richter warehouses to house branch operations. Access to rail tracks at the rear of the building continued to be a major asset of the operation.

Ewert and Richter Express and Storage Company continued in operation until the late 1950s. The building was operated under several business names in subsequent years including Grampp Warehouse and Storage Company, General Movers, Inc., and American Warehouses, Inc. Another local moving and storage company, the Roederer Transfer and Storage Company owned by A. Francis Roederer eventually operated the building. Various short-term retail tenants occupied first floor locations in the building through the years including radio and appliance outlets and an automobile storage business. The building continues its use as storage warehouse today

The decade of the Great Depression brought major economic decline to the Tri-Cities. Davenport continued to serve as an important jobbing center, however, with approximately 62.6 per cent of the bi-state wholesale business headquartered in the city. By 1940 this amounted to \$50 million of annual wholesaling business. Wholesalers and manufacturers headquartered in the District during and after World War II included Crescent Macaroni and Cracker Co., Halligan Coffee Co., Smith Brothers and Burdick Co. grocery wholesalers, Sieg Co. wholesale distributors of hardware, automobile parts, and appliances, Marbury Coats factory, General Electric Co. distributorship, Schlegel Drug Stores wholesale division, Buhrer Brokerage Co. food brokers, and Frank Lewis Co. food brokers. Davenport took considerable pride in its central location and self-described role as a "regional sub-distribution point."

The 1944 Sanborn Map shows a handful of residences located west of the Ewert and Richter warehouses and opposite the Crescent Macaroni and Cracker Co. facing East 5th Street. City

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directories show these buildings contained rental housing, apartments, and a rooming house, all occupied by working class families. Building permits show that most of these buildings were razed by the end of the war. Ewert and Richter acquired most of the quarter-block area at the southwest corner of Iowa and East 5th Streets for use as a parking lot and vehicle storage. An interview with a long-standing Crescent factory worker in the District confirmed that the area was a thriving factory and warehouse neighborhood in the post-World War II period. A commercial building at the southwest corner of Iowa and East 5th Street housed the First and Last Tavern, a spot frequently used by Crescent workers to cash their pay checks during the 1940s before it, too, was razed to provide more parking. Several diners located in and near the District provided inexpensive meals for factory workers.

The last building to be constructed in the District appeared in 1950. It was the Vincent J. Neu Auto Dealership Building constructed at 328 East 4th Street on the site of the former Roddewig-Schmidt Candy Factory. The building was the fifth auto related building constructed in the downtown by Neu to house his Oldsmobile franchise. It was completed in 1950 but by 1959, the dealership's brisk business prompted them to relocate outside of the central business district. The building was converted to use as a wholesale and retail appliance warehouse. This use continued through the 1960s and during the 1970s it was converted to use as an optical laboratory, the Cole National Laboratory. The 1980s saw the building converted to an Asian food market, a use it continues today.

The historical development of the Crescent Warehouse Historic District spans the five decades between the turn of the 20th century and the post-World War II years. Government officials, railroad representatives, and dozens of private property owners made the decisions that impacted the physical development of the area. During the five decades of development the area was transformed from a mixed residential and commercial neighborhood with a scattering of factories to a dense warehouse and factory district. Buildings retain visual evidence of their historic uses with rail spurs, freight loading doors, oversized factory windows, and fireproof construction still in place. Since the end of World War II the neighborhood has not attracted any major new industrial users or wholesale operations. At the turn of the 21st century, major portions of buildings stand empty or used at far less than capacity. Several prospering retail tenants are the exception.

Crescent Warehouse Historic District Buildings & Structures by Decade	
Decade	Date of Original Construction
1900-1909	6
1910-1919	6
1920-1929	1
1930-1939	1
1940-1949	0
1950-1959	1

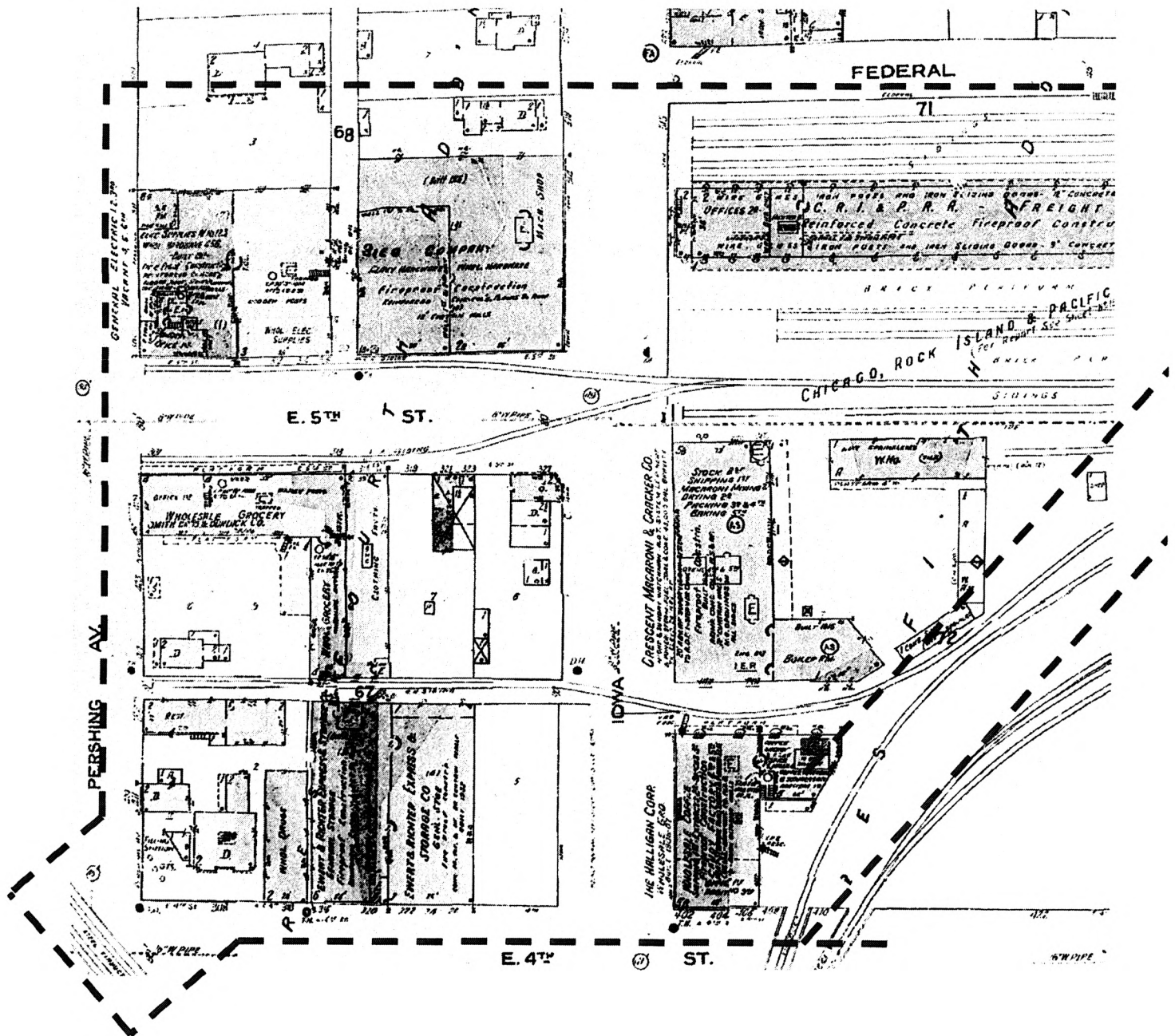
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Historic View – 1944 Sanborn Map: Note that the new Rock Island Freight Station is shown here and that "Rock Island St." has been renamed "Pershing Ave." (Map Collection, State Historical Society of Iowa Library, Des Moines)



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The Architecture of the Crescent Warehouse Historic District

The Crescent Warehouse Historic District is proposed for National Register eligibility under Criterion C, due to the presence of several key buildings that are architecturally important for their style, their vernacular building form, and/or their association with important local architects. Buildings in the first two categories reflect the architectural styles and vernacular commercial building forms popular locally and across the United States in the decades immediately following the turn of the 20th century. Elements of the Classical Revival Style are found in two warehouse and factory buildings erected on prominent corner sites. They include the 1905 Smith Brothers and Burdick Co. Building at 427 Pershing Avenue and the 1907 Halligan Coffee Co. Building at 402 East 4th Street. In both cases, the buildings have a base floor and cornice set off by stone and metal Classical ornamentation and a multi-story shaft containing segmental and flat arched windows in between. The design of both buildings is attributed to the Davenport architectural firm of Temple, Burrows and McLane discussed below.

Vernacular commercial building forms are among the more common architectural examples in the District. Several vernacular brick front buildings dating from the 1910s through the 1920s are scattered through the District. They include the first Sieg Iron Company Building at 312 East 5th Street and the Davenport Paper Box Co. Building at 310 East 4th Street. These relatively plain examples exhibit simple masonry techniques such as segmental brick window arches, stone lintels, and brick corbeling along the cornices to achieve well-proportioned building façades.

In addition, at least six buildings in the Crescent Warehouse Historic District have been identified or attributed to prominent local architects. These architectural firms include Temple, Burrows & McLane, Clausen and Kruse, and Arthur Ebeling – all firms that practiced during various portions of the five decades that the Crescent Warehouse Historic District was under construction.

The architectural firm of Temple, Burrows and McLane is attributed with designing two of the earliest buildings in the Crescent Warehouse Historic District. Principals in the firm were Seth Temple (1867-1949), Park T. Burrows (1871-1953), and Cyrus McLane (dates unknown). The three had a brief partnership from 1904 to 1910 with the Davenport firm continuing as Temple and Burrows after McLane resigned. Seth Temple was a well-respected Iowa architect and together with Park Burrows, the firm was responsible for a series of important building commissions in Davenport. Among the better known are the U.S. Post Office and Court House, Central High School, the Blackhawk Hotel, the Davenport Hotel, and the Union Bank and Trust Building in Davenport; the Burlington Hotel and Burlington High School in Burlington; the Government War Housing Project in Bettendorf and Davenport; and dozens of residences in Davenport. Many of the public building commissions employed Classical Revival or Beaux-Arts elements. The two buildings in the Crescent Warehouse Historic District attributed to the firm have the well-proportioned forms and simplified Classical elements seen in the firm's hotel and school designs.

The work of two other Davenport architectural firms has been fully documented. Arthur H. Ebeling (1882 – 1965) designed two relatively undistinguished warehouses that fronted on East 5th Street. The first was the Sickles, Preston and Nutting Company Building at 511 Pershing Avenue and the second was the second Sieg Iron Company Building at 500 Iowa Street. Neither building has a particularly elaborate design and in that, they were typical of many of Ebeling's works – straightforward, functional buildings with minimal ornamentation and practical floor plans. He was

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known to have stated that attributes of architectural styles were more often the result of simple economics pointing out to a newspaper interviewer that "Classical stonework [simply] costs too much."¹⁰

The Sickles, Preston and Nutting Company Building built in 1911 is the better preserved of the two Ebeling buildings in the District. The most important aspect of its design was how the building was intended to operate. The limited supply of land adjacent to railroad sidings caused the building owner to add several additional floors for tenants. The result was an economical arrangement that had three separate businesses located in a six-story warehouse building with a single loading bay area facing the railroad siding and street serving all three building occupants. The second Sieg Building built five years later took the opposite approach. Its owner-occupant handled extremely heavy equipment better suited to a lower-profile structure. The company's desire to make an architectural statement with the design allowed Ebeling to design an elaborate entrance although the balance of the building was an example of functionality.

The other architectural firm that has been documented as a building designer in the District is Clausen and Kruse. The firm was headed by Rudolph J. Clausen (1878 – 1961) and Walter O. Kruse (1889-ca. 1955). Clausen and Kruse was the successor firm of Frederick J. Clausen, Davenport's most important 19th century architect. Frederick's son Rudolph joined the firm in 1904 and ten years later the elder Clausen retired. The following year the firm received both of the large industrial commissions in the Crescent Warehouse Historic District, an indication of the firm's skill and capacity. The two buildings under construction at the same time were the Crescent Macaroni and Cracker Co. Building at 427 Iowa Street and the Ewert and Richter Transfer and Storage Co. Building at 320 East 4th Street. In subsequent years the client list of the firm continued to include a number Tri-City industrial clients. In 1933 following the fire that destroyed the first Ewert and Richter building, the firm was commissioned to build a replacement warehouse. They successfully designed a companion building that incorporated most of the same design elements that gave the adjacent warehouse its industrial character.

Contributing and Non-Contributing Properties:

By definition, a historic district is a collection of buildings, that when considered as a group rather than individually, possesses a sense of time and place. They may share a common building type, style, form, and/or material. They have a common period of significance that may extend through a few years or several decades. They consist of contiguous properties or multi-block areas with relatively few intrusions. Integrity for individual buildings, as well as their setting, should be high.

Buildings within historic districts are divided into two categories: non-contributing and contributing resources. Non-contributing resources are those buildings that do not share a common heritage with the district as evidenced in building type, architectural style(s), form, materials, or period of significance. Non-contributing buildings are generally considered to be intrusive in nature and would not be missed if removed from the district. Buildings less than 50 years old are considered

¹⁰Bill Wundram, "Arthur Ebeling – Grand Old Man of Architecture." *Davenport Times-Democrat*, April 17, 1960.

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non-contributing.

The Crescent Warehouse Historic District contains a total of 15 resources including two resources previously determined eligible for the National Register. Eight of these resources including one structure and seven buildings are key or individually significant. The balance of the District is composed of seven supportive level contributing buildings. Several additional parcels contain parking lots or vacant land and are not included in the number count of contributing and non-contributing resources. The two resources within the District previously determined eligible for the National Register were a section of the elevated Rock Island Railroad bed and the Rock Island Railroad Freight Station, both determined eligible as part of "Historical and Architectural Resources of Davenport, Iowa (Part I and Part II) MRA". Two features of the Rock Island Railroad Freight Station's site, the limestone retaining wall that parallels Iowa Street and the in-ground brick paved platform, are important property elements. Though important in understanding the development of the site (the retaining wall) and the operation of the freight station (the brick platform), these features are not of sufficient size and scale to be counted as separate resources so were included as part of the freight station property.

The evaluation of contributing and non-contributing status of buildings within the Crescent Warehouse Historic District was done using a set of standards that were consistent with National Register requirements and, at the same time, reflected the organic development experienced by buildings in Davenport's central business district and manufacturing areas from 1900 through the middle of the turn of the 20th century. The fact that the Crescent Warehouse Historic District has been continually used as a commercial warehouse and manufacturing area since completion of the elevated railroad bed in 1901-1902 has meant that alteration has been a regular practice.

Within the District it is expected that all contributing commercial buildings, warehouses, and factories retain either their *original* appearance in terms of basic shape, proportions, rooflines and important architectural features, or the appearance acquired during a subsequent *historic alteration* (one that is at least 50 years old). In both cases, the upper levels of their principal façade(s) were expected to remain relatively unchanged in terms of placement and size of window openings, masonry detailing such as corbeling, and cornice design. Easily reversible alterations, such as the addition of fire escape ladders or the temporary closure of windows with shutters or boards, were not considered significant. The replacement of multi-pane sash with reconfigured windows was acceptable (e.g. 6/6 double-hung sash replaced by 1/1 double-hung sash), but changes in the shape or type of windows were considered a more significant change (e.g. segmental arched double-hung sash by smaller, casement windows).

Greater change was considered acceptable for storefront levels on commercial buildings since these areas typically experience considerable change, due to the fact that the average life of a storefront in the United States is only about ten years. The manner in which important storefront elements were treated was evaluated individually. Such elements included the shop and/or upper level entrances, transoms, shop windows, beltcourses, ornamentation, and awnings. In general,

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modifications made to storefronts in commercial buildings more than 50 years ago were likely to be considered significant in their own right if they were preserved relatively intact. Alterations made within the past 50 years did not automatically preclude a building from being eligible for the National Register. These more recent alterations were assessed on a case-by-case basis to determine if they supported or detracted from a building's important design elements.

Alterations made to convert the use of commercial buildings and factories were also commonplace in mixed neighborhoods such as the Crescent Warehouse Historic District. These changes were considered insignificant unless they resulted in the loss of important interior public spaces. In summary, integrity standards for buildings in the Crescent Warehouse Historic District assumed that buildings have, by necessity, evolved and changed through time. This organic quality of business districts provided the set of integrity expectations used for evaluating the District's buildings.

A list of buildings and structures within the Crescent Warehouse Historic District appears on page 36 with their designation as contributing or non-contributing noted. In the future it is possible that several of the contributing buildings might become "key" contributing if rehabilitations of their exteriors are completed that either remove or reverse major alterations.

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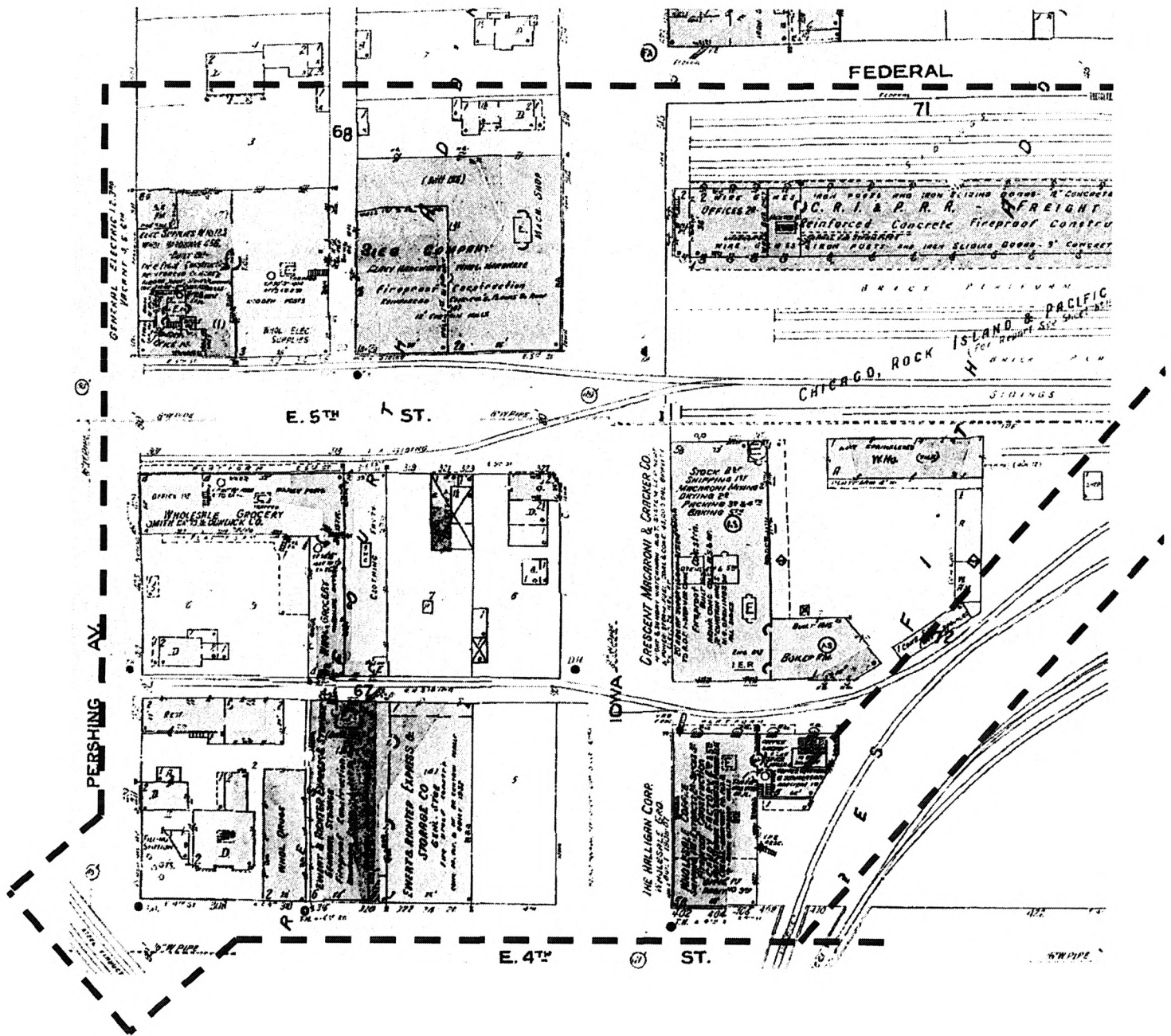
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Historic View – 1944 Sanborn Map: Note that the new Rock Island Freight Station is shown here and that "Rock Island St." has been renamed "Pershing Ave." (Map Collection, State Historical Society of Iowa Library, Des Moines)

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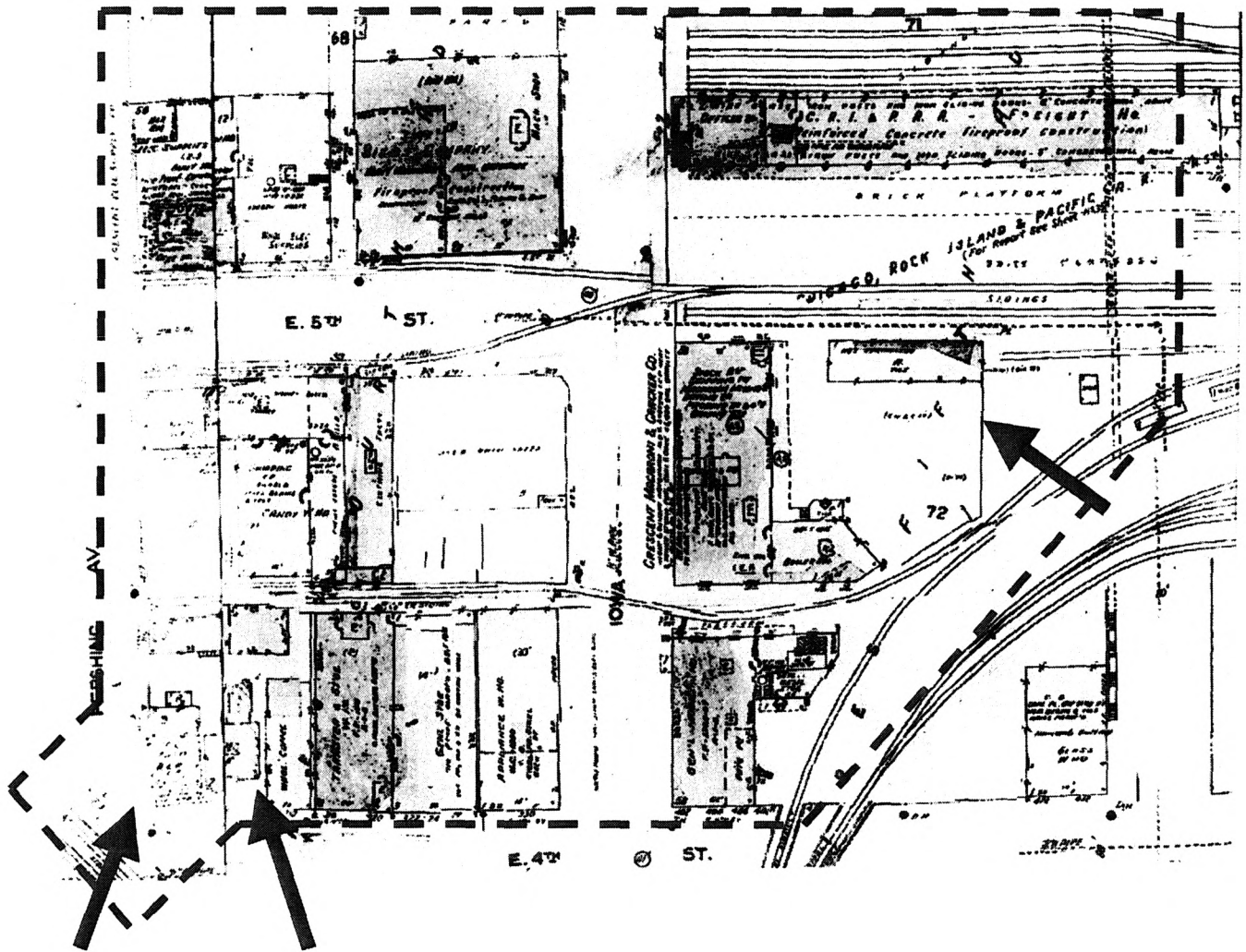
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Historic View – 1956 Sanborn Map with 2003 Changes Noted: All of the present day Crescent Warehouse Historic District buildings are present in this view. Changes in 2003 include the removal of a small house and a filling station at the northeast corner of Pershing Avenue and East 4th Street (lower left arrows) and the razing of a storage building east of the Crescent Macaroni and Cracker Co. factory (right arrow). (Map Collection, State Historical Society of Iowa Library, Des Moines)

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10. Geographical Data

UTM Reference (continued)

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Zone Easting Northing

Verbal Boundary Description:

Within the City of Davenport, Scott County, Iowa:

Area bounded by Pershing Avenue on the west, East 4th Street on the south, a diagonal line connecting East 4th Street northeast to LeClaire Street at the southeast (inclusive of the former elevated bed of the Chicago, Rock Island, and Pacific Railroad), LeClaire Street (extended north) on the east, and Federal Street (extended west) on the north. The boundary also includes the footprint of the elevated railroad bridge that diagonally crosses East 4th Street and Pershing Avenue and stone abutments on which the bridge span rests.

Boundary Justification:

This boundary represents the area of extant railroad, warehouse, and manufacturing buildings and structures established following the completion of the elevated Rock Island RR bed in 1901-1902. Areas to the south, east, and west largely contain commercial and office buildings that date from the latter decades of the 20th century. The blocks to the north contain single-family and multi-family residential buildings unrelated to the warehouse and factory buildings within the District. Because of the strong historical connection between the District and the construction of the elevated railroad bed, the section of railroad bridge spanning East 4th Street and Pershing Avenue and adjoining the balance of the District is included within the District boundary. The balance of the elevated Rock Island RR bed extending from the Mississippi River north from East 2nd and LeClaire Streets and west along 5th Street to Ripley Street was determined eligible for the NRHP in 1983. The balance of the elevated railroad bed that extends south and west of the District was not included within the Crescent Warehouse Historic District because of the lack of abutting historic warehouses and factories facing the elevated bed.

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Crescent Warehouse Historic District Boundaries in Davenport, Iowa: (Map provided by City of Davenport, Community and Economic Development Department, 10/27/2003.)

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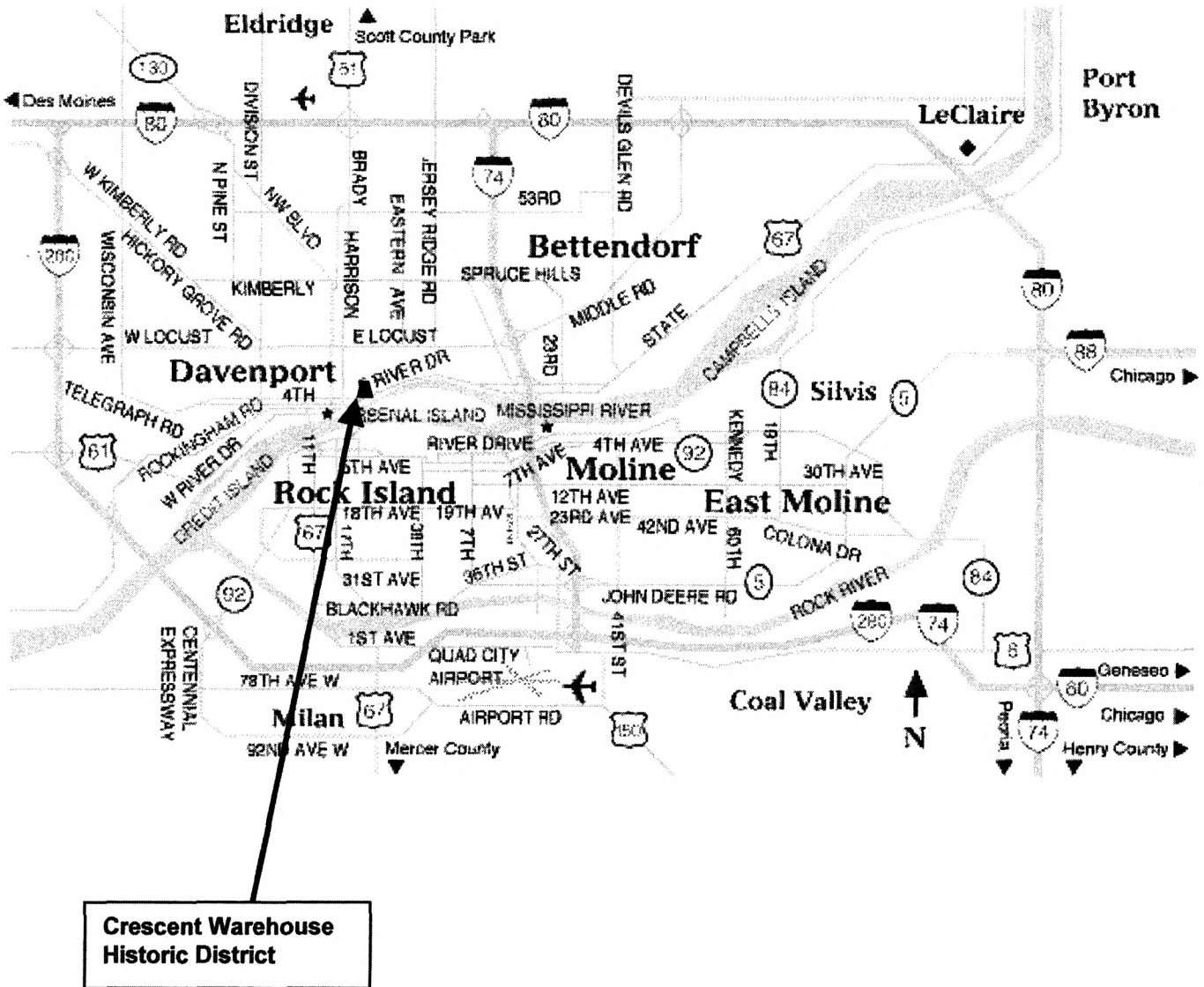
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Map of Quad Cities (Iowa-Illinois)¹¹ showing general location of historic district.

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**Crescent Warehouse
Historic District**

¹¹Map from "Quad Cities Road Map" available at <http://quadcities.com/map2.asp>; accessed 3/31/03.

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Photograph Key for Crescent Warehouse Historic District:

Marlys Svendsen, photographer
Date taken: February 2003

1. Chicago, Rock Island & Pacific Railroad Elevated Bed, bridge truss at Pershing Avenue and East 4th Street, looking west
2. Sieg Iron Building (first building), 312 East 5th Street, looking northeast
3. Sieg Iron Building (second building), 500 Iowa Street, looking northwest along East 5th Street
4. Sickles, Preston and Nutting Co. Building/Crescent Electric Co. Building, 511 Pershing Avenue, looking northeast
5. Smith Bros. and Burdick Co. Building, 427 Pershing Avenue, looking southeast
6. Ewert and Richter Express and Storage Co. Building (west building), 320 East 4th Street, looking northwest
7. Ewert and Richter Express and Storage Co. Building (east building), 324 East 4th Street, looking north
8. Halligan Coffee Co. Building, 402 East 4th Street, looking northeast
9. Crescent Macaroni and Cracker Co. Building, 427 Iowa Street, looking southeast
10. Davenport Paper Box Co. Building, 310 East 4th Street, looking northeast
11. Kerker Paper Box Co. Building, 315 5th Street, looking south
12. Matthews Building, 411 Pershing Avenue, looking east
13. National Biscuit Co. Building, 415 Pershing Avenue, looking northeast
14. Chicago, Rock Island and Pacific Railroad Freight Station (head house), 505 Iowa Street, looking northeast
15. Chicago, Rock Island and Pacific Railroad Freight Station (freight shed wing), 505 Iowa Street, looking northeast
16. Vincent J. Neu Auto Dealership Building, 330 East 4th Street, looking northeast

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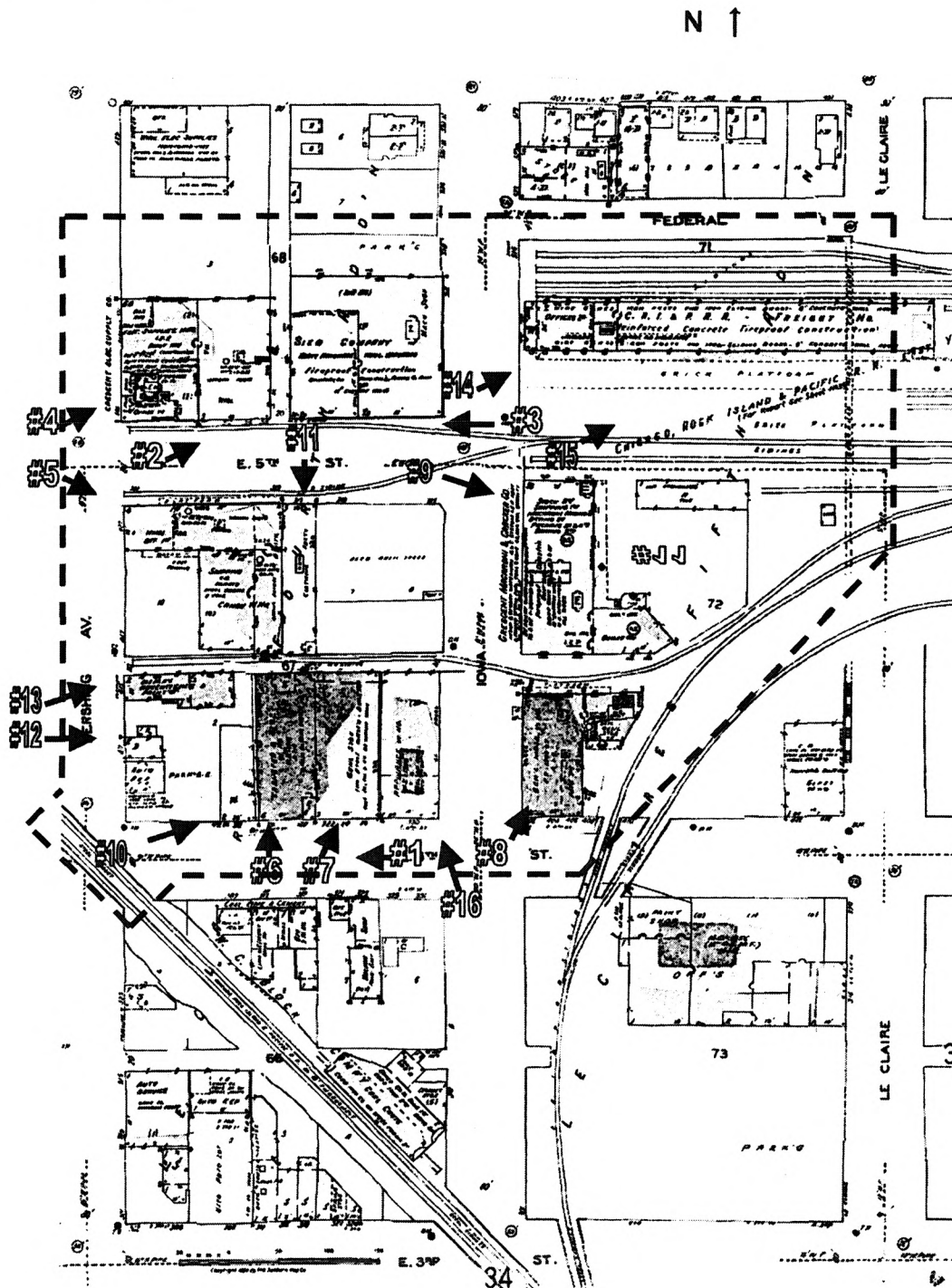
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Photograph Map Key



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Crescent Warehouse Historic District Property Owners

ADDRESS	STREET	TITLEHOLDER/DEED OWNER	CONTRACT OWNER <i>(in italic)</i>	ADDRESS <i>(If Contract Owner, in italic)</i>
railroad bridge span	Pershing Ave. & East 4 th Street	Heartland Rail Corporation and Railroad Development Corp.(owners) and Iowa Interstate RR (operator)		c/o Iowa Interstate Railroad Administrative Office 800 Webster Street Iowa City, IA 52240
302	East 4 th Street	Thomas Roederer		2612 E. 41 st Street Davenport, IA 52807
310	East 4 th Street	Thomas Roederer		2612 E. 41 st Street Davenport, IA 52807
320	East 4 th Street (front half)	Daisy A. Rouser	<i>William Grampp</i>	1211 Kimberly Road Bettendorf, IA 52722 <i>No Address Available for Contract Owner</i>
320	East 4 th Street (rear half)	Thomas G. Rudbeck Jane A. Rudbeck		4233 Telegraph Road Davenport, IA 52804
324	East 4 th Street	Thomas G. Rudbeck Jane A. Rudbeck		4233 Telegraph Road Davenport, IA 52804
330	East 4 th Street	Jacar Enterprises	<i>Chong Choi Rhee Minja Rhee</i>	1630 5 th Avenue Moline, IL 61265 <i>2315 Avalon Dr. Bettendorf, IA 52722</i>
402	East 4 th Street	OHP 1 LC	<i>Jeff Holmes Shonnie Holmes</i>	2920 Harrison Street Davenport, IA 52803 <i>2603 LeClaire St. Davenport, IA 52803</i>
Abandoned rail bed	Between 400 block of E. 4 th St. and LeClaire St.	W.G. Block Co.		PO Box 3010 Davenport, IA 52808
312	East 5 th Street	Crescent Realty Company		511 Pershing Avenue Davenport, IA 52803
315	East 5 th Street	Gerald L. Cedillo		1007 w. 3 rd St. Davenport, IA 52802
422	Iowa Street	Daniel F. Palmer		415 Perry Street Davenport, IA 52801
427	Iowa Street	J & W Warehouse Inc.		4350 Newport Court Bettendorf, IA 52722
505	Iowa Street	W.G. Block Co.		PO Box 3010 Davenport, IA 52808
411	Pershing Avenue	Thomas Roederer		513 Fillmore Street Davenport, IA 52802
415	Pershing Avenue	Michael Miller Cheryl Saum		902 Bridge Avenue Davenport, IA 52803
427	Pershing Avenue	PPM Properties		427 Pershing Avenue Davenport, Iowa 52801
511	Pershing Avenue	Crescent Realty Co.		2002 S. Main Street Dubuque IA 52001