



United States Department of the Interior
National Park Service

National Register of Historic Places
Nomination 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 any 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.

1. Name of Property

historic name East Des Moines Industrial Historic District

other names/site number _____

2. Location

street & number roughly E. 2nd St. to E. 5th St., E. Walnut St. to E. Market St. not for publication N/A

city or town Des Moines vicinity N/A

state Iowa code IA county Polk code 153 zip code 50309

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this x 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 x meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant _____ nationally _____ statewide x locally. (____ See continuation sheet for additional comments.)

[Handwritten Signature]

21 AUG 2017

Signature of certifying official

Date

State Historical Society of Iowa
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 commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
 - See continuation sheet.
- determined eligible for the National Register
 - See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____

Signature of Keeper

[Handwritten Signature: Patrick Andrews]

Date of Action

10/4/2017

East Des Moines Industrial Historic District
Name of Property

Polk, Iowa
County and State

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 count)

Contributing	Noncontributing	
<u>31</u>	<u>6</u>	buildings
<u>4</u>	<u>0</u>	sites
<u>3</u>	<u>2</u>	structures
<u>0</u>	<u>0</u>	objects
<u>37</u>	<u>8</u>	Total

Name of related multiple property listing

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

Number of contributing resources previously listed in the National Register

N/A

1

6. Function or Use

Historic Functions

(Enter categories from instructions)

INDUSTRY/PROCESSING/EXTRACTION:

manufacturing facility

INDUSTRY/PROCESSING/EXTRACTION: warehouse

COMMERCE/TRADE: warehouse

COMMERCE/TRADE: specialty store

COMMERCE/TRADE: restaurant

TRANSPORTATION: rail-related

DOMESTIC: hotel

Current Functions

(Enter categories from instructions)

INDUSTRY/PROCESSING/EXTRACTION:

manufacturing facility

COMMERCE/TRADE: warehouse

COMMERCE/TRADE: professional

COMMERCE/TRADE: specialty store

COMMERCE/TRADE: restaurant

TRANSPORTATION: rail-related

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions)

LATE 19th/EARLY 20th CENTURY MOVEMENTS:

Commercial Style

LATE 19th/EARLY 20th CENTURY REVIVALS

LATE VICTORIAN

MODERN MOVEMENT: Moderne

MODERN MOVEMENT: International Style

MODERN MOVEMENT: Art Deco

OTHER

Materials

(Enter categories from instructions)

foundation BRICK

CONCRETE

STONE

walls BRICK

CONCRETE

STUCCO

roof SYNTHETICS

other METAL

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 a 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.

Areas of Significance

(Enter categories from instructions)

Narrative Statement of Significance

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

COMMERCE

INDUSTRY

TRANSPORTATION

ARCHITECTURE

Period of Significance

Circa 1874 -1956

Significant Dates

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

Architect/Builder

Albert Kahn, Inc.

Proudfoot, Bird & Rawson

A.H. Neumann & Bros.

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

Primary Location of Additional Data:

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

Name of repository:

East Des Moines Industrial Historic District
Name of Property

Polk, Iowa
County and State

10. Geographical Data

Acreage of Property approximately 32 acres

Latitude/Longitude Coordinates (decimal degrees)
(Enter coordinates to 6 decimal places; place additional references on a continuation sheet)

Datum if other than WGS84: _____

	Latitude	Longitude	Latitude	Longitude
1	<u>41.587796,</u>	<u>-93.614459</u>	3	<u>41.584919</u> <u>-93.611338</u>
2	<u>41.585360</u>	<u>-93.613616</u>	4	<u>41.588155</u> <u>-93.612229</u>

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 Jennifer James, MAHP organization Jennifer James Communications, LC
street & number 4209 Kingman Blvd. telephone 515/250-7196 email jenjames123@gmail.com
city or town Des Moines state IA zip code 50311 date 5/27/2016 – 4/5/2017

Additional Documentation

Submit the following items with the completed 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 the SHPO or FPO.)

name various, see attached
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 the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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County and State Polk, Iowa

6. Function or Use

Current Function

TRANSPORTATION: road-related (vehicular)

GOVERNMENT: other

GOVERNMENT: government office

7. Narrative Description

Summary

The East Des Moines Industrial Historic District is situated on the east side of the Des Moines River two blocks southeast of the riverfront City of Des Moines city hall, on the southeastern edge of the downtown commercial business district. This "near East Side" district of 9 blocks (about 24 acres) encompasses a mix of contributing buildings that date from circa 1874 through 1956 that share a common industrial heritage, within portions of the Scott & Dean's Addition to (East) Fort Des Moines and the Town of De Moine plats. This district is bordered to the north by E. Walnut Street jogging to E. Vine near the Des Moines Union Bridge and an alley south of E. Court Street; to the east by E. Fourth Street jogging to E Fifth/SE Fifth streets; to the south by E. Elm Street jogging to E. Market and E. Vine streets; to the west by the Des Moines River jogging to E. Second Street, the alley between SE Third and SE Fourth streets, and SE Fourth Street. The East Des Moines Industrial Historic District adjoins to the west the Civic Center Historic District (NRHP 1988), which in part includes the Court Avenue Bridge, Police and Municipal Court Building (25 E. First St.), U.S. Courthouse (123 E. Walnut St.), and City Hall/Municipal Building (400 Robert D Ray Drive *fka* E. First Street), along with other resources. To the immediate northeast lies the Northwestern Hotel (321 E. Walnut St., NRHP 1984); also nearby are the Des Moines Western Railway Freight House, (625 E. Court Ave., NRHP 2008), the potential East Side Commercial Historic District (NRHP in process 2017), and the Iowa State Capitol (NRHP 1977). These historic preservation efforts, coupled with the preservation-minded work of the Historic East Village neighborhood and business association, have in recent years contributed to property owners within the district boundaries investing in high quality rehabilitation of former industrial properties, culminating in this historic district nomination.

This district includes many of the last remaining warehouse and manufacturing buildings left on the near East Side; these rare-surviving buildings represent a much larger industrial force that muscled, made, and distributed materials and goods within Des Moines, Iowa and interstate. Over the decades, most industrial buildings outside the district and some within have been lost due to fire, flood-related damage including the Great Flood of 1993, commercial expansion and rezoning, successive waves of civic redevelopment including government expansion, freeway and other road construction, Urban Renewal, and disinvestment leading to demolition by neglect. The National Park Service approved an earlier draft of this historic district in 2016 as a component of a historic tax credit application for the Pitt Carriage Co. Factory Building, 212 E. 3rd Street. At the time, the draft district boundaries were broader to incorporate additional scattered resources. Since then, new fast-paced redevelopment plans have been announced for areas east, west,

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and south of the current district boundaries (for a new federal courthouse to the south, greenhouse to the west, and new mixed-use commercial/residential to the east). The historic district boundaries have been refocused to the portion of Scott & Dean's Addition to (East) Fort Des Moines and Town of De Moine plats that retain the highest integrity given the concentration of historic industrial buildings. Underscoring their importance, the City of Des Moines has highlighted a number of these buildings as important to preserve.

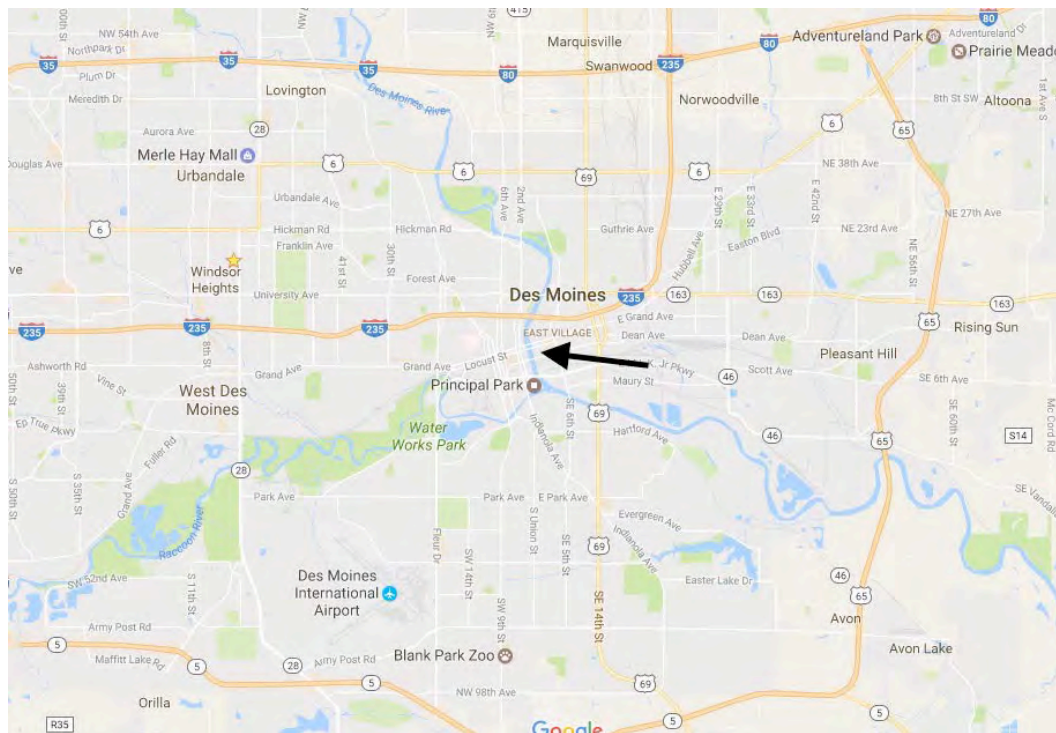


Figure 1: Map of Des Moines and environs with arrow pointing to location of East Des Moines Warehousing and Manufacturing Historic District, located on the east side of the Des Moines River, which bisects the downtown central business district into east and west sides. (Google, 2016)

Topography

The topography of the East Des Moines Industrial Historic District is largely flat. The Des Moines River forms the western boundary of the historic district, and played an important role early on for the industrial development of this area. Landscaping is mostly limited to public concrete sidewalks on the northern end of the district. The streets and alleys are typically paved with asphalt, except for E. Vine Street and another former rail right-of-way, which are gravel and used for parking, and remnants of brick paving in the alley south of E. Court Avenue and east of E. Fourth Street. Some exposed east-west railroad tracks exist south of E. Court Avenue.

Underpinning the built environment is the original 1849 Scott & Dean's Addition, which occupies land

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directly east of the Des Moines River to E. Fourth/SE Fourth Street. This plat laid out orderly blocks oriented to the Des Moines River rather than true north, with blocks consisting of four or six “quarter blocks,” with each quarter block separated by north-south and east-west alleys. A number of these alleys remain. The Town of De Moine (sic) plat, filed by Scott in 1856 to the east of his earlier plat, also is oriented to the river and extends east from E. Fourth/SE Fourth. Each block was bisected by a north-south alley (few remain), with lots oriented east-west, plus the north-south blocks fronting E. Court Avenue, which have a rear east-west service alley. These historic plats influenced the building forms that endure today, with square (quarter block) industrial properties visible in the Scott & Dean’s Addition plat, and linear east-west industrial properties prominent in the Town of De Moine plat.

The general layout of the district consists of clustered smaller pre-1957 one, two, and three-story masonry commercial and industrial buildings at the north end along E. Walnut Street, with older two-story or taller standalone masonry industrial buildings, some with former open work yards and most adjoining former rail siding / trackage / rail lines south of E. Walnut Street. Some original alley locations have been sold to property owners and have been built upon. Limited mid-twentieth-century one-story metal or masonry buildings, modern infill construction, and some cleared lots/parking lots are scattered. The predominant character of the historic district is one of hardworking industrial buildings spanning late nineteenth to early twentieth century. The area north of the district was largely razed and redeveloped post-war, and has in the last decade been redeveloped again into multi-story mixed-use commercial/residential; to the south is a concentration of post-P.O.S. (period of significance) utility- and city government-owned properties, including some identified as environmentally contaminated; to the east, within the Town of De Moine plat, lie a handful of scattered industrial properties with buildings separated by open land formerly rail yard usage or cleared of buildings; some parcels have been identified as environmentally contaminated.

Building and Resource Count

The district contains 31 contributing buildings, 3 contributing structures (2 railroad bridges and a pump house), and 4 sites (locations of extant or former railroad rail bed and rail siding segments). The district contains 6 noncontributing buildings (either too altered or post-P.O.S. construction) and 2 noncontributing structures (1 each P.O.S. solar parking canopy and radio tower). The district also includes 1 previously listed resource: the Northwestern Hotel (321-323 E. Walnut St., 1915-1916, NRHP 1984). The scale of the warehousing and manufacturing buildings varies from one story to three stories, and the mainly auto-related commercial/industrial buildings vary from one-story to three-stories.

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Figure 2: Parcel map showing location of Des Moines River at left and district boundaries outlined in black; bridge western boundary terminates at west riverbank. (Polk County Assessor's Office, 2016)

The predominant exterior materials found in the district are masonry: brick with stone or concrete, as well as clay tile and concrete block, in addition to some metal buildings and limited frame. The Period of Significance (P.O.S.) begins in circa 1874 (date of the oldest extant building) and continues through 1956 (date prior to the Urban Renewal plan and Interstate 235 freeway plan that together proposed and then executed removal of a large portion of the near East Side (East Des Moines)).

The predominant resource type of the East Des Moines Industrial Historic District is manufacturing/jobbing/warehousing, consisting of larger box-shaped low- and mid-rise buildings with flat roofs; the oldest manufacturing/jobbing/warehousing buildings were built during the Late Victorian era, and are of brick, with the majority being early- and mid-twentieth-century buildings constructed in the Commercial Style, Colonial Revival, and other revival styles, as well as some Modern Movement examples; some post-P.O.S. buildings are metal Quonset hut or monitor buildings. A related subtype is an industrial office, built as part of a manufacturing complex. The secondary resource type is commercial specialty store, a number of which were auto-related business buildings that included a distribution or light-industrial auto repair function, consisting of box-shaped one- two, and three-story story buildings, all with flat roofs; the oldest commercial buildings were built in the Late Victorian/Italianate style of brick ((one is stuccoed); and

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the newest contributing buildings are Modern Movement designs and some industrial with no style. A third resource type is a rare-surviving rail passenger depot; Sanborn maps show that historically at least three rail lines had passenger depots within or adjacent to the district boundaries, each being a smaller one-story building oriented along a rail line. Later post- P.O.S. buildings include metal Quonset hut as well as industrial with no style.

Overview of Historic Building Use within the Historic District

The East Des Moines Industrial Historic District contains a variety of industrial and rail-related buildings that were constructed and/or used for manufacturing, jobbing/warehousing, automobile and carriage industry, and rail-related transportation. This linear-shaped district includes most of the historic factory and warehouse buildings that survive on the near East Side, as noted by historian James E. Jacobsen, who in a 2014 Iowa Site Inventory Form first proposed an East Des Moines industrial historic district, upon which this nomination builds. (Jacobsen 2014: 1) The manufacturing, jobbing, and warehousing buildings tend to be located along historic rail lines and sidings, although the rise of trucking led to post-World War II construction off of rail lines. Commodity-related Standard Oil bulk oil complex, linseed oil complex, and manufactured gas plant office with pump house are located at the southern end of the district, next to east-west running rail lines (between E. Vine, E. Market, and E. Elm streets); these facilities occupy half blocks and whole blocks. Carriage and automobile industry buildings are found at the northern end of the district, especially along E. Walnut Street and E. Third Street. Two threshing company warehouses, two bakery warehouses, Salvation Army warehouse and shops, Chrysler warehouse, produce warehouse, and three manufacturing plants are located in the center, along rail line/rail siding segments. Rail-related resources are located throughout the district, and directly or indirectly illuminate the use of rail: Northwestern Hotel, 323 E. Walnut St., built near a (non-extant) depot building; Des Moines Union Railway Passenger Depot, 120 E. Fifth Street; the Des Moines Union Railroad Bridge between E. Vine and E. Court spanning the Des Moines River; Chicago, Rock Island & Pacific Vine Street Bridge spanning the Des Moines River; and historic rail line and siding segment locations at E. and SE Fourth Street, E. Vine Street, and abandoned rail line between E. Court and E. Vine Street, and the rail siding location in an east-west alley between E. Walnut Street and E. Court Avenue. Some areas of open land historically functioned as work yards that were filled with goods, plus rail cars on trackage (much of which has been abandoned and removed), and truck and auto parking. Some (former) industrial areas also have potential environmental contamination issues, and parking and/or green space use is an offset.

A note about addresses: Some buildings historically used an address of two cross streets or a notation along a particular rail line or proximity to a larger business. Sanborn maps provide some addresses, but these do not always correspond with city directory listings. As noted by Jacobsen in his proposed industrial district, complexity exists with street names and addresses that complicates research for these properties. (Jacobsen 2014: 1-2) Railroad right-of-ways were overlaid on streets (mostly east-west named streets), leading to orientation of many building fronts on north-south numbered streets. By 1900, north-south numbered streets included the prefixes East *and* Southeast, with E. Vine Street being the dividing point; numbering ascends south to north on "East" numbered streets (E. Fourth Street, for example), and descends north to south on "Southeast" numbered streets (SE Fourth Street, for example), but some

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printed references left off the prefixes. Adding to the confusion, exceptions exist, such as the Nichols & Shepard threshing warehouse, which is addressed 108 SE Fourth St., although it is located north of E. Vine Street. Additionally, many industrial operations used street intersections or railroad references rather than specific numbered addresses. As such, current addresses are used as per the Polk County Assessor's Office, with known historic addresses noted in parentheses.

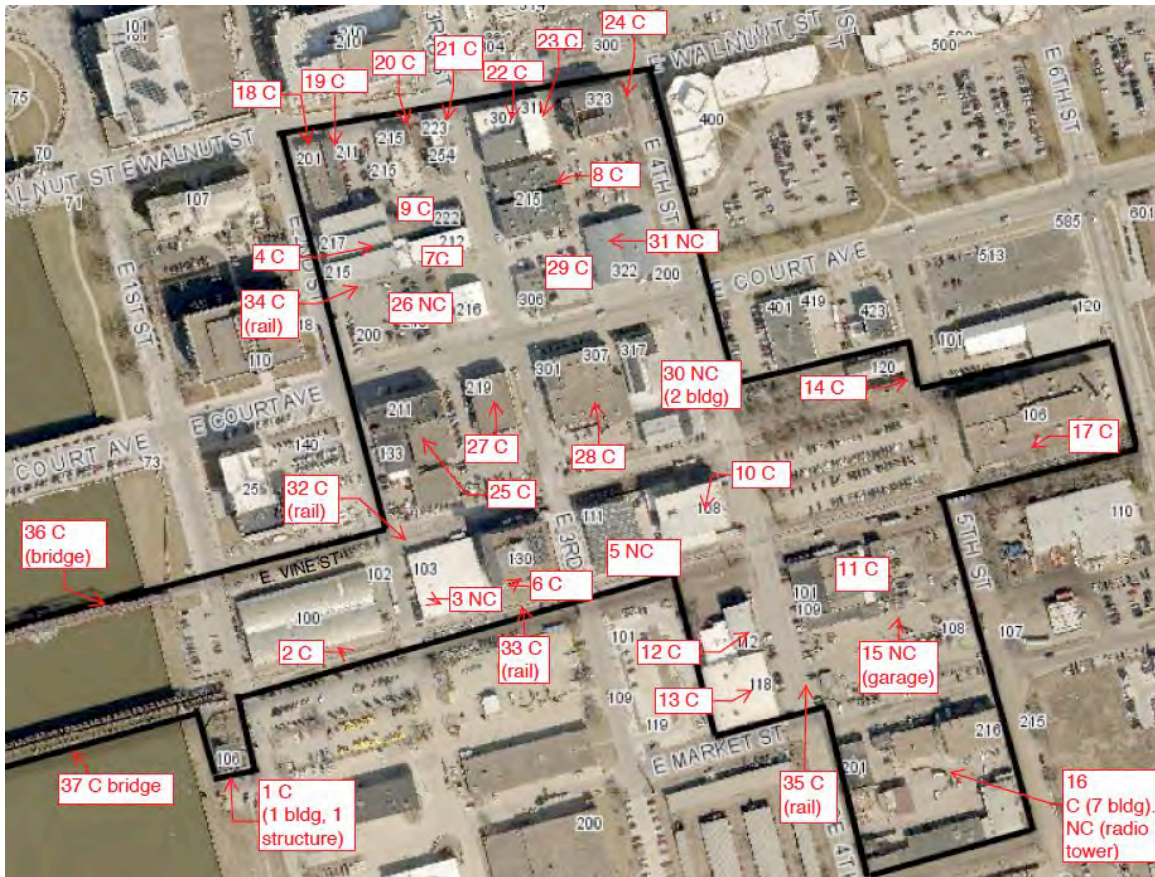


Figure 3: Aerial photograph with district boundaries showing resources labeled with ID number and contributing (C) and noncontributing (NC) status. Western bridge boundary terminates at west riverbank. (Polk County Assessor's Office, 2016)

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Table of Contributing/Noncontributing Buildings and Resources

ID #, Street #, (Historic #), Legal Description	Year Built, Historic Name(s)	Description	Building(s)		Other (Site / Structure)	
			C Contributing	NC Non Contrib- uting	C Contrib- ing	NC Non- Contributing
SE First Street			E. Vine Street intersects			
1 106 LOTS 1 THRU 7 BLK T SCOTT & DEANS ADD	c. 1927: Des Moines Gas Company Office and c. 1922 pump house	Industrial restrained Colonial Revival style 1-story red brick with stone accents (coping, windowsills). Double-sided front steps with stone address imbedded east sidewall, soldiered brick courses at tops of windows. Small red brick pump house to north. Rare surviving building and structure; Des Moines Gas occupied several full and quarter blocks across the street to the east (now post-P.O.S. MidAmerican Energy buildings)	C		C - 1 (pump house)	
E. Second Street (numbers ascend south to north)			E. Vine Street intersects			
2 100 LTS 7 THRU 11 & INTERV ALLEY BLK D SCOTT & DEANS ADD	1952-1953: Hoxie Fruit Co. Warehouse Abild Construction Co.	Double-vaulted 120x260-foot concrete block warehouse with refrigerated sections and north freight platform adjoining rail line. Four truck bays on east façade.	C			
3 101 W 1/2 VAC N/S ALLEY ROW E & ADJ LTS 1 & 2 & S1/2 VAC E/W ALLEY ROW N & ADJ LT 2 & N & ADJ W 1/2 VAC N/S ALLEY ROW & ALL LTS 1 & 2 SCOTT & DEANS ADD	1947: Hoxie Fruit Co. Truck Garage Garmer & Stiles Co. contractor	1-story 132x132-foot concrete block garage; post-P.O.S. façade and cladding enclosed original western truck bays.		NC (due to integrity ; if post- P.O.S. clad- ding is remov- ed, building could be re- evalu- ated)		

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ID #, Street #, (Historic #), Legal Description	Year Built, Historic Name(s)	Description	Building(s)		Other (Site / Structure)	
			C Contributing	NC Non Contrib- uting	C Contrib- uting	NC Non- Contributing
(Abandoned Des Moines Union Railway line intersects)						
E. Court Avenue intersects						
(Alley intersects – rail siding location)						
4 217 (215-217) 16F VAC ALLEY WLY & ADJ LT 11 & WLY & ADJ S 5.36F LT 12 & LTS 3 & 4 & W 11.4F LT 11 & S 5.36F W 11.4F LT 12 BLK H SCOTT & DEANS ADD	1928-1929: Globe Machinery & Supply Co. factory / Globe Hoist factory	Modern Movement 1-story 132x132-foot steel-framed brick curtain-walled factory with three sections of sawtooth monitor roof. Rear 1944 tile 1-story addition over alley; 220 E. 3 rd was built c. 1944- 45 associated building or addition per 1950 Sanborn map (since then under separate ownership). Globe Hoist Co. expanded in response to WWII Army Ordnance contracts.	C			
(Alley intersects)						
E. Third Street (numbers ascend south to north) E. Vine Street intersects						
5 111 LOTS 1 & 2 & ALLEY E OF LOT 1 BLK 3 SCOTT & DEANS ADD	2015	Solar parking roof set atop steel columns. (No walls). Built on site of former post-war auto body shop.				NC (due to P.O.S. age)
6 130 (100, E. 3 rd and Vine St.) LOTS 13 & 14 & S 1/2 VAC ALLEY N & ADJ & E 1/2	1919: Advance-Rumely Thresher Co. / Allis Chalmers Architects Proudfoot, Bird & Rawson, contractor A.H. Neumann & Co.	Italian-Renaissance 3-story 100x132-foot warehouse and showroom of two-tones of brick (brown and red) with high-styled decorative brick and stone work, including double pedimented parapet with carved stone “A” and “R” inset. Original 1900 2-story building was expanded but then destroyed by fire. Noted for exceptionally fast rebuilding.	C			

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ID #, Street #, (Historic #), Legal Description	Year Built, Historic Name(s)	Description	Building(s)		Other (Site / Structure)	
			C Contributing	NC Non Contrib- uting	C Contribu- ting	NC Non- Contributing
VAC ALLEY W & ADJ LTS 13 & 14 BLK I SCOTT & DEANS ADD		Recently rehabilitated, with rear rooftop penthouse addition.				
(Abandoned Des Moines Union Railway line intersects)						
E. Court Avenue intersects						
7 212 E 120.6 F S 54 F LOT 11 BLK H SCOTT & DEANS ADD	1909: Pitt Carriage Co. factory built by Sen. Addison M. Parker for Jennie Day Trust; Pitt- Matthews Auto / Martin Co. factory (1920-1932) / Rick's Hatchery (1934-1951) / animal feed	Commercial-style 2-story brick 44x100-foot factory of 2 tones of brick (dark purplish-gray façade plus sillcourses inset into red common brick sides). Brick cornice (top missing). Numerous windows and front truck bay; south side loading bay at train siding; historic Pitt Carriage ghost signs. Originally occupied quarter block with open work yard sold off during P.O.S. Historic tax credit rehabilitation is set to begin.	C			
8 215 (215-225) -EX S 11F N & ADJ LT 5 & W 10F LOT 6 BLK 2 SCOTT & DEANS ADD- ALL THAT PART OF VAC E/W ALLEY LYG S & ADJ LT 4 BLK 2 & LOTS 3 & 4 BLK 2 SCOTT & DEANS ADD	c. 1890, 1905, 1907, 1908, 1949: East Des Moines Planing Mill/Jaeger Manufacturing/ Hawkeye Tire Company/Beal's Lithograph and Printing Co.	Commercial-style 2-story brick 132x132-foot factory; some sections date to late 1800s, with early 1900s additions including a unified facade. North half reduced to 1-story after 1949 fire; Jaeger Manufacturing retained the building as a warehouse at the time of the fire.	C			
9 220 (216, 218) EX S 5.36F- 16F	1945: Globe Hoist Machine Shop	Modern Movement 1-story 34x 120 (approx.) masonry clay tile rear addition/building, stone lintels, recent removable cover-up siding on façade, pedestrian door fronts E. 3 rd St. 1950 Sanborn shows rear interior connection to Globe Hoist	C			

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ID #, Street #, (Historic #), Legal Description	Year Built, Historic Name(s)	Description	Building(s)		Other (Site / Structure)	
			C Contributing	NC Non Contrib- uting	C Contribu- ting	NC Non- Contributing
VAC ALLEY W & ADJ LT 12 & -EX W 11.4F- N 12F LT 11 & -EX S 5.36F W 11.4F- LT 12 BLK H SCOTT & DEANS ADD		factory, 215 E. 2 nd St. Now under separate ownership. Built upon part of former Pitt Carriage Factory work yard.				
SE Fourth Street (numbers generally descend north to south) E. Vine Street intersects						
10 108* (this building is located N of E. Vine but is addressed SE 4 th) (108 E. 4 th , SE 4 th and Vine) LOTS 13 & 14 & VAC ALLEY W OF & ADJ LOT 13 BLK 3 SCOTT & DEANS ADD	1898: Nichols & Shepard Co. threshing machine warehouse (1898-c. 1906)/ Pittsburgh Plate Glass branch house (1915-1952) Contractor: S.T. Roberts, \$16,000	Late Victorian 2-story warehouse, brick of 2 tones (buff and red). Includes platforms on north and south sides for loading/unloading at trackage. Used 1911-1915 as Loetscher & Burch door/window manufacturer; 1915 convinced Pittsburgh Plate Glass to relocate here. In 1916, W.C. Harbach purchased building. In 1952, PPG built a new office/warehouse at 700 New York Ave. industrial park north of downtown. (<i>Des Moines Register</i> , January 1953)	C			
E. Vine Street intersects						
11 101 (SE 4 th and Vine) ALL VACATED ALLEY BETWEEN & LOTS 1 & 2 & W 21 F LOTS 9 & 10 BLK 17 TOWN OF DE MOINE	c. 1913, 1922, 1930, 1966: Independent Baking Co. / Eggers-Des Moines Container Co. by 1935	Commercial style: Masonry 112x187-foot warehouse/ factory expanded over time; mostly 1-story. North end loading dock on CRI&P rail line; glass-block infills façade windows and around front door; truck bays.	C			

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ID #, Street #, (Historic #), Legal Description	Year Built, Historic Name(s)	Description	Building(s)		Other (Site / Structure)	
			C Contributing	NC Non Contrib- uting	C Contrib- uting	NC Non- Contributing
12 112 (E. 4 th and SW corner Vine) -EX S .4F- VAC ALLEY S & ADJ & ALL LTS 5 & 6 BLK4 SCOTT & DEANS ADD	c. 1874, additions by 1920-1950 Ankeny Bros. Central Oil Works / Des Moines Linseed Oil / Loetscher & Burch Manufacturing (by 1911-1957+) Contractor: S.A. Robertson 1874 completed a large \$16,000 addition to the oil mill. (<i>Daily Iowa State Register</i> , July 11, 1874: 4)	Late Victorian 3-story 81x52 feet flax manufacturing; 1-story 85x110 rear southwestern addition built by Loetscher & Burch Mngf by 1920- 1950 Sanborn maps; northern addition was removed at unknown date. Industrialists William R. and Joseph Ankeny launched the city's first linseed oil plant in the late 1860s "Central Oil Works," and continued to expand it, including 1874 and c. 1880s improvements. (Johnson: 290, 327) By late 1880s, Ankenys operated Des Moines Linseed Oil Works, affiliated with National Linseed Oil Co. trust. In 1911, Davenport-based Loetscher millwork manufacturing firm expanded here.	C			
13 118 (SE 4 th and Market) S .4F VAC ALLEY N & ADJ & N 16F VAC ST S & ADJ & ALL LTS 7 & 8 BLK 4 SCOTT & DEANS ADD	c. 1885, c. 1916 façade: Des Moines Linseed Oil Warehouse / Loetscher & Burch Manufacturing by 1911-1957+)	2-story brown brick 132x128 feet linseed oil warehouse building extant by 1891 Sanborn; Art Deco c. 1916 façade treatment installed for Loetscher millwork, window, and door manufacturer. "The Loetscher & Burch Company also is putting other substantial improvements on its property in that immediate vicinity." (<i>Register and Leader</i> , "East Side Coming Section of Town," May 28, 1916: 9)	C			
<i>E. Market St. intersects</i>						
<i>E. Fifth Street (numbers ascend south to north) E. Vine Street intersects</i>						
14 120	1909: Des Moines Union Railway (aka East Side Union Depot) / Chicago	Late 19 th /early 20 th Century Revival: 1-story variegated brick depot 22x98 feet with Dutch/Flemish gables, rear ell, stone accents. Door	C			

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Section 7 Page 12 Property name East Des Moines Industrial Historic District.
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ID #, Street #, (Historic #), Legal Description	Year Built, Historic Name(s)	Description	Building(s)		Other (Site / Structure)	
			C Contributing	NC Non Contrib- uting	C Contribu- ting	NC Non- Contributing
(previously 102) BEG NE COR LT 7 THN SE 89.6F SW 159F NW 10F SW 160.24F NW 23.07F NE 160.27F NW 56.11F NE 159F TO POB LTS 7,8,15 & N/S ALLEY BLK 16 TOWN OF DE MOINE	Great Western passenger depot, 1909-1930s (then vacant) 1951 produce warehouse addition Architect: possibly Proudfoot & Bird Contractor: W.H. Brereton ("East Des Moines Union Station")	(enclosed) fronts Des Moines Union tracks. Multiple fenestrations (brick infilled). Appears to be similar or duplicate to non-extant Fort Dodge, Des Moines and Southern depot in Ames. Porte coche-type front porch piers/scars on façade; it remained as of 1950 Sanborn. Second or third generation depot. Gable front concrete block 36x110 warehouse addition to north; interior connection through depot fenestrations; addition is in poor condition.				
SE Fifth Street (numbers descend north to south) E. Vine Street intersects						
15 108 E 129F LTS 9 & 10 & ALL LTS 3 THRU 8 & VAC ALLEY ADJ & 9 1/2F S & ADJ BLK 17 TOWN OF DE MOINE	n.d.	Multi-stall auto garage		NC		
16 216 (SE 5 th and Market streets) ALL BLK 30 TOWN OF DE MOINE	1917-1918: Standard Oil Co. bulk oil complex Contractor: Weitz Co.; corporate architect not yet known.	One square block (2 acres) with 7 masonry buildings that form a square around interior paving. Served by Wabash Railroad trackage (now removed) on E. Market Street. Includes 2-story oil and grease warehouse 1-story office, repair shop, auto and truck garage, oil warehouse. Rebuilt 1918 for \$250,000.	C – 7 buildings			NC (radio tower)
E. Sixth Street (numbers ascend south to north) Rail line intersects						

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Section 7 Page 13 Property name East Des Moines Industrial Historic District.
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ID #, Street #, (Historic #), Legal Description	Year Built, Historic Name(s)	Description	Building(s)		Other (Site / Structure)	
			C Contributing	NC Non Contrib- uting	C Contrib- uting	NC Non- Contributing
17 E. 6 th St (107 E 5th St.) S 154F LOTS 9 THRU 14 & S 154F VAC ALLEY BET LOTS 11 & 12 BLOCK 15 TOWN OF DE MOINE	1935-1936: Chevrolet Motor Division office and warehouse / General Motors Parts Warehouse Architect: Detroit- based Albert Kahn Inc. Contractor: Des Moines-based A. H. Neumann & Bros.	Modern Movement 140x310-foot warehouse of red brick, glass, with stone accents by modernist master architect Albert Kahn's firm. Historic façade fronts E. 5 th with 2-story stockroom / office; stone enframed entrance door; stone courses bracket windows; 4 west truck bays for loading. Ribbons of strip windows and rooftop monitor illuminate rear east parts warehouse; tall brick chimney. Facility covers nearly a full block; built on part of former coal yard; completed for \$350,000 along the railroad tracks on land purchased from the CRI&P rail.	C (Bldg may be indivi- dually eligible)			
E. Vine Street./ CRI&P line intersects						
E. Walnut Street (E. 2nd Street intersects)						
18 201 -EX ST- W 44F LTS 1 & 2 BLK H SCOTT & DEANS ADD	1947: Simon Tire Co. auto store and repair. Builder: Fane V. Vawter	Modern Movement 1-story 44x131- foot brick-faced concrete block tire distributorship with rounded corner facade streamlined with storefront glazing; vehicle bays on E. 2 nd Street. (<i>Des Moines Sunday Register</i> , "Tire Company Erects Building," October 5, 1947: A-3)	C			
19 205 EX ST E 1/3 W 1/2 LOTS 1 & 2 BLK H SCOTT & DEANS ADD	c. 1880s grocery / apartments 2 nd fl., by c. 1945 warehouse	Late Victorian 2-story 22x122-foot brick storefront with brick-infilled first story; three rare-surviving hooded windows on 2 nd story. Converted to warehouse by mid- century.	C			
Alley intersects						
20	c. 1910 Assyrian grocery/tea shop;	Early 20 th Century Revival: Symmetrical two-story brick	C			

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ID #, Street #, (Historic #), Legal Description	Year Built, Historic Name(s)	Description	Building(s)		Other (Site / Structure)	
			C Contributing	NC Non Contrib- uting	C Contrib- uting	NC Non- Contributing
215 (215-217- 1/2) -EX ST- W66F LTS 13 & 14 BLK H SCOTT & DEANS ADD	by 1920 Isidore Musin junk dealer dba Des Moines Auto Wrecking (by 1940) and Des Moines Scrap Metal (by 1945); Hi- Quality Hatchery (1953)	(painted) double storefront with central enclosed staircase to 2 nd floor; decorative brickwork at cornice, stone accents including centered cartouche. East patio located within footprint of 213 E. Walnut storefront; rear 1-story masonry addition enclosed the formerly open rear storage yard; three truck bays fronting north- south alley, 1 truck bay angled cant on east-west alley. By 1920 Sanborn map, the building and rear yard were labeled "junkyard," one of a dozen recycling businesses in the lower East Side.				
21 223 -EX ST- E 66F LTS 13 & 14 BLK H SCOTT & DEANS ADD	c. 1890s: dry goods; c. 1920s rear garage addition; by 1923 Whitaker Auto Co.; by 1929 Des Moines Machinery / Busy Bee lunch	Late Victorian 2-story brick (painted) 22x107-foot storefront with canted corner entrance; c. 1920s rear 2-story brick addition with three garage bays (one infilled with windows) fronting E. 3 rd St.; flat roof. 2 nd floor used for pattern making by 1936 Sanborn	C			
<i>E. Third Street Intersects</i>						
22 301 (301-307; rear addition 227-229 E. 3 rd) -EX ST- W 88 F LOTS 1 & 2 BLK 2 SCOTT & DEANS ADD	1910: storefronts; 1936 rear auto garage addition. Hawkeye Auto Mart (303-305 to 313- 315) as of 1919; B&L Motor Sales (301) by 1942	Commercial style 1-story multi- tenant storefront building brick; decorative brick cornice treatment; larger storefront windows. Rear addition is 2-story brown brick with three garage bays, pedestrian door and upper story windows. Total 88x99 feet. In 1910, new storerooms 303, 305, 307, 309 E. Walnut advertised for rent. (<i>Register and Leader</i> , June 19, 1910: Realty 3)	C			
23 309	Garage (1908- 1910)/ Iowa Auto Salvage – Iowa	Commercial style 3-story red brick 45x97 feet with brick piers enframing cast-iron storefront; tall	C			

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ID #, Street #, (Historic #), Legal Description	Year Built, Historic Name(s)	Description	Building(s)		Other (Site / Structure)	
			C Contributing	NC Non Contrib- uting	C Contrib- uting	NC Non- Contributing
(309-311) -EX ST- E 44 F LOTS 1 & 2 BLK 2 SCOTT & DEANS ADD	Auto Exchange - Friedman Motor Co. (c. 1918-c. 1948) (Assessor date 1880 is incorrect; 1901 Sanborn map shows junkyard but no building.)	cornice. Campbell Auto distributed Ramblers, repaired autos, and ran a driving school here. Iowa Waste Paper Co. and other industrial uses during POS. Friedman Motor and predecessors occupied building some 30 years until built new 1- story showroom, 211 E. Grand (nonextant).				
Alley intersects						
24 323 (321) N 1/2 LT 11 & ALL LT 12 & VAC ALLEY LYG S & ADJ & LT 13 & -EX ST- LT 14 BLK 2 SCOTT & DEANS ADD	1915-1916: Northwestern Hotel (NRHP listed 1983) Architect: Proudfoot, Bird & Rawson	Three-story two-tone brick with stone accents roughly 84x89; \$100,000 Renaissance Revival style built to corner with storefronts for café and lobby. Near North Western Depot (nonextant); catered to rail traffic and rail employees. Replaced nineteenth-century hotel. (Long 1983; <i>Des Moines Register and Leader</i> , "Half a Million on Hotels..." November 28, 1915: Comm 8)	C (Bldg is individually listed)			
E. Fourth Street intersects						
E. Court Avenue			E. Second Street intersects			
25 211 (201-211) LTS 5-6 & 7 & W 65 F VAC ALLEY S & ADJ LTS 5 & 6 ALL VAC ALLEY E OF & ADJ LOT 7 BLK I SCOTT & DEANS ADD	1951-1956: Salvation Army Dormitory, Warehouse, and Repair Shops Architect: Possibly Brooks Borg	Modern Movement 148x130-foot building: 1955-1956 \$250,000 3- story corner dormitory/store building fronts E. Court Ave.; two brick tones (red first story; buff upper stories), ribbon windows wrap upper stories. 1951 \$200,000 2-story rear warehouse/repair shop and 1-story loading terminal with four truck bays facing E. 2 nd St.	C (Bldg may be indivi- dually eligible)			
26	c. 1959: Hay's Axel	Steel gable-front building with steel awning over door built upon the site		NC (due to		

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ID #, Street #, (Historic #), Legal Description	Year Built, Historic Name(s)	Description	Building(s)		Other (Site / Structure)	
			C Contributing	NC Non Contrib- uting	C Contrib- uting	NC Non- Contributing
216 LOTS 9 & 10 BLK H SCOTT & DEANS ADD		of a former junk yard that still operated as of 1958 city directory		post- P.O.S. age)		
27 219 (215, 217, 219) LOTS 8-9 & 10 BLK I SCOTT & DEANS ADD	1920: National Biscuit Co. Warehouse Architect: attributed to National Biscuit staff architect Albert G. Zimmerman	Colonial Revival 110x76-foot 1- story brick veneer with large windows, terra-cotta panels, contrasting white brick banding, over reinforced concrete and steel. Redevelopment of Dempster Manufacturing's eastern quarter block; \$1 million bakery complex planned but never fully built out. (The Northwestern Miller, "Cracker Notes," July 28, 1920: p 424) Remained National Biscuit Offices through P.O.S.	C (Bldg may be indivi- dually eligible)			
<i>E. Third Street intersects</i>						
28 301-307 VAC E/W ALLEY LYG N & ADJ LT 4 & VAC N/S ALLEY LYG BET LTS 7 & 8 & EXT FROM S LN COURT AVE TO S LN E/W ALLEY & LOTS 4 THRU 7 & VAC N/S ALLEY E & ADJ LT 4 BLK 3 BEG SE CORNER LT 4 THN NW 66.05 TO NE CORNER LT 4 NE 15.99F TO NW CORNER LOT 11 BLK 3 S 67.79F TO POB & VAC AIR SPACE ABOVE S 5F E COURT AVE N & ADJ E 5F E 3RD ST & N & ADJ LTS 5,6 & 7 & N/S ALLEY E OF LT 7 & VAC AIR SPACE ABOVE E 5F E 3RD ST W & ADJ LTS 4 & 5 & E/W ALLEY N OF LT 4 BLK 3 SCOTT & DEANS ADD	1883-1950s: Eagle Iron Works (1883 +) / Port Huron Machine Co. (c. 1933-1980s)	Modern Movement remodeling of older complex that occupies more than a quarter block. Originated in 1883 with Eagle Iron Works; present plant contains two north- end 2-story sections with 1-story rear post-war additions. Corner office received 1947 modernistic stone façade treatment. Port Huron firm redeveloped the plant for manufacturing and distributing agricultural equipment.	C			

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ID #, Street #, (Historic #), Legal Description	Year Built, Historic Name(s)	Description	Building(s)		Other (Site / Structure)	
			C Contributing	NC Non Contrib- uting	C Contribu- ting	NC Non- Contributing
29 306 (300) LT 5 & W 10F LOT 6 BLK 2 SCOTT & DEANS ADD	1926: Capital City Boiler Works	Commercial industrial 1-story 44x80-foot red brick manufacturing building slightly set back from sidewalk; garage bay, metal industrial windows. Building recently rehabbed; façade returned to 1926 appearance.	C			
<i>Alley intersects</i>						
30 317 VAC ALLEY N & ADJ LT 11 & VAC ALLEY BEG SE COR LT 4 THN N 67.79F TO NW COR LT 11 SE 65.83F TO SW COR LT 11 SW 15.98F TO POB & LTS 8 THRU 11 BLK 3 SCOTT & DEANS ADD	1951; c. 1960 rear outbuilding. Western Steel Corp. (1951-c. 1961)	Industrial Quonset remodeled post- P.O.S. c. 1980s and again 2016; also rear gabled steel outbuilding.. Western Steel distributed Quonset buildings and Stran-Steel framing manufactured by the Great Lakes Steel Co. in Detroit. (<i>Des Moines Register</i> , "Steel Dealer Appointed Here," August 1, 1948: 11G)		NC - 2 (due to post- P.O.S. remodel- ing and constru- ction)		
31 322 LOTS 8, 9 & 10 BLK 2 SCOTT & DEANS ADD	1964: Hertz Corp. truck leasing; remodeled 1991	Industrial twin arched roof 120x120 feet (Quonset type) masonry building. Built upon former junkyard.		NC (due to post- P.O.S. age)		
<i>Rail grade and rail siding location segments</i>						
32 SE 1 st to SE 6th	Segment runs east- west between E. Court and E. Vine	Wabash / Des Moines Union Railway / Chicago Great Western rail grade and right-of-way. This rail line was abandoned in 1996. (Nash)			C - 1	
33 E. Vine St., SE 1 st to SE 6th	Segment runs east- west on E. Vine St.	Chicago Rock Island & Pacific rail lines and right of way. This rail line still operates as Iowa Interstate			C-1	
34	Segment location runs east-west in	Des Moines Western Railway Company rail siding opened in city			C - 1	

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ID #, Street #, (Historic #), Legal Description	Year Built, Historic Name(s)	Description	Building(s)		Other (Site / Structure)	
			C Contributing	NC Non Contrib- uting	C Contrib- uting	NC Non- Contributing
E 2 nd to E 3rd	city alley between E. Court and E. Walnut, most visible between E. 2 nd and E. 3rd	alley in 1911. Siding was abandoned post-P.O.S.				
35 E. 4 th / SE 4 th St., E. Walnut to E. Market	Segment location runs north-south on E. 4 th /SE 4 th St.	Chicago & North Western rail lines and right of way. This rail line has been abandoned.			C - 1	
Rail Bridge over Des Moines River (location at east side of river)						
36 Between E. Court and E. Vine st. at E. 1 st St.	1891, 1945: Des Moines Union Bridge; abandoned 1995; tracks removed 1996; bridge retrofitted for pedestrians 2006. Detroit Bridge & Iron Works	Erected as a 3-span Pratt through- truss rail bridge; third span modified in 1945 to repair damage from train accident. (Nash) In 1891 Des Moines Union Railway Co. (union of several railroads that included the Wabash, St. Louis & Pacific and Chicago & Great Western) replaced a wood bridge with a \$40,000 bridge (<i>Iowa State Register</i> , "Union Railway Improvements," July 8, 1891: 7)			C - 1	
37 E. Vine St. at river	1904: Vine Street Bridge / Chicago Rock Island & Pacific Bridge / Union Pacific Bridge / Iowa Interstate Railroad (IAIS) Bridge (present use)	8-span steel girder double-track bridge; concrete (and stone?) piers; southern track abandoned and decking missing; north track operable. Built by CRI&P as replacement to earlier bridge (<i>Railroad Gazette</i> , January 1, 1904: 17; <i>Register and Leader</i> : "Plans for Bridge Are Not Practical," June 4, 1903: 5; "Must Remove Obstructions," May 8, 1904: 5)			C - 1	

Nearby National Register Properties

This historic district is located near a number of buildings and districts already listed to the National Register

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of Historic Places:

- Within the Civic Center Historic District located west along the Des Moines riverfront, are six public buildings and seven structures in the riverfront Civic Center Historic District (NRHP 1988), including the following on the East Side: Beaux-Arts Des Moines Municipal Building/city hall (400 East First Street/Robert D. Ray Drive, 1910-1911), PWA-Moderne Argonne Armory Building (602 East First Street/Robert D. Ray Drive, 1934), Beaux-Arts Municipal Court and Public Safety Building/Des Moines Police Department Headquarters Building (25 East First Street, 1918-1920); U.S. Courthouse (123 E. Walnut Street, 1927-1928), and Court Avenue Bridge (1911).

- To the east three blocks is the Des Moines Western Railway Freight House, (625 E. Court Ave., NRHP 2008).

- Within the pending East Side Commercial Historic District located to the northeast are at least six buildings listed on the National Register of Historic Places individually: the three buildings within the Italianate 1878-1883 Baker-DeVotie-Hollingsworth Block/Studio Block (516-526 E. Grand Avenue; NRHP 1979 with boundary increase 2008); the Renaissance Revival 1883 Syndicate Block (501-507 E. Locust Street; NRHP 2001); the rare surviving 1898 cast-iron Hohberger Building (504-508 E. Locust Street; NRHP 2002); the Commercial-style low-rise skyscraper Teachout Building (500-502 E. Locust Street; NRHP 1999), and the Art Deco Elliott Furniture Building (424 E. Locust St.; NRHP 2015).

- Within the Iowa Capitol Grounds located east is the 70-plus-acre Iowa Capitol Grounds containing the Renaissance Revival Iowa State Capitol (1007 E. Grand Avenue, 1871-1886, NRHP 1976) and numerous state government buildings—including the Beaux-Arts former Iowa State Historical Building/Ola Babcock Miller Building State Library of Iowa (1112 East Grand Avenue, 1898, NRHP 1978).

Building Loss within the Historic District

As this nomination attests to, this industrial district has been in the making and remaking since its early start with manufacturing along the Des Moines River in the 1850s. Flooding and fire have claimed a number of buildings through the decades, and reshaped others through post-disaster rebuilding and new construction. Given the flammability of materials within manufacturing and warehousing buildings, large destructive fires made front-page news, as will be discussed in Section 8. Scattered residential use continued through the period of significance, but most housing within this industrial historic district was removed in the early 1900s through 1920s, following concerted efforts to “clean up” the riverfront and remove “red light” districts including one that flourished around E. Walnut and E. Court roughly between E. Second and E. Fourth streets. The early-20th-century riverfront redevelopment following a Civic Center plan also removed a range of industrial buildings to make way for government construction projects, including two large buildings abutting this district: The 4-story police and municipal court building (25 E. First Street; NRHP in Civic Center HD) completed 1918-1920 on the site of a half-block boiler manufacturing plant, and the 5-story U.S. Courthouse (123 E. Walnut Street; NRHP in Civic Center HD) completed 1927-1928 on the site of Central Wire & Iron Works and other industrial buildings. (Sanborn maps) Blight removal has underpinned post-war Urban Renewal projects and government expansion, as well as private redevelopment projects—combined, these mid-to-late 20th-century efforts have removed many blocks of pre-WWII building stock between the Des Moines River east to the foot of the Capitol at E. Seventh Street, and Des Moines Street south to E. Elm Street. (Jacobsen 2002: 113-114) The rise of the automobile also has played a role in reshaping the

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19th-century East Des Moines landscape: Creation of parking lots has occurred since the mid twentieth century, to serve customers and display vehicles in the numerous East Side auto dealerships that once existed; and to clean up junkyards and work yards, a number of which existed throughout the district and beyond. Other parking has been created on former rail right-of-ways. The loss of buildings in these ways, although unfortunate, further elevates the importance of those buildings that remain.

East Side Historic Preservation Efforts

Historic preservation of East Side buildings began at least by the 1970s, when early rehabilitation projects began and the State Capitol building was placed on the National Register; the Northwestern Hotel's 1980s historic tax credit rehabilitation demonstrated the value in saving and restoring. However, momentum was slow due to loss of buildings as new offices were constructed, and due to the rundown condition of buildings and vice-oriented businesses that operated in the neighborhood.

The City of Des Moines funded a Historic Resource Study of the East Des Moines Downtown. Completed in spring 2002, "Lee Township Against the World: The Commercial Architecture and History of Downtown East Des Moines, Iowa, 1877-1952," by historian James E. Jacobsen, provided six historic contexts for commercial and industrial development; the study focused on the commercial area located to the northeast. (Jacobsen 2002: 222) As an outgrowth of the 2002 historic survey and in response to demolition of buildings on the west side of Capitol Hill, property owners, business owners, and residents created a neighborhood association, Historic East Village. The city officially recognized the neighborhood in 2003, the same year the association incorporated as a nonprofit. The association continues to host numerous events and otherwise works to "lead the preservation, support, and development of the East Village community." (Oltrogge: 8; Historic East Village: "About")

Meanwhile, private property owners have carefully rehabilitated and restored more than two dozen commercial and industrial Historic East Village properties, with several using historic tax credits. With modern cover-up cladding removed, historic facades and vibrant businesses located within have provided the East Village renewed pride in its rich history. Within this district, the Advance-Rumely Warehouse, 130 E. 3rd St., is wrapping up a historic tax credit rehabilitation, and the Pitt Carriage Factory, 212 E. 3rd St., is undergoing a historic tax credit rehabilitation in 2017. To the east of this district, preservation advocacy continues, with citizens forming a "Save the Union Depot" group a few years ago to watch over this vacant property, 120 E. Fifth Street, which has made the local Des Moines Rehabbers Club list of endangered properties; in response, a new nonprofit has formed to restore the depot.

Against this backdrop, in 2013 this author researched and wrote a draft commercial historic district nomination, the East Side Commercial Historic District, which covers the extant grouping of the East Des Moines retail shopping area located northeast of the industrial area; this commercial historic district was approved in a federal Part 1 historic tax credit application and is now being revised for National Register submittal. And in 2014, Jacobsen revisited the industrial context of his earlier survey area, and identified a potential industrial district as National Register eligible in a 2014 draft historic district nomination, "East Des Moines Industrial, Warehousing and Railroad Historic District," submitted to the Iowa State Historic

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Preservation Office on an Iowa Site Inventory Form as part of a proposed historic tax credit rehabilitation project that was later completed outside the historic tax credit program; as such, his district did not come to full fruition. (Jacobsen 2014) It must be underscored that Jacobsen's two studies from 2002 and 2014 have shed new light onto the workaday history inherent in the industrial buildings found within this historic district, and are cited below as testament to his research findings that underpin this nomination.

Integrity

The East Des Moines Industrial Historic District exhibits a high degree of integrity as a rare-surviving collection of industrial buildings, and related sites and structures, spanning from circa 1874 through 1956. Examining the district according to the seven aspects of integrity—location, design, setting, materials, workmanship, feeling, and association—as defined in the *National Register Bulletin No. 15: How to Apply the National Register Criteria for Evaluation*, requires understanding the district's significance within the continuum of American history, time, and place. This examination, which follows, finds the district retains excellent historic integrity in one aspect, very good historic integrity in two aspects, and good integrity in four aspects.

Location: The district remains at its original site in the near East Side of Des Moines, historically known as East Des Moines. With regard to location, its integrity is excellent.

Design: The overall form and the defining architectural characteristics of buildings and structures remain. For those resources considered eligible under Criterion C, integrity of design and materials are of particular importance. In particular, the design of buildings and structures evaluated in Section 8 under Criterion C – Architecture continue to reflect their historic functions as warehousing, manufacturing, and rail-related buildings and structures. These include examples of national corporate architecture such as National Biscuit Warehouse and Albert Kahn Inc.-designed Chevrolet warehouse, works by local master architects and contractors, as well as the rare-surviving Des Moines Union Passenger Depot and Pratt-truss Des Moines Union Bridge. These buildings exhibit excellent integrity of design. Other buildings retain fair to very good integrity.

Setting: Overall the integrity of setting is good to fair, depending where in the district one is standing. Standing on E. Third Street, most buildings have been rehabilitated or are to be rehabilitated to pre-1957 (Period of Significance) appearance. Some vacant lots outside the district are being infilled, which is helping to return the surrounding neighborhood to its pre-1957 density. However, many industrial buildings outside the district have been lost since 1957, when Urban Renewal and the Interstate freeway plans were announced, which detracts from the setting but also elevates the importance of the remaining buildings within the district.

Materials: The integrity of materials is very good to excellent. The exteriors of buildings retain much of their original masonry materials, fenestrations, and other character-defining features such as decorative stonework and historic painted signs. The condition of materials for most buildings remains high—some despite decades of deferred maintenance, which is a testament to the high quality of materials and careful use of said materials during original construction.

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Workmanship: The integrity of workmanship is good to excellent. As will be discussed below, the high quality of finished product demanded by corporate architects as well as local architects and builders is clearly expressed through carefully laid brick, decorative brick patterns, hand-carved stone elements, and millwork that have withstood continual use under the typical harsh working conditions placed on older industrial neighborhoods, as well as the long decades of disinvestment from the midcentury on as the area was repeatedly targeted for redevelopment.

Feeling: The integrity of feeling is good. The exteriors of the buildings and rail-related sites and structures readily convey the district's historic character as a hardworking industrial zone.

Association: The buildings, sites, and structures retain their associations a rail-associated warehousing and manufacturing district with associated commerce. The industrial buildings in particular are clearly recognizable as such; the mix of higher density at the north end of the district and some "open work yards" at the south end remains, with the understanding that these yards were not vacant but rather full of materials, transport trucks, and rail cars as period photographs demonstrate. In this way, the district's association is good.

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8. Narrative Statement of Significance

ARCHITECTS/BUILDERS CONTINUED:

Abild Construction Co.
Brereton, William H.
Roberts, S.T.
Robertson, S.A.
Vawter, Fane V.
Weitz Company
William Knudson and Sons
Zimmerman, Albert G.

The East Des Moines Industrial Historic District is locally significant under Criterion A for Industry, Commerce, and Transportation, and is locally significant under Criterion C for Architecture. The industry and commerce represented includes specialty manufacturing, warehousing, and commerce typical in Des Moines during the nineteenth and early to mid twentieth centuries, including agriculture-related goods and auto and carriage industries. Transportation is represented via rail-related buildings, two railroad bridges, and several railroad grade segments, and a segment of a former rail siding location that played an important role in local early 1900s efforts to redevelop the neighborhood into a fully industrial area. The district's industrial architecture is locally significant for demonstrating an evolution of architectural styles and responses over time, as well as for some specific rare-surviving examples of building types and styles. The district provides a rare-surviving grouping of manufacturing, warehousing, and railroad-related properties in Des Moines. The period of significance is circa 1874, representing the date of the earliest resource in the district to 1956, representing the year prior to the 1957 announcement of Urban Renewal and interstate freeway plans that removed many near East Side buildings, devaluing property.

There is one previously listed resource: the Renaissance Revival Northwestern Hotel (321-323 E. Walnut St., 1915-1916, NRHP 1984), built to serve rail passengers and workers, near the now-nonextant Chicago & North Western Railroad passenger depot. This building provides testament to the importance of rail-related transportation within the district and the larger East Des Moines community. This nomination did not evaluate archaeological significance, which could be evaluated in the future.

Brief Industrial History of East Des Moines

Des Moines began in 1843 as the military Fort Des Moines No. 2, located on the west side of the Des Moines River. In 1846, following title of former Native American lands transferring to the U.S. government, the town of Fort Des Moines was platted as square blocks on the west side of the river only. (Henning: 184) The nucleus of Des Moines' West Side, today's downtown core, began as small square blocks oriented toward the river. In 1849, the first addition to the town was made—on the east side of the river. Early settlers John Dean and W.A. Scott laid out some square blocks broken into quarter blocks that matched the orientation and block layout as those on the west side. This is where the first buildings on the East Side were built and where the East Side industrial riverfront began—Scott & Dean's Addition makes up much of

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the historic district. Adding value to this plat was the 1850s decision to move the state capitol from Iowa City in the eastern quadrant of the state to a central location. East Side land developers Scott and Joseph Griffiths were members of a private association organized in 1855 for the purpose of erecting a new capitol and successfully lobbied for the East Side, in an upset victory. Scott donated 9 acres of land on the eastern hilltop overlooking the Des Moines River—what is now known as Capitol Hill. After securing the capitol location, both the Griffiths and Scott would go on to file additional plats (Scott calling one of his “Town of De Moine,” located east of Scott & Dean’s Addition). Fort Des Moines was incorporated as Des Moines in 1857, with Scott serving on the first City Council and running unsuccessfully for the state legislature before his untimely death in 1859. (Dixon: 139-140; Huntington: 254-256)

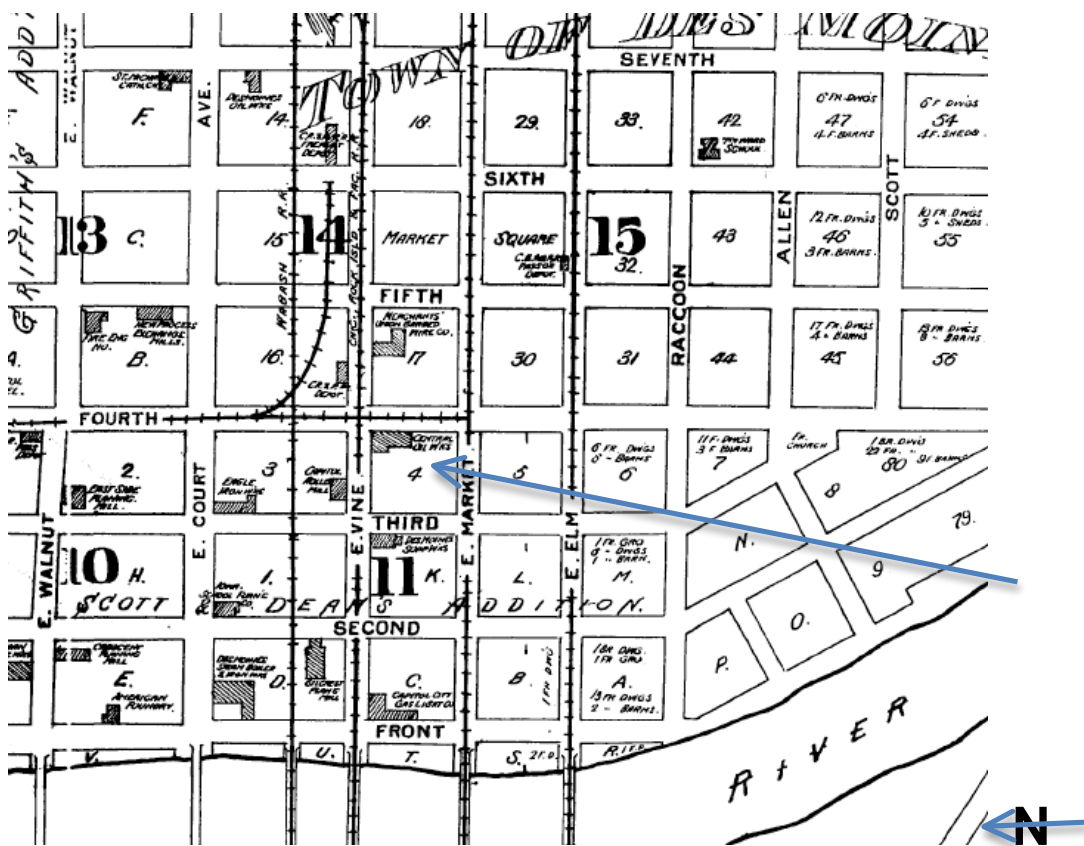


Figure 4: Detail of 1884 Sanborn Map showing East Des Moines rail line locations within the historic district. Arrow points to Ankeny Brothers linseed oil works, 112 SE 4th St.

The earliest East Side commercial development occurred along the riverfront, centered on E. Court Avenue, where the first bridge crossing the Des Moines River was built in 1856-1857. In subsequent years, other

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bridges connected E. Walnut Street, as well as E. Locust and E. Grand north of the district. Ferries were used before the early toll bridges were constructed, creating a disincentive for East Side development but also creating an incentive for those who moved to the East Side to live and conduct business locally. Various railroad bridges were also constructed. (Dixon: 142-143) The riverfront and streets south of E. Walnut Street and east of E. Fourth Street would become largely industrial, home to mills, foundries, factories, and key railroad connections. (Jacobsen 2002: 12-14) The railroads had a great impact on the industrial history of East Des Moines, as encapsulated by Jacobsen:

The City of Des Moines only began its substantial and long-term growth in the mid-1880s in response to its maturing railroad hub. Transportation along with the growth of mass marketing made the city a jobbing and manufacturing center with a substantial coal mining sector as well. East Des Moines industry first developed along the riverside flood plain and expanded southwards only with the availability of more direct rail service. (Jacobsen 2014: 9-10)

From the 1880s to the 1920s, industry shifted east away from the Des Moines River—not only to engage with the rail lines concentrated south of E. Court Avenue, but also due to concerted efforts to “clean up” the riverfront with civic and business redevelopment that spurred a manufacturing renaissance on the East Side. Des Moines’s increasingly important role as a jobbing center, distribution point, and diversified manufacturing location with a mix of “home” (local) industries and branch factories for national corporations is demonstrated by comparing warehouse and factory locations on the 1884, 1901, and 1920 Sanborn maps, as Jacobsen notes. (Jacobsen 2014: 12-16) A 1922 *Des Moines Register* story about the Good Will Tour of Des Moines Jobbers and Wholesalers, which included a number of East Des Moines firms, explained how the rail lines kept Des Moines wholesalers in business: “Iowa retailers have found that making their purchases from Des Moines Jobbers and Wholesalers means quick delivery of the goods ordered. Des Moines is so centrally located in Iowa and trains from Des Moines to every part of Iowa are so frequent that Des Moines jobbers can usually deliver the orders of Iowa merchants within 24 hours. That means that Iowa merchants can carry smaller stocks and turn them over quickly. Des Moines jobbing and wholesale houses carry big stocks so Iowa retailers can get quick action on their orders.” (*The Des Moines Register*, “How Des Moines Jobbers and Wholesalers Serve Iowa,” June 12, 1922: 5)

East Des Moines Industrial Growth and the Civic Center City Beautiful Movement

The early-twentieth-century growth of industry on the East Side came about not by chance but by years of diligent work on the part of local landowners, business owners, and related boosters through the East Des Moines chamber of commerce, East Side alderman, and at least one state senator. The Civic Center Historic District documents the City Beautiful government projects on both sides of the river that cleaned up on the riverfront. Another aspect to this movement was the improvement of the near East Side property adjoining the Civic Center buildings, with manufacturing the preferred land use. The advocacy to locate the new city hall on city-owned property on the East Side in coordination with reconstruction of the Locust Street bridge to improve the east riverfront gained steam in 1906, and construction began in 1909. (*Register & Leader*, “East River Front City Hall Site,” August 14, 1906: 6; Long: 7.5) At the same time, the city and East Des Moines boosters coordinated to remove the red light district that flourished near the river south of E. Walnut Street and contributed to crime and lower property values—with the purpose of concentrating

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manufacturing within the area. (Peglow: 63, 66) A 1908 year-end newspaper update summarized progress by East Des Moines business leaders: "With the completion of the new Locust Street bridge, the new city hall, the erection of the Rock Island depot [nonextant] ordered by the state railway commission, and the removal of the old red light district, the East Des Moines business man is optimistic in his predictions as to East Des Moines becoming the manufacturing district of the city." (*Register & Leader*, "East Des Moines Jumps to Front," December 6, 1908: 12) Indeed, most of the buildings within the historic district were expanded or constructed after the city hall project was proposed in the early 1900s for East Des Moines.

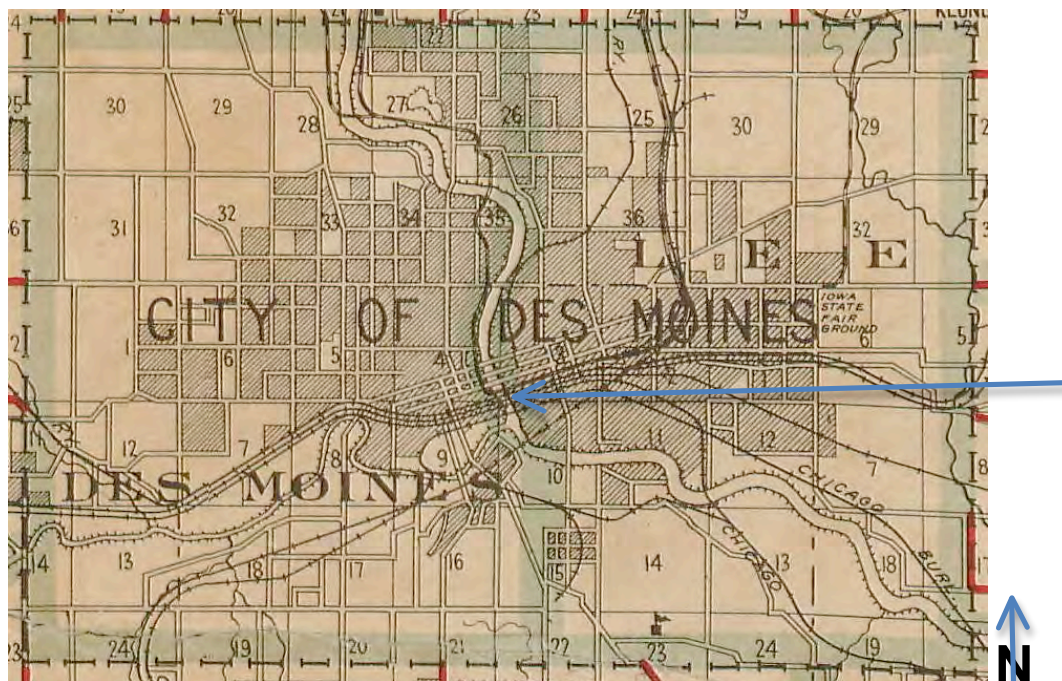


Figure 5: Detail of 1919 map shows the increased concentration of rail lines on the east side of the Des Moines; arrow points to rail line locations within the historic district. (*Official Map of Polk County, 1919*)

To further assist industrial redevelopment, business and property owners coordinated with a railroad to bring a rail siding into the former red light district. Future State Senator Addison M. Parker (1878-1945), an influential attorney and East Des Moines booster who managed the construction of the Pitt Carriage Factory building, 212 E. Third St., in 1909 as trustee for the landowner Jennie Day, began working toward bringing the rail siding into the former alley directly south of the Pitt Carriage Building. The siding came to fruition in 1911, when Des Moines Western Railway Company completed siding from its main line between East Eighth and East Nine streets, west to East Fourth through an existing alley to East First Street. Assembling all the property over which the siding was to run took two years; Parker and William Jaeger of Jaeger Planing Mill, 215-225 E. Third St., were two property owners who assisted, and whose properties remain extant in the proposed East Des Moines Wholesale, Manufacturing, and Railroad Historic District.

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"[East] Court Avenue for Factory District"

With the idea of converting the lower East Court Avenue district into a place of wholesale houses and manufactories, the Des Moines Western Railway Company plans to build a siding from the main line between East Eighth and Ninth streets, west to [East] Fourth, and from [East] Fourth through the alley between [East] Walnut and [East] Court to East First Street.

The last necessary property was purchased yesterday and two tracks will be constructed, providing the city council grants the company the use of the alley nearest [East] Court Avenue, which runs from [East] Fourth Street west to [East] First.

The backers of the project see the rehabilitation of [East] Court Avenue and large business houses taking the place of the long rows of houses.

The purchase of the property on the north side of East Court Avenue, from [East] Fourth Street east to near [East] Seventh and from near [East] Seventh diagonally southeastward to the Des Moines Western tracks, involved an outlay of more than \$100,000, it was stated yesterday by Joseph Muelhaupt, who, with others, has been working on the project for two years. It was necessary to purchase the lots through which the siding will run.

At the westernmost end of the track, on the northeast corner of East Court and East First Street, the Bentley & Olmsted shoe factory building [non-extant] already is being erected, on premises owned by the Lorenz III Realty Company, of which Mr. Muelhaupt is president.

It is stated that if proper trackage facilities are assured, a wholesale hardware firm will have a building erected adjoining the new shoe factory on the west.

Associated with Mr. Muelhaupt in the negotiations have been, among others, Addison Parker, Harry Phillips, and William Jaeger, all owners of property in the section to be served by the new tracks. Mr. Parker owns half a block, Mr. Phillips more than half a block, and Mr. Jaeger a quarter block. The property on East Court Avenue west of Fourth Street is owned by many different people.

It is figured that twenty-four quarter blocks will be served by the new tracks

And extension of the tracks directly eastward from the point between [East] Sixth and [East] Seventh Streets, where the line will run diagonally southeastward to the main line, may follow at some future time.

Mr. Muelhaupt will take the matter up with the East Des Moines Commercial League at once. (*Des Moines Register and Leader*, "[East] Court Avenue for Factory District," July 25, 1911: 10)

A tally of commercial/industrial construction occurring during the early-twentieth-century East Side Civic Center era—spanning 1906 when an East Side city hall location was proposed through 1928 completion of the U.S. Court House—shows the significant redevelopment and reinvestment in industrial and related commercial buildings that occurred within the historic district. (Sanborn maps; Long) However, a new 1931 "Civic Center Des Moines" plan undertaken by the Des Moines Federal of Women's Clubs proposed replacing industry between Des Moines Street to the north to E. Court Avenue, from the riverfront to E. Fourth Street with a large landscaped plaza dedicated to government buildings—which appears to have had a chilling effect on reinvestment in property in these areas. (*Des Moines Register*, "Plans for Civic Center on

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River Front Revealed," January 27, 1931: 1)

1906: East side boosters lobby for East Des Moines site for new city hall

1907, 1908: East Side Planing Mill / Jaeger Manufacturing expands older plant (215-225 E. Third St.)

1908-1911: Municipal Building (city hall) planning and construction (400 E. First St.)

c. 1908: Large 3-story Campbell Automobile Co. Garage opens on former residential side lot (309-311 E. Walnut St.)

1909: Pitt Carriage Factory relocates from west side to former East Side lumberyard site (212 E. Third St.)

1909: New Des Moines Union Passenger Depot opens on site of older depot (120 E. Fifth St.)

c. 1910: New 2-story double storefront built on site of former junkyard and hotel sideyard (215-217 E. Walnut St.)

c. 1910: New multitenant storefront building on site of frame store buildings, house, and junkyard (301-307 E. Walnut St.)

1911: New Walnut Street Bridge (since rebuilt; Long 7.28)

1911-1913: Loetscher – Jaeger Manufacturing purchases Ankeny Bros. linseed oil plant (112-118 SE Fourth St.); Ankeny Bros. builds new facility (nonextant, 121 SE Third St)

c. 1913: Independent Baking Co. builds warehouse on former residential lots (101 SE Fourth St.)

1916: Northwestern Hotel completes new building on existing site (323 E. Walnut St.)

c. 1916 Pittsburgh Plate Glass converts former Nichols & Shepard Co. threshing warehouse into distributorship (108 SE Fourth St.)

1916: Loetsch & Bursch millwork remodels former Des Moines Linseed Oil warehouse (118 SE Fourth St.)

1917: New Court Avenue Bridge opens

1918-1920: Municipal Court and Public Safety Building (25 E. First Street), completed on the site of the half-block McDonnell Boiler and Iron Works manufacturing complex

1918: Standard Oil Co. completes new \$250,000 complex on site of its old plant (216 SE Fifth St.)

1919: Advance Rumely rebuilds warehouse following fire (100 E. Third St.)

1920: National Biscuit Co. completes new warehouse on site of former foundry (219 E. Court Ave.)

c. 1923: Whitaker Auto Co. appears to have built the 2-story garage addition (223 E. Walnut St.)

1926: Iowa Boiler Works completes new facility at existing location (306 E. Court Ave.)

c. 1927: Des Moines Gas Co. builds new office building (106 SE First St.)

1927-1928: U.S. Courthouse (123 E. Walnut Street) built upon former Central Wire & Iron Works among other manufacturing and jobbing buildings

1928-1929: Globe Machinery & Supply Co. completes new factory on former site of rowhouses and junkyard (215-217 E. Second St.)

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Figures 6 and 7: Two views of the same property, 112-118 SE 4th St., looking southwest. Left: A circa-1895 view of the Des Moines Linseed Oil Works. (*Des Moines Illustrated Souvenir*, 1895) Right: From 1911 through the period of significance, Loetscher & Burch branch millwork factory and warehouse occupied and reshaped the plant for its needs. (*Des Moines Sunday Register*, “Know Des Moines Products” special section, October 25, 1931)

Industry: Significance of Manufacturing and Warehousing

Many of the buildings within the district demonstrate local significance under Criterion A – Industry and Commerce. One of the oldest extant industrial facilities in Des Moines is the Ankeny brothers’ Central Oil Works (later affiliated with a national linseed oil trust under Des Moines Linseed Oil Works), 112-118 SE Fourth St., which dates to circa 1874. The 1920s Des Moines Gas Company Office and Pump House, 106 SE First St., are remnants of the early gas works; the contemporary successor, MidAmerica Energy, still operates in the area. The 1909 Pitt Carriage Co. Factory, 212 E. Third St., represents a rare-surviving carriage works, which operated under the leadership of Mabel Pitts, the only woman of her time to lead a carriage company in the United States. Pitt also led the firm into the auto industry and during her tenure, Pitt Carriage was listed as one of nine founding members of the new Manufacturers’ Association of Des Moines, an affiliate of a statewide association. (*Des Moines News*, “Makers of Des Moines Goods Ready for Biz,” February 7, 1909: 1; *The Hub*, “Woman Will Head Automobile Shop,” February 1911: 326; *Implement Age*, “Successful Business Woman Retires,” July 12: 13) The once sizable boiler-making industry of Des Moines is represented by what appears to be the last surviving plant, Capital City Iron Works, 306 E. Court Ave., 1926, as determined by Jacobsen, who noted that the boiler industry played an important role due to the local coal mining industry. (Jacobsen 2014: 9)

Several out-of-state corporations constructed facilities within this district and represent the rise of national corporations and corporate architecture: the 1898 Nichols & Shepard Warehouse (108 E. Fourth St.), the c. 1913 Independent Baking Co. warehouse (101 SE Fourth St.), the 1918 Standard Oil Co. enlarged plant; the 1919 rebuilt Advance-Rumely Thresher Warehouse (130 E. Third St.); the 1920 National Biscuit

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Company (219 E. Court Ave.), and the 1936 Chevrolet Office and Warehouse (107 E. Fifth St.) Future research may determine that the 1947 streamlined Moderne Simon Tire Co. jobbing building, 201 E. Walnut St., follows a Goodyear corporate architecture plan.



Figures 8 and 9: Left: The Jaeger family leased its outgrown East Side Planing Mill—Jaeger Manufacturing facility, 215 E. Third St., in 1916 to the Hawkeye Tire Factory. (*Des Moines Register*, December 3, 1916: 10) Right: A long-time tire jobbing firm rebranded in the post-war era with a new name, Simon Tire, and new building at 201 E. Walnut St. (*Des Moines Sunday Register*, October 5, 1947: A3)

A key sub-context is the carriage and auto-related industry represented in several buildings:

- Pitt Carriage Co. Factory Building, 212 E. Third Street (1909) was noted as a modern factory building when constructed. The property owner's representative, attorney Addison M. Parker, oversaw construction and then lobbied for a rail siding that extended down the alley to the south, and was completed in 1911, offering an advantage to property owners and businesses along the route. Pitt Carriage combined with competitor Matthews Carriage Co. (formerly at 512 E. Grand Ave., located within the East Des Moines Commercial Historic District), and became known for auto and truck bodywork. Parker later inherited the Pitt Carriage property; during his association with the property he served two terms in the state senate. ("Addison M. Parker," [Iowa] *Senate Journal*, 1947, 52 GA)
- Hawkeye Tire Factory, 215-225 E. Third Street (1916) began Des Moines's first tire manufacturing from the former East Side Planing Mill / Jaeger Manufacturing location.
- Campbell Automobile Co. Garage / Friedman Motor Co., 309 E. Walnut, (c. 1908): 3-story masonry with storefront windows. 1920 Sanborn lists 20-car garage first floor; upper floors auto salvage.
- Hawkeye Auto Mart/B&L Motor Sales, 301 E. Walnut Street (c. 1910, with 1936 rear parking garage (addition 227-229 E. 3rd)
- Whitaker Auto Co., 223 E. Walnut Street (circa 1890s with rear circa 1920s 2-story auto bay addition.
- Globe Hoist Factory, 215-217 E. Second St. (1929) manufactured auto hoists used by service stations, among other customers. The company was a spin off from the long-established Globe Machinery, whose other buildings are non-extant.
- Chevrolet Office and Warehouse, 107 E. Fifth St. (1936) employs Modern Movement industrial

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architecture wrought by the Albert Kahn architectural firm of Detroit; situated between two rail lines and occupies nearly a whole block. (*Des Moines Register*, "Work to Begin on \$350,000 Building Here," July 26, 1935: 1)

- Simon Tire, 201 E. Walnut St. (1947) streamlined Moderne curved masonry and glazing corner announces wholesale and retail storefront; rear vehicle bays enter off E. Second Street. The company previously operated as Chicago Metal & Rubber Co. out of a 3-story Late Victorian broom factory (as of 1891 Sanborn), which it tore down to build new facility for Good Year tire jobbing.



Figures 10 and 11: Left: Chevrolet Motor Co.'s 1935-1936 massive warehouse arose during the midst of the Great Depression. (*Des Moines Register*, August 6, 1935: 13) Right: 1941 photo showing rear of Chevrolet warehouse on E. Sixth Street with "frame storage" and typical fenced work yards looking southeast. (Unknown source, as cited in Jacobsen 2014: 17)

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Figures 12 and 13: Left: Post-war remodel for Port Huron Manufacturing updated a late-nineteenth-century industrial factory complex (the former Eagle Iron Works facility) with a new midcentury modern corner façade and rear addition. (Courtesy of Iowa State Bank, as cited in Jacobsen 2014: 26) Right: Modernist new construction of Salvation Army shops and dormitory occurred in 1956 after a fire destroyed its old warehouse location. (Des Moines Register, February 7, 1956)

Another key subcontext is agricultural manufacturing, representing by Nichols & Shepard (thresher) Warehouse (108 SE Fourth St.), Advance-Rumely Thresher Warehouse (1300 E. Third St.), Martin Co. corn dryer manufacturer located in the former Pitt Carriage Factory (212 E. Third St.) 1920-1932, followed by Rick's Hatchery 1934-1951, Port Huron's redevelopment of the Eagle Iron Works (301 E. Court Ave.) for its agricultural manufacturing and distributing business, and Western Steel Corp. Quonset hut building service, 317 E. Court Ave (noncontributing due to post-P.O.S. remodeling), which erected in 1951 a triple Quonset hut to showcase its wares that had agricultural applications.

A note about the role of fires in reshaping the built environment within the historic district: A number of buildings within and around the district suffered disastrous fires, some of which caused complete or partial losses. These massive fires merited front-page newspaper coverage, with headlines capturing the dangers inherent within buildings filled with machinery, heat-related processing, and/or flammable materials. Following the 1903 fire at the Prouty Soap Works, SE Third and E. Market streets, nonextant, the headlines read: "Was Prouty Soap Plant Dynamited? Big Building Was Wrecked Last Night and One Man Barely Escaped Death. The Damage was \$25,000. Charles Prouty Believes Dynamite Was Used to Wreck the Plant. May Have Collapsed. So Says the Owner—It Was But Recently Constructed and Completed." (Register and Leader, October 29, 1903: 1) The 1918 fire at the Advance-Rumely warehouse, 100 E. Third St., completely destroyed the newly expanded plant and all stock, with losses estimated at \$500,000. (Des Moines Register, October 19, 1918: 6) The fire led to a rebuilding of the warehouse from the ruins, completed in 1919. The 1949 "raging inferno" at the East Side Planing Mill/Jaeger Manufacturing, 215-225 E. Third St., led to loss of half of the second-floor of the quarter-block plant, then used in part as millwork warehouse, beer distributorship, and printing. (Des Moines Register, "Flames Roar Through East Side Building," December 2, 1949: 1) A 1954 fire in the Salvation Army 2-story warehouse, the former Dempster

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Manufacturing Warehouse, 201-211 E. Court Ave., totaled the building, and led to construction of a new Salvation Army building dedicated to workshops, dormitory, and rear loading completed in 1956, the final new construction contributing to the historic district. (*Des Moines Register*, "Fire in Salvation Army Warehouse," May 16, 1954: 11L)



No Des Moines building has ever progressed more rapidly in the winter season than has the new warehouse and showrooms of the Advance Rumely Thresher company at East Third and Vine streets. chines, separators, plows, steam engines and tractors. Although last named, tractors are now the most important branch of the industry, according to H. C. Flowers, manager. This building will also house one of mor and reg cities the Tracks



Figures 14 and 15: Left, 1919 post-fire rebuilt Advance-Rumely thresher warehouse, 100 E. Third St. (*Des Moines Sunday Register*, "Three More Business Buildings to Help Handle Des Moines Trade," March 9, 1919: Commercial) Right, 1949 "raging inferno" at East Side Planing Mill/Jaeger Manufacturing, 215-225 E. Third St. (*Des Moines Register*, "Flames Roar Through East Side Building," December 2, 1949: 1)

Transportation: Significance of Railroads to East Side Development

The rail-related context is represented by a railroad bridge, a rare-surviving passenger depot, segments of intact rail tracks and segments of abandoned locations of rail grades, and by a segment of the location of a rail siding that was added c. 1911 in order to further the conversion of remaining housing into industrial locations. All are considered possessing local significance under Criterion A—Transportation. The historic rail location segments are counted as sites, the bridges as structures, and the depot as a building.

Rail bridges played an important role in moving freight and passengers across the Des Moines River, which bisects the City of Des Moines into east and west sides. The 1891 the Des Moines Union Railway upgraded a wooden rail bridge to a steel Pratt through-truss bridge, purchased from Detroit Bridge Company for about \$40,000; it was modified in 1905 with a steel deck at the west end, and at the east end in 1945 following a rail accident that damaged one of the three original sections. (*Iowa State Register*, "Union Railway Improvements," July 8, 1891: 7; Nash) The bridge rests on pairs of cylinder piers. In 2003 historian Jan

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Olive Nash found the bridge National Register eligible in a survey for the City of Des Moines prior to conversion of the rail bridge into a pedestrian bridge; she found the bridge to represent the “golden age” of steam railroading (1890-1920). (Nash: 1). Next to the Des Moines Union Bridge, the Chicago, Rock Island & Pacific in 1904 replaced an earlier wooden span between E. and W. Vine Street with a 625-foot-long eight-span through-plate girder bridge set atop regularly spaced piers. These bridges, along with two non-extant bridges located to the south, provided important rail connections to East Des Moines and their construction represented improvements in rail traffic. For example, the City of Des Moines in 1904 communications with the CRI&P railroad urged speedy bridge construction, as reported in a local newspaper. (*Register & Leader*, “Rock Island Must Hurry New Bridge,” March 8, 1904: 10)

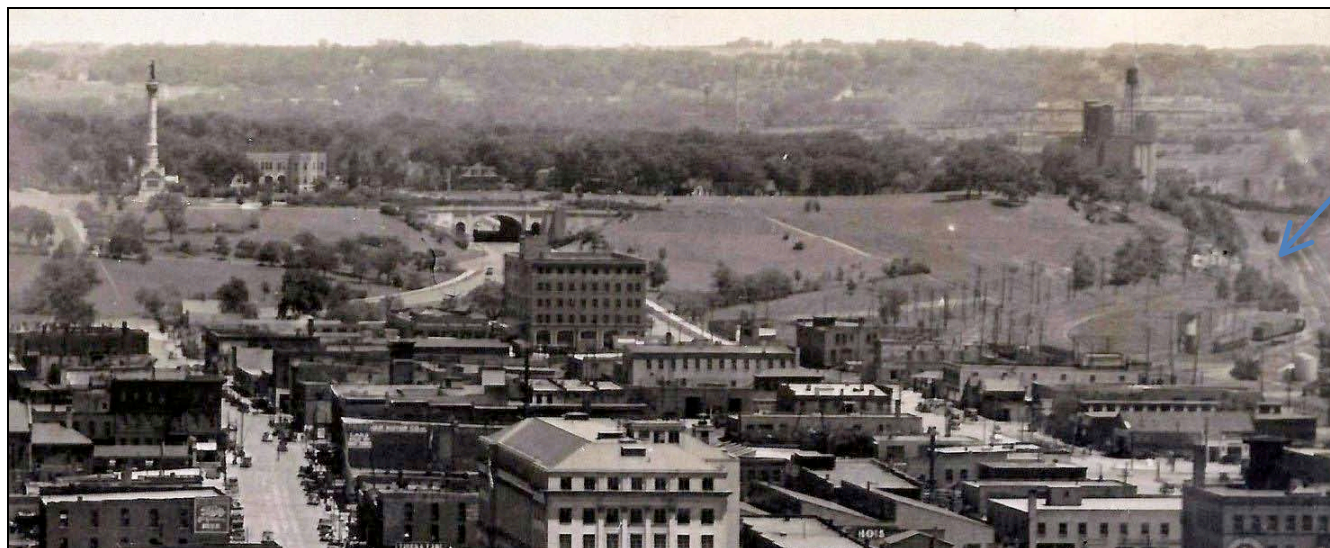


Figure 16: Bird's-eye view circa 1940 of East Walnut Street (left) and East Court Avenue (right), looking east. Arrow points to snaking rail lines entering the industrial district. The tallest two buildings (both extant) are each 5 stories: foreground U.S. Court House, 123 E. Walnut, and background International Harvester Building, 215 E. Seventh Street. (www.bridghunter.com, as cited in Jacobsen 2014: 18)

The 1909 Des Moines Union passenger depot (aka Chicago Great Western depot), 120 E. Fifth St., calls attention to the local importance of the rail lines, and specifically the importance of passenger rail in East Des Moines; it was located along the rail tracks that crossed the Des Moines River at the Des Moines Union Bridge. (*Des Moines Tribune*, “New Depot Is About Finished,” December 17, 1909, from Ron Sims Collection) The Des Moines Union Railway played an important role within East Des Moines’ industrial area by furnishing terminal facilities. As described by railroad historian Frank B. Donovan, Jr.: “The Des Moines Union Railway [was] a joint facility of the Wabash and the Milwaukee railroads, and it [had] forty-two miles of valuable industry and terminal tracks. The Union was incorporated in 1884 by the railroads now embodied in the Wabash and Milwaukee railroad systems [and] served Des Moines and vicinity. [Rail

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magnates] Frederick M. Hubbell, Jefferson S. Polk and Grenville M. Dodge were the leading promoters of the enterprise." (Donovan: 248) The depot was planned by 1908 and completed in late 1909. By the mid 1930s it was vacant but may have served as storage or similar use for the railroad. In 1951 the building was converted into a produce warehouse, with removal of the porte cochere-type front porch and construction of a 1951 north masonry warehouse addition, according to the 1957 Sanborn map. The depot building is also notable for its railroad-related architecture, as documented below.

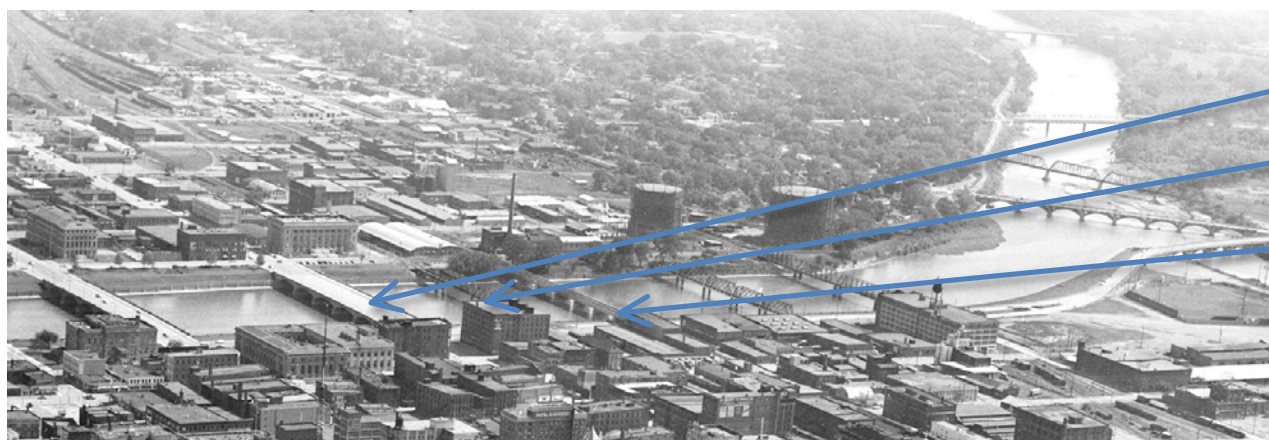


Figure 17: Aerial photograph circa 1957 of downtown Des Moines showing East Side looking east across Des Moines River; three historic bridges remain extant, from left: Court Avenue Bridge, Des Moines Union Bridge, and CRI&P Bridge. (Lost Des Moines)

Also during the early 1900s, as previously addressed, local property owners and East Side boosters began lobbying for a railroad siding, to be added to service buildings and businesses along E. Walnut Street and E. Court Avenue; this extant section (without rails) of the siding in the east-west alley between E. Walnut and E. Court is considered a site for the purpose of this nomination. The Des Moines Western Railway Company provided the trackage by 1911. Also by 1911, a new 5-story Renaissance Revival-style brick Northwestern Hotel, 323 E. Walnut St. was proposed; a scaled-down 3-story hotel was completed in 1916. The hotel was begun in an earlier building in 1877, opposite the Chicago and North Western depot, with tracks running along E. Fourth Street to a roundhouse farther north. The hotel (both the earlier and the existing building) catered to rail passengers and employees with low-cost lodging and food. (Long 1983: 8-1) Designed to provide lodging for railroad employees, the Northwestern Hotel in "its location and appearance are sole reminders of the Chicago and North Western Railroad and its history calls attention to railroad-related events in Des Moines," as documenting in historian Barbara Beving Long's 1983 NRHP nomination. It should be noted that by the post-war era, some aspects of railroads were considered to be nuisances. Hoboes riding rails were viewed as problematic to the business district. (Johnson) East Des Moines leaders were complaining about the smoke, noise, and traffic blocked by the North Western's E. Fourth Street operations as City of Des Moines leaders were working toward forfeiture of the railroad's E. Fourth Street operations in 1948. ("90 Days More Asked Here by Railroad," Des Moines Register, June 24, 1948: 18)

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County and State Polk, Iowa



Figure 18: 1941 bird's-eye view of E. Walnut Street looking east from rear of U.S. Courthouse. Chicago and North Western Depot (left arrow; nonextant) across the street from Northwestern Hotel (right arrow, 323 E. Walnut St.) At lower right corner, junkyards are visible behind buildings in the 200 block of E. Walnut Street. On the left side of Walnut Street, a used car lot stands—an example of mid-20th-century building clearance for auto-related use. (Photo by R.D. Kimmel, courtesy of Hank Zaletel)



Figure 19: Postcard circa 1910s showing 1909 "East Side, Union Depot, Des Moines, Iowa." Note porte cochere-looking porch, which is depicted on the 1920 and 1950 Sanborn maps. (Courtesy of Ron Sims Collection)

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County and State Polk, Iowa

Architecture: Significance of Architecture to East Des Moines Development

Construction within the historic district relied on top local architects and builders as well as some out-of-state architects who worked for large corporations that located branch houses within the East Side.

The state's premiere architecture firm Proudfoot, Bird & Rawson is known to have designed at least two buildings within the district: Northwestern Hotel, 323 E. Fourth Street, 1916 (Proudfoot, Bird & Rawson; NRHP 1983) and Advance-Rumely Thresher Co. Warehouse, 130 E. Third St., 1919 (Proudfoot, Bird & Rawson, plus A.H. Neumann & Co. contractor). Further research may show that the Proudfoot firm designed the Des Moines Union Depot, 120 E. Fifth Street. This 1909 brick passenger depot with Flemish gables was constructed with the porte cochere at the street, which survived until a 1951 addition was added that converted the depot into a produce warehouse. The building's architectural importance is underscored by it being a rare-surviving depot building; railroads played an important role in Des Moines, but most rail-built architecture has been lost within the city.

At least two architects based out of state and employed by national corporations with branch houses in Des Moines designed buildings within the district. This trend reflects the desire of national business concerns with consistency in branding through architecture:

- National Biscuit Co. (Nabisco) staff architect Albert G. Zimmerman likely designed or oversaw the design for the 1919-1920 Colonial Revival National Biscuit Co. Warehouse, 219 E. Court Ave. National Biscuit was headquartered in Chicago, where Zimmerman (1866-1947) had practiced previously. "[Company president Adolphus] Green hired an architect full-time to design factories that would have enough style and dignity to inspire loyalty from the workers and act as shining models of modernity to the communities in which they stood (Cahn: 125, as quoted in Donnelly: 3). Zimmerman executed factory buildings in other states with soft colored brownish-orange brick with cream-colored brick trim, which seems similar to the design of this Des Moines warehouse. (Donnelly: 4)
- Renowned industrial architect Albert Kahn's Detroit-based firm Albert Kahn Inc. (Kahn, 1869-1942) designed and oversaw construction of the Chevrolet Motor Division Office and Warehouse, 106 E. 6th St., 1935-1936. News of the \$350,000 127x140-foot brick and glass warehouse and office building to be built on land purchased from the Rock Island Railroad made the front page of the *Des Moines Register*. The building covers nearly an entire block between E. Fifth and E. Sixth streets between E. Vine Street and the Rock Island Railroad tracks. Administration of sales, service, and distribution of parts occurred from the offices. (*Des Moines Register*, "Work to Begin on \$350,000 Building Here," July 26, 1935: 1).
- The square-block multi-building 1917-1918 Standard Oil complex, 216 SE Fifth St., may also be the work of a corporate architect.

Building contractors are also represented within the district's building stock. One of the most prodigious general contracting firms, A.H. Neumann & Co., is known to have built at least two buildings within the district: Chevrolet Motor Division office and warehouse, 107 E. 5th St., 1935-1936; and Advance-Rumely Thresher Co. Warehouse, 100 E. Third St., 1918-1919. Another prominent general contract firm, Weitz Co., built the Standard Oil complex, 216 SE Fifth St. S.T. Roberts won the contract for the 1898 Nichols &

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Shepard Co. threshing machine warehouse, 108 SE Fourth St. (*The Des Moines Leader*, "City in Brief," August 18, 1898: 5) East Des Moines alderman and brick/stone mason William Brereton also built buildings and additions within the district, including the Des Moines Union Passenger Depot and portions of the East Side Planing Mill/Jaeger Manufacturing, 215-225 E. Third St.



Figures 20 and 21: Left, Circa-1930s view of Chicago Great Western rail line at E. Fourth Street looking west. Building at left is 108 E. Fourth St., historically the Nichols & Shepard Threshing Co. warehouse, and in this photo likely occupied by Pittsburgh Plate Glass warehouse. (John W. Barriger III National Railroad Library) Right, view of same building and railroad grade, 2016. (Jennifer Irsfeld James)

Rare-surviving rail-related specialized architecture within the district consists of a passenger depot and two rail bridges, which are locally significant due to the once-dominant presence of railroads within the east and west side commercial districts in Des Moines. Of particular note:

- The 1891 Des Moines Union Railway Bridge located between E. Court Avenue and E. Vine Street is a multiple-span pin-connected Pratt through-truss bridge with later technological adaptations of through plate girder and steel girder approaches. The bridge was abandoned for rail use in 1997 and was adapted for pedestrian use. It has previously been evaluated as individually National Register eligible under Criterion C-Architecture as a rare-surviving rail bridge and truss design.
- The 1909 brick Des Moines Union Passenger Depot, 120 E. Fifth St., is rare-surviving depot built along the rail line south of E. Court Avenue. This finely detailed small building includes Flemish gables, decorative arched window(s), and stone accents and sills. It incorporated a waiting room, baggage storage, and ticket sales. At one time, Des Moines had several passenger depots, including at least three on the East Side.

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Postscript

The year 1957 marked the public presentation of Urban Renewal and Interstate freeway plans, which eventually cleared acres of commercial, industrial, and residential buildings from Des Moines Street north (some three blocks north of the historic district). (*Des Moines Tribune*, "Area Proposed for Urban Renewal Project," July 25, 1957) Additional Urban Renewal districts were added in subsequent decades. These plans, in addition to the precursor unrealized 1931 "Civic Center" plan that proposed widespread clearance of buildings from the riverfront to E. Fourth Street, appears to have had a chilling effect on reinvestment within existing buildings. Disinvestment led to lack of maintenance, which preserved some buildings while also hastening demolition of others. Overall, the situation contributed to a view that the buildings in on the lower East Side were disposable. (For example: *Des Moines Register*, "East side group will raze eyesores," August 1, 1976: 1, 3) For these reasons, the extant industrial and commercial buildings within the historic district are rare survivors.

Conclusion

In conclusion, the East Des Moines Industrial Historic District contains an intact group of industrial buildings, structures, and sites that show variety in architectural appearance, materials, and technological progression reflective of the period of significance.

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County and State Polk, Iowa

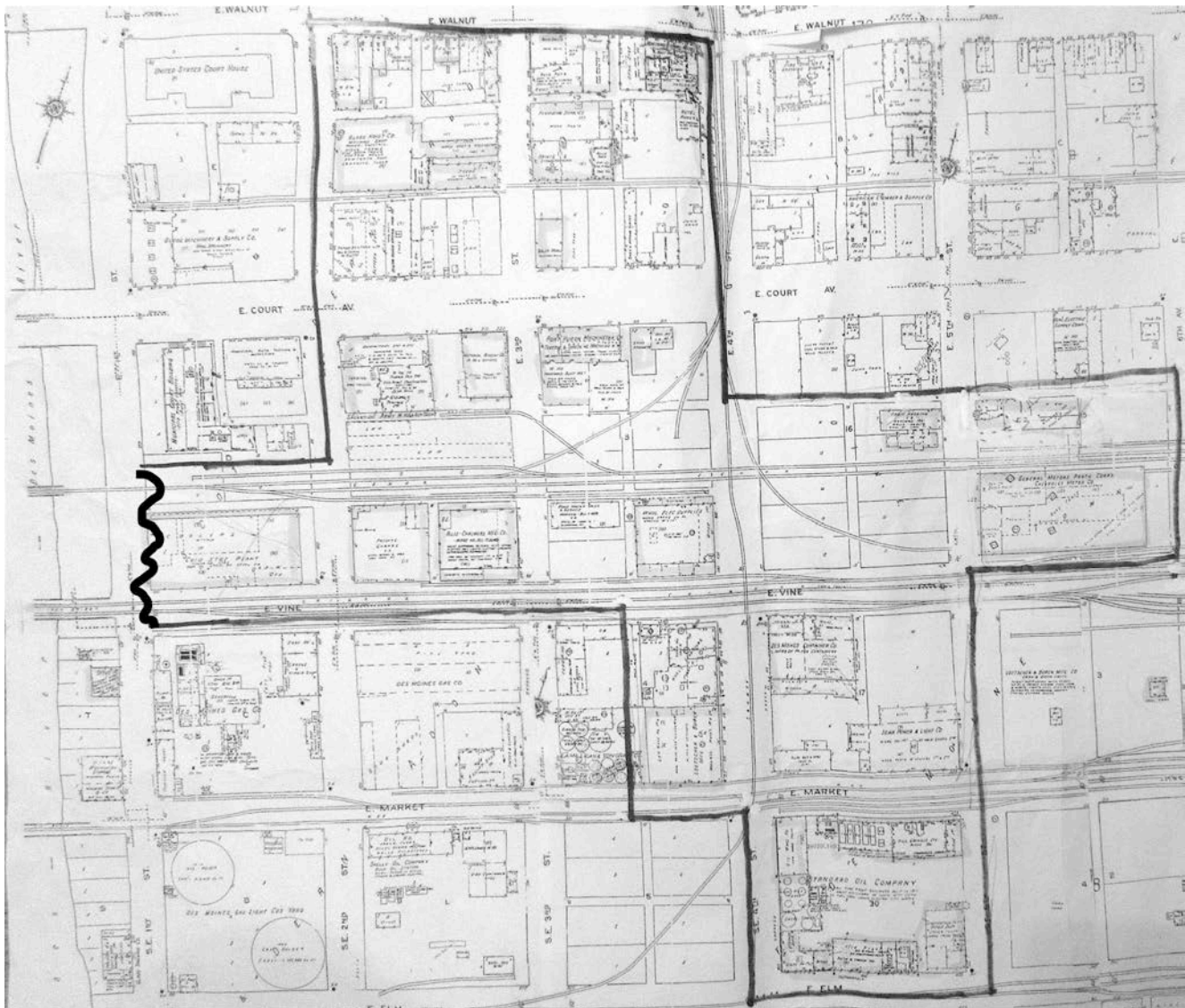


Figure 22: 1957 Sanborn map; several pages pieced together. District boundary drawn atop; undulating line at far west indicates boundary for the two bridges continues across the Des Moines River.

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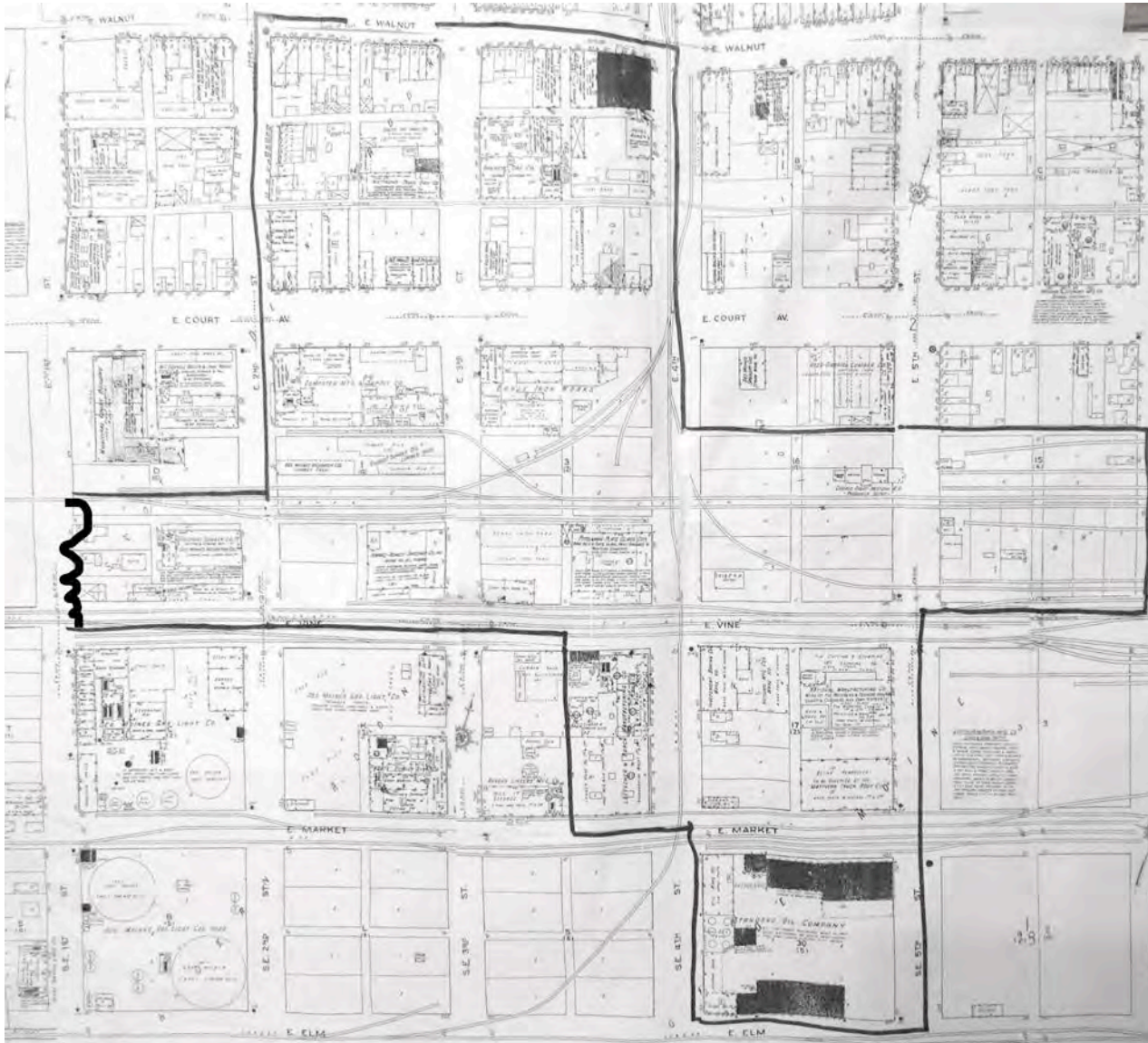


Figure 23: 1920 Sanborn map; several pages pieced together. District boundary drawn atop; undulating line at far west indicates boundary for the two bridges continues across the Des Moines River.

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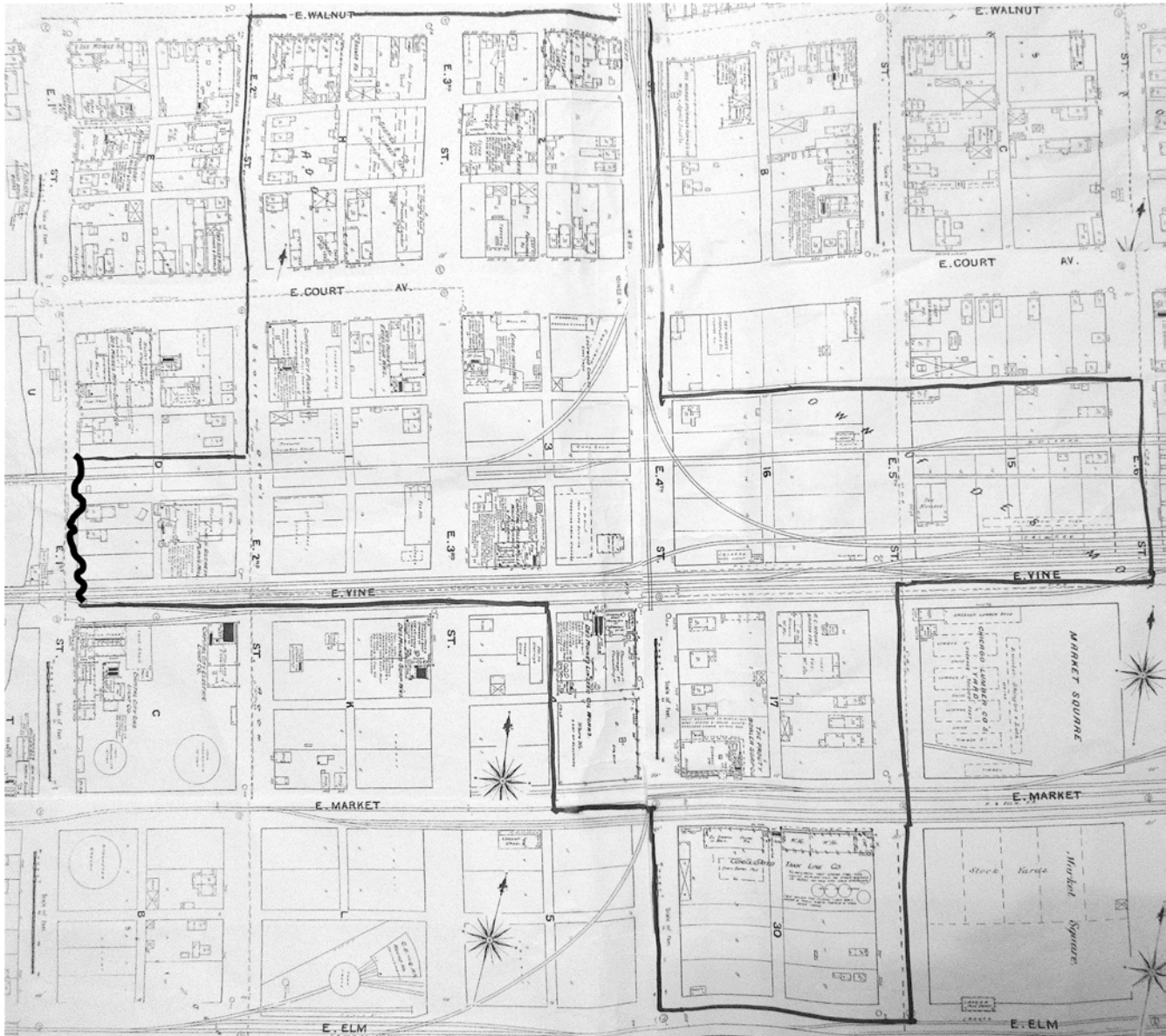


Figure 25: 1891 Sanborn map; several pages pieced together. District boundary drawn atop; undulating line at far west indicates boundary for the two bridges continues across the Des Moines River.

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County and State Polk, Iowa

10. Geographical Data

Latitude, Longitude Continued:
41.586483, -93.608932

Verbal Boundary Description

The boundary is indicated on the attached map by a heavy black line.

Boundary Justification

The boundary includes the rare-surviving extant grouping of East Des Moines industrial buildings, along with transportation-related commercial buildings and rail-associated buildings, structures, and sites, on their original parcels historically associated with portions of Scott & Dean's Addition to (East) Fort Des Moines and Town of De Moine plats.

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Section Photos **Page** 48 **Property name** East Des Moines Industrial Historic District
County and State Polk, Iowa

Photographs

All photographs taken 2016 by Jennifer Irsfeld James. Copies on file with SHPO and NPS.

Photo 1 Des Moines Union Railroad Bridge at E. 1st look SW

Photo 2 Chicago, Rock Island & Pacific Railroad Bridge (Vine Street Bridge) at E. 1st St. look NW across Des Moines River

Photo 3 Des Moines Union Railroad abandoned railroad grade at E. 1st look E

Photo 4 Des Moines Gas Co. Office, 106 SE. 1st St. look E

Photo 5 Chicago, Rock Island & Pacific (currently Iowa Interstate) rail line over E. Vine Street at Hoxie Fruit Co. Warehouse, 100 E 2nd, from SE 1st look NE

Photo 6 E. 2nd Street look N, with Hoxie Fruit Warehouse, 100 E. 2nd, on west (left) and Hoxie Fruit Garage, 101 E. 2nd, on east (right)

Photo 7 E. 2nd Street at E. Court Avenue look SE at Salvation Army Retail Store, Dormitory and Warehouse, 211 E. Court Ave.

Photo 8 E. 2nd Street and E. Court Avenue look NE to Globe Hoist Factory, 215 E. 2nd St., and Pitt Carriage Factory, 212 E. 3rd St.

Photo 9 Des Moines Western Railway Company rail siding location over city alley, look E from E. 2nd Street at Globe Hoist Factory, 215 E. 2nd St.

Photo 10 Globe Hoist Factory, 215 E. 2nd St. look SE

Photo 11 E. 2nd Street at E. Walnut Street look SE at Simon Tire, 201 E. Walnut St., and Globe Hoist Factory, 215 E. 2nd St.

Photo 12 E. 3rd Street at E. Walnut Street look S down 200 block toward E. Court Avenue.

Photo 13 E. 3rd Street east side look NE at Jaeger Manufacturing/Hawkeye Tire Building, 215-221 E. 3rd St.

Photo 14 E. 3rd Street west side look NW at former Des Moines Western Railway Company siding and Pitt Carriage Factory, 212 E. 3rd St.

Photo 15 E. 3rd Street at E. Court Avenue look S at Eagle Iron Works/Port Huron Machine Co., 301-307 E.

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Court Ave., on left, and National Biscuit Co. Warehouse, 219 E. Court Ave., on right

Photo 16 E. 3rd Street Advance-Rumely Warehouse, 100 E. 3rd look NW from E. Vine rail lines

Photo 17 E. 4th Street look S from E. Walnut Street, with Northwestern Hotel, 321 E. Walnut St., at right.

Photo 18 SE 4th Street at rail bed look SW Nichols & Shepard Co. Warehouse, 108 SE 4th St.

Photo 19 SE 4th at E. Vine Street look SE at Independent Baking Co., 101 SE 4th St.

Photo 20 SE 4th Street at Ankeny Bros. Central Oil Works / Loetscher & Burch Manufacturing, 112-118 SE 4th St. look SW from E. Vine Street

Photo 21 SE 4th Street at E. Market Street look NW at Ankeny Bros. Central Oil Works / Loetscher & Burch Manufacturing, 112-118 SE 4th St.

Photo 22 SE 4th Street at E. Elm Street and rear of Standard Oil Co. complex, 216 SE 5th St., look NE

Photo 23 SE 4th Street look N to E. Market Street and beyond

Photo 24 E. 5th Street look W at Des Moines Union Depot, 120 E. 5th St. and rail bed

Photo 25 E. 5th Street at E. Vine Street, look NE at Chevrolet Warehouse, 107 E 5th St.

Photo 26 SE 5th Street at E. Market Street, look SW at Standard Oil Co. complex, 216 SE 5th St.

Photo 27 SE 6th Street look W vacated E. Vine Street rail bed and rear of block-long Chevrolet Warehouse, 107 SE. Fifth St.

Photo 28 E. Court Avenue at E. 4th Street look NW

Photo 29 E. Court Avenue at E. 3rd Street look E at Iowa Boiler Works / Capitol City Boiler Works, 306 E. Court Ave.

Photo 30 E. Court Avenue at E. 3rd Street look E, National Biscuit Warehouse, 219 E. Court Ave., left

Photo 31 E. Court Avenue look SW National Biscuit Co. Warehouse, 219 E. Court Ave.

Photo 32 E. Walnut Street look W from E. 4th Street, Northwestern Hotel on left

Photo 33 E. Walnut Street south side look E from E. 3rd St.

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Photo 34 E. Walnut Street south side look SW from E. 3rd Street at 200 block

Photo 35 E. Walnut Street look SE from E. 2nd Street at Simon Tire, 201 E. Walnut St.

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Section Photos **Page** 51 **Property name** East Des Moines Industrial Historic District
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Photo Key

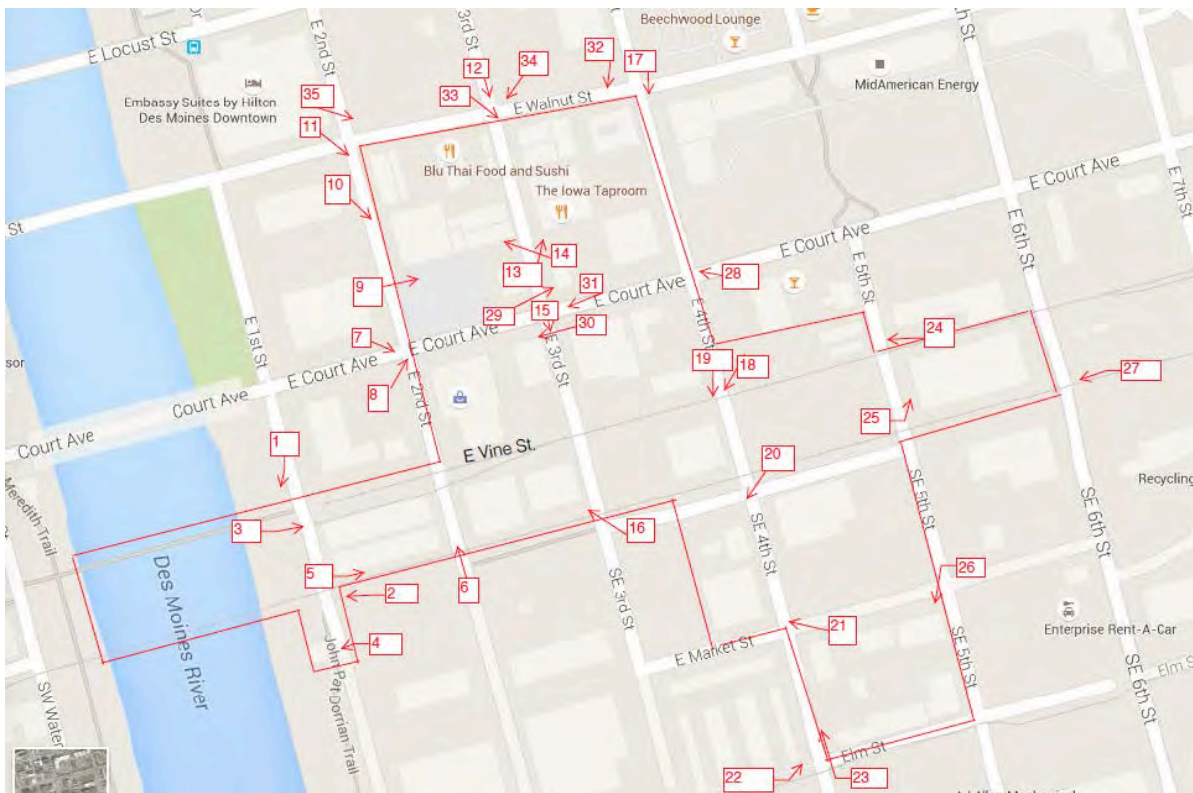


Photo key showing boundaries and photo locations. (Google Map, 2016)



















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El Vie

Big Lar's

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Hilltop Tire Service

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Hilltop Tire Service

15

PROFESSIONAL
AUTO
SERVICE

HITS

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: East Des Moines Industrial Historic District

Multiple Name:

State & County: IOWA, Polk

Date Received: 8/22/2017 Date of Pending List: 9/19/2017 Date of 16th Day: 10/4/2017 Date of 45th Day: 10/6/2017 Date of Weekly List:

Reference number: SG100001700

Nominator: State

Reason For Review:

- | | | |
|---------------------------------------|--|---|
| <input type="checkbox"/> Appeal | <input checked="" type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape | <input type="checkbox"/> Photo |
| <input type="checkbox"/> Waiver | <input type="checkbox"/> National | <input type="checkbox"/> Map/Boundary |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period |
| <input type="checkbox"/> Other | <input type="checkbox"/> TCP | <input type="checkbox"/> Less than 50 years |
| | <input type="checkbox"/> CLG | |

Accept Return Reject 10/4/2017 Date

Abstract/Summary
Comments:

Recommendation/ Criteria Accept, National Register Criteria A and C.

Reviewer Patrick Andrus Patrick Andrus Discipline Historian

Telephone (202)354-2218 Date 10/4/2017

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

CHRIS KRAMER, ACTING DIRECTOR

August 21, 2017



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IOWA HISTORICAL
FOUNDATION

J. Paul Loether, Deputy Keeper and Chief
National Park Service
National Register of Historic Places
1849 C Street, NW, Mail Stop 7228
Washington, DC 20240

Dear Mr. Loether:

The following National Register nomination(s) from Iowa are enclosed for your review and listing if acceptable.

East Des Moines Industrial Historic District

The East Des Moines Industrial Historic District is locally significant under Criterion A for Industry, Commerce, and Transportation, and is locally significant under Criterion C for Architecture. The industry and commerce represented includes specialty manufacturing, warehousing, and commerce typical in Des Moines during the nineteenth and early to mid-twentieth centuries, including agriculture-related goods and auto and carriage industries. Transportation is represented via rail-related buildings, two railroad bridges, and several railroad grade segments, and a segment of a former rail siding location that played an important role in local early 1900s efforts to redevelop the neighborhood into a fully industrial area. The district's industrial architecture is locally significant for demonstrating an evolution of architectural styles and responses over time, as well as for some specific rare-surviving examples of building types and styles. The district provides a rare-surviving grouping of manufacturing, warehousing, and railroad-related properties in Des Moines. The period of significance is circa 1874, representing the date of the earliest resource in the district to 1956, representing the year prior to the 1957 announcement of Urban Renewal and interstate freeway plans that removed many near East Side buildings, devaluing property.

Thank you for your consideration.

Sincerely,

Laura Sadowsky
State Historian
State Historical Society of Iowa

Enclosures.