

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Multiple Property Documentation Form

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

☒ New Submission ☐ Amended Submission

A. Name of Multiple Property Listing

The Architectural and Historic Resources of Central City, Iowa.

B. Associated Historic Contexts

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

- I. Early Settlement
- II. Town Building
- III. Transportation
- IV. Architectural Resources

C. Form Prepared By

name/title William C. Page, Public Historian; Leah D. Rogers, Joanne R. Page, Project Associate  
organization Central City Historic Preservation Commission date January 21, 2002  
street & number 520 East Sheridan Avenue (Page) telephone 515-243-5740  
city or town Des Moines state IA zip code 50313-5017

D. Certification

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

Rowell J. Lorke  
Signature and title of certifying official

July 18, 2002  
Date

**STATE HISTORICAL SOCIETY OF IOWA**

State or Federal agency and bureau

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

Kinda McClelland  
Signature of the Keeper

9/20/02  
Date of Action

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Name of Multiple Property Listing

State

The Architectural and Historic Resources of Central City, Iowa

Iowa

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

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

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

Section number E Page 1

CFN-259-1116

The Architectural and Historic Resources of Central City, Iowa

General Introduction

**E. Statement of Historic Contexts**

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

**GENERAL INTRODUCTION**

The architectural and historic resources of Central City, Iowa, can be understood through the study of several historic contexts. This report discusses each of them. The discussion begins with an introduction to the broad local trends and demographics and continues with a discussion of each of the following:

- I. Early Settlement
- II. Town Building
- III. Transportation
- IV. Architectural Resources

Central City is located in the northeast portion of Linn County. The county is situated within the watersheds of the Wapsipinicon River and the Cedar River, which flow diagonally northwest to southeast through the county. Central City is located on the Wapsipinicon River. The earliest settlements clustered in the southeast portions of the county (Andreas:475) and consisted of individuals and families migrating into Iowa in search of good farming land.

Central City owes its early growth to its location within a rich agricultural area, to the water power supplied by the Wapsipinicon River, and to the drive and labor of its citizenry. The community grew as a market center to provide products and services to the surrounding countryside. This growth was aided by the Illinois Central Railroad, when it constructed a line through the community in 1887.

As can be seen in the table on the following page, the population of Central City has generally shown an increase at each of the federal government's decennial censuses. A noticeable jump occurred between 1880 and 1890. The arrival of the railroad in Central City in 1887 accounts for this increase. A decline between 1900 and 1910 is more problematic to explain, but it reflects the general decline in Iowa's population at the same time. The slight declines, which occurred in Central City's population between 1970 and 1980 and between 1980 and 1990, reflect about the same percentage as Cedar Rapid's population decrease during the same periods. The 2000 census showed an increase in both cities' populations.

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The Architectural and Historic Resources of Central City, Iowa

General Introduction

## POPULATION STATISTICS

Year	Central City	Linn County	Cedar Rapids
1850	N/A	5,444	N/A
1860	N/A	18,947	1,830
1870	N/A	32,080	5,940
1880	250 +/- #	37,237	10,104
1890	467	45,303	18,020
1900	623	55,392	25,656
1910	558	60,720	32,811
1920	688	74,004	45,566
1930	780	82,336	56,097
1940	810	89,142	62,120
1950	965	104,274	72,296
1960	1,087	136,899	92,035
1970	1,116	163,213	110,642
1980	1,067	169,775	110,243
1990	1,063	168,767	108,780
2000	1,157 ##	191,701 ##	120,758 ##

Sources: Goudy 1994  
# Rogers & Page 1995:E-4  
## Goudy 2001

At all times, the agricultural community has played a critical role in the development of Central City. The railroad provided another major stimulus. Manufacturing and food processing have also boosted the local economy, in addition to commercial and professional activities commensurate with a rural market center.

Although many rural towns in Iowa have declined in population since World War II, Central City has bucked this trend. As Cedar Rapids and Marion have grown, Central City became a bedroom community for these cities. Central City retains its small-town character and continues to provide commercial and agricultural services and products to its surrounding market area. The presence of several industries in Central City provide employment opportunities for residents. The Linn County Fairgrounds are located on the southern reaches of the city, and the annual fair provides a unique aspect to the community within the context of Linn County. The completion in 1975 of a divided highway between Central City and the Cedar Rapids-Marion metropolitan area made it easier for local commuters to reach their workplaces and encouraged further settlement in and around Central City.

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The Architectural and Historic Resources of Central City, Iowa

I. Early Settlement

## I. EARLY SETTLEMENT

This section discusses the early settlement of Central City and its surroundings. Those surroundings include Maine, Spring Grove and Jackson Townships. Both were surveyed in 1994-1995 as part of a larger survey, known as the *Comprehensive Planning Project: Linn County, Iowa*, for which an outline of historic contexts had been developed. (Rogers 1992) This comprehensive survey referred to Spring Grove and Jackson Townships as the "Subsection B" study unit. This shorthand name is used in this discussion to identify that geographical area.

Early settlement in Subsection B did not begin until 1839, although the first permanent Euro-American settler in Linn County as a whole was reportedly William Abbe, who settled on a claim northwest of Mount Vernon in 1837. While John Jenkins is believed to have been the first person to build a cabin on the land that is now occupied by Central City, he only stayed a few years before moving on. Credit for the first permanent settlers of Central City is commonly given to the Joseph Clark family, who arrived in August of 1839. However, it should be noted that John Jenkins was related to the Clark family by marriage. The Clark family migrated to this area from Michigan and included Joseph Clark and his wife Abigail, and their nine children. Among the latter was the oldest son Seymour, then 21, and oldest daughter, Delia, then 19 and the wife of John Jenkins and the mother of a son, Marshall. Among the other Clark children was son Ormus, who was 17 when the family settled along the Wapsipinicon River (Central City Historical Society 1989:3). Ormus Clark would have his own farm and property on the south side of Central City in Section 3 of Maine Township by 1859.

Another family that settled soon after in the Central City vicinity was the Joseph Heaton family, who had known the Clarks in Michigan and had migrated as far as Dubuque with the Clarks in 1839. The Heatons visited the Clarks in Linn County and liked the location so much that in 1842 they moved to this area and settled on a farm one mile southeast of the Clarks. Seymour Clark married one of the Heaton daughters, Orpha, and had two sons before he died in 1843. Seymour's widow later married Richard Barber, who settled in the area in 1847 and lived north of the Clarks (Central City Historical Society 1989:3-4).

Other early settlers in Subsection B and the Central City vicinity included: L. D. Jordan and Ed McKinney, who settled in the Jordan's Grove area southeast of Central City in 1840 and hailed from the state of Maine; Chandler Jordan, who settled near his brother L. D. Jordan in 1844; L. Harvey Powell, who entered a tract of land on the ridge west of Central City in 1844 (in Subsection B); N. C. Gillian, who arrived in 1846 and settled on land southwest of Central City (in Subsection B); Jennings Crawford, who arrived in 1854; the Haas family, who came in the early 1850s; and a group of settlers who settled in southeast Spring Grove Township (in Subsection B) in the 1850s in an area later known as West Prairie. This latter settlement included the following families: the Bices, Andersons, Saxtons, Leathermans, Plummers, Swaims, Frank Dorr, E. B. Fisher, Bumgardners, Benedicts, McBurneys, Nuttings, Carpenters, Robinsons, and Jordans (Brewer and Wick 1911:281-290; Holman 1906:167).

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I. Early Settlement

An 1859 map of Linn County shows the West Prairie settlement including the homes and property of the Bice family, J. Anderson, D. Saxton, C. Patrick, and a Mr. Hensel. By 1869, the settlement was more established and included E. B. Fisher, B. Jordan, G. M. Carpenter, F. and S. Dubbs, F. A. Wilson, and D. Spilzer.

Another early settlement area within Subsection B was that later platted as the town of Paris. The first settler at this location was Samuel W. Justin, who arrived in 1845 and built a log cabin (Brewer and Wick 1911:285).

The area along the Wapsipinicon River and its tributaries was largely settled in the 1850s. By 1869 most of the land within Subsection B had been entered; however, large tracts in the southwestern corner showed no settlement. Settlement in this area lagged primarily because of the greater percentage of available land in prairie rather than in timber.

The first settlers of Subsection B were largely from Maine, Michigan, Ohio, Kentucky, Pennsylvania, and New Hampshire, with the few foreign-born represented by Ireland and England (Western Historical 1878). Maine Township received its name from the nativity of its earliest settlers, primarily the Jordan family (ibid.:283).

To some extent, the earliest settlement of Subsection B was characterized by family groups migrating and settling near one another, a pattern noted in the other subsections of Linn County previously investigated (Rogers and Page 1993, 1994). The Clark family is perhaps one of the best examples of this in Subsection B, with the core family being that of Joseph Clark, with the associated families through marriage being that of daughter Delia (husband, John Jenkins) and son Seymour (married Orpha Heaton). The Heatons and the Clarks had been friends before this marriage and had migrated to Iowa together from Michigan. As the children of these families married and came of age, some settled on their own farms in the Subsection B vicinity. The 1859 map shows three Clarks in the area; Ormus Clark in Section 3 and W. A. Clark in Sections 4 and 5 in Maine Township, and M.D. Clark in Section 32 of Jackson Township.

The Bice family were also an important core of the West Prairie settlement in Spring Grove Township in Subsection B. The 1859 map shows three separate properties including house sites associated with this family. The Bices hailed from New York, while many of the other West Prairie families came from Ohio.

The available census data is difficult to apply specifically to Subsection B since it encompasses portions of four townships, and census data are grouped by township and not by section. Therefore, the following discussion will focus on Spring Grove and Jackson townships as a whole, since they comprise the largest portion of the area.



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I. Early Settlement

In 1856, Jackson Township had a total population of 485, including 253 males and 232 females. This total represented 84 families and 84 dwellings (Iowa State Population Census 1856). According to that same census, Spring Grove Township had a total population of 232, with 132 males and 100 females. This total represented 39 families and 39 houses (*ibid.*).

In 1856, the nativity enumerations for Jackson Township were as follows: New York (number = 92), Ohio (79), Iowa (66), Indiana (32), Massachusetts (29), Illinois (26), Pennsylvania (23), Vermont (21), New Hampshire (16), Connecticut (12), New Jersey (6), Michigan (5), Kentucky (5), Maine (4), Missouri (3), North Carolina (3), Maryland (3), Wisconsin (2), and Virginia (1) (*ibid.*). Foreign-born in Jackson Township in 1856 included (as listed in the census): Canada (17), Nova Scotia (13), Ireland (9), England (6), Scotland (3), Norway (1), and Prince Edward Island (8) (*ibid.*). The combined total of Canadian regional totals (i.e., the totals from "Canada," "Nova Scotia," and "Prince Edward Island") is 38, a total placing this regional group the fourth highest settlement contingent in 1856. It is not known whether these Canadians came in extended family groups or colonies.

In 1856, the nativity statistics for Spring Grove Township were as follows: Ohio (104), Indiana (38), New York (19), Illinois (14), Virginia (8), Connecticut (7), New Hampshire (4), New Jersey (4), Pennsylvania (4), Vermont (1), Kentucky (1), and Delaware (1) (Iowa State Population Census 1856). Foreign-born included: England (14), Ireland (6), Canada (4), Germany (2), and Wales (1) (*ibid.*).

In general these data show the greatest numbers of early settlers hailed from Ohio (number = 183) and New York (111), with fewer hailing from other areas of the New England, Mid-Atlantic, and Old Northwest states of Massachusetts, Pennsylvania, Vermont, New Hampshire, Connecticut, New Jersey, Maine, Maryland, and Delaware. Even fewer numbers were foreign-born, indicating little early influence from any particular ethnic groups, except perhaps for the Canadian groups.

Early town development in Subsection B was represented by two settlements; one that grew into the incorporated town of Central City and the other known as Paris, which has since virtually disappeared from the scene. As noted above, the first settlement made at the Paris townsite was that by Samuel W. Justin, who built a cabin near this site in 1845 (Brewer and Wick 1911:285). Reportedly, the next settler to this area was William Potter, an Englishman, who arrived about 1848, followed by Samuel Chamberlain, who opened a store that went by the name of Dover for a time; Robert C. Powell, who built a two-story frame store building and obtained a post office designation; and Amos Bond and Daniel McCrellis, who in 1855 purchased land and had the town platted. After the town had been laid out, Henry Landers established the first blacksmith shop. For a time, the hamlet flourished on the strength of its importance to the outlying agricultural community and to transportation as a crossroads service area. A crossing over the Wapsipinicon River just northwest of town was enhanced first by the operation of a ferry by Farnham and Davis and later by the construction of a wooden bridge in 1870 (Western Historical 1878:596-597). This bridge was replaced by an iron high-truss bridge in the 1890s. That bridge is still extant and still in use. The 1859 map also shows a mill (probably a sawmill)

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I. Early Settlement

in operation at the bend in the river to the northeast of the town, while the 1869 map shows a "Hop Yard" in operation at the east edge of town.

Despite its early promise, Paris never grew beyond its function as a crossroads rural trading point and never attained a population any greater than 100. It did maintain several businesses, including a general store (that also housed the post office and telephone exchange), a blacksmith shop, and a drugstore; a school; and a church into the Twentieth Century. However, the consolidation of the rural schools and the loss of rural population served to close all of the businesses, the school, and the church by the mid-Twentieth Century. The only building to survive is the Paris Schoolhouse, moved from its original location in Section 28 to a new location in Section 20. The town of Paris had a post office from 1855 until 1928 (Sisler et al. 1984).

Central City, on the other hand, was a thriving community from an early day and is a sizable community to the present day. The town had its beginnings in the first settlement made by the Joseph Clark family at a location along the Wapsipinicon River where there was a good fording place. Because of this location, the settlement was first known as "Clark's Ford." A school was established in 1852 followed by three church congregations (Methodist, Congregational, and Baptist) established between 1854 and 1858. A dam was built by John Peet and William St. John near Clark's Ford in 1855-1856, with a sawmill established on one bank and a gristmill later built on the opposite bank. The town was first platted as "Clarksford" in 1856 on land owned by Richard Barber; however, that site failed to develop, so another plat was established in 1857 to the south of the earlier site on lands owned by Barber and W. P. Crawley. The first store was established in 1857 followed by a blacksmith shop in 1858. Other early businesses included general stores, a drugstore, and a tavern. A post office had been previously established in the vicinity at a location known as Ford's Grove (to the north of the later Central City) where there was also a stage stop along the road from Marion to Delhi and near the Military Post Road between Anamosa and Independence. As the newly platted town developed, the post office was finally relocated to the townsite in March of 1859, and the town was renamed "Central City" (Central City Historical Society 1989:1-11, 134; Western Historical 1878:592-594).

The grist and sawmills at this location were the impetus for much of the town's early development. A bridge was built over the river in 1856-1857 and was replaced with an iron high-truss bridge (nonextant) in 1876. The town numbered about 250 residents by 1880. Its continued viability was sealed by the construction of the Illinois Central Railroad through Central City in 1887. By 1900 the town's population had grown to 623 (Goudy 1994).

In addition to these platted townsites, there were two other post offices in Subsection B: the West Prairie Post Office established at the West Prairie settlement in 1867 in the northwest quarter of Section 26, Spring Grove Township, and operating until 1885; and the Elmont Post Office established in the northeast quarter of Section 26, Spring Grove Township, and operating from 1890 to 1900 (Mott 1930-32:76). The West Prairie settlement also included a stagecoach stop, a school, and a church at its peak,

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I. Early Settlement

while the Elmont settlement included a school, a creamery, and a grocery store at its peak in the mid-1890s (Bergendahl 1895).

Also among the rural architectural types of Subsection B are the Wapsie Valley (now the Linn County) Fairgrounds at the south edge of Central City and the dwellings associated with the former hamlet of Paris. The latter consists of five houses that represent the only extant historic building stock of this former crossroads trading point, although one reported former store building also survives but has been completely modernized in appearance. The houses include one small side-gabled cottage, three gable-front-and-wings, and one two-story front-gabled house with one-story side ells and additions. The latter is the most interesting of the houses in Paris and has a small gabled horse barn in association. The other buildings have all been greatly modified in recent years and have lost their historic integrity.

The Wapsie Valley Fairgrounds contains 22 buildings and structures that date from the 1890s to the present day. Ten of buildings are historic in construction and include the Art Hall (which is individually eligible for the National Register and was recorded during the Phase One planning project [Rogers 1992]); a rusticated concrete block entrance office; a concrete block restroom; a frame dining hall; a frame judging stand; a frame, monitor-roofed dairy barn and attached shop; three poured concrete cattle and horse barns; and a frame horse shed. Paul Sigmund, a local contractor/builder in Central City built the Art Hall, the office, the restroom, the dining hall, and the judging stand. He also built the original grandstand, which burned to the ground in the 1930s-1940s. The present grandstand was built to replace that structure. The grandstand, four hog sheds, a beef barn, and two show ring/pavilions are also considered potentially historic and contributing to a fairgrounds district, although they may have just under 50 years in age. Two small sheds and two modern prefabricated buildings would be noncontributing to such a district because of their recent age.

The Wapsie Valley Fair Association was organized and incorporated in 1889, with the first fair held that same year on a parcel south of Central City that was selected because it was near the railroad depot and included a number of shade trees. The fair was reorganized and incorporated once again in 1903 and became known as "Iowa's Agricultural Fair" (Central City Historical Society 1989:147). The fair "became a very important annual event in the area" and "more buildings were gradually added and the grounds were well cared for" (ibid.). The name of the fair was changed to the Linn County Fair Association in 1937 and continues to the present day under that name.

Finally, it should be noted that there are no historic period bridges extant in the rural areas of Subsection B. All of the extant bridges are post-1944 in construction and do not possess sufficient architectural or historical significance to be considered NRHP eligible. None of these bridges was recorded; however, it can be stated that all are of concrete and plank construction. The Paris Bridge, which is located over the Wapsipinicon River just north of the town of Paris, is eligible for the National Register, but was recorded as a resource of Subsection C in the previous study (Rogers and Page 1994) and was not further investigated as part of the present project.

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The Architectural and Historic Resources of Central City, Iowa

II. Town Building

## II. TOWN BUILDING

This section discusses the evolution of town building in Central City. It is divided into the following sections:

1. Beginnings
2. Expansion
3. Consolidation
4. Conclusions

During its beginnings and expansion, this community and its growth illustrate an emerging specialization of land use and building type, both of which were affected by numerous historic forces. Overland transportation corridors, for example, provided powerful stimuli and strongly affected the development of the community. The railroad also made profound impacts. Although a disastrous fire in 1889 called into question basic assumptions about community life in Central City, responses to this disaster reaffirmed land use patterns and altered building practices. (These topics are discussed in the following section of this report.)

Commonly accepted practices and assumptions about the built environment also affected this historical development. Early plats, for example, call attention to historical assumptions concerning town planning. These plats have had abiding influences on the community, which they continue to exert today. The railroad strongly influenced the evolution of Central City. In the Twentieth Century, an interurban system enabled people in certain sections of Linn County to commute into Cedar Rapids to work, and population within Maine Township also began to shift from the countryside to town. During the Consolidation Era, in-fill construction occurred in Central City as a result of this influx. The automobile revolutionized Americans' lifestyle and enabled people to live greater distances from employment than ever in the past. Central City experienced this revolution, symbolized by new house construction, which sprang up on its edges. Much of this housing serves commuters to Cedar Rapids. An appreciable amount of housing also provides homes for people who have retired, whether from town or farm occupations, but wish to remain in the area.

### 1. Beginnings

The Central City neighborhood illustrates a growing centralization of services and population within this rural area during the Early Settlement Era and Expansion Era as defined in the *Comprehensive Planning Project: Linn County, Iowa* (Rogers 1992).

A combination of factors has strongly affected the evolution of Central City as a built community. They include patterns established during the Early Settlement Era, the area's topography and the Wapsipicon

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II. Town Building

River, the influence of the railroad, Victorian capitalists and their real estate practices, and population changes resulting in in-fill construction and modern house construction. Each of these topics is discussed below.

During the late 1840s and throughout the 1850s, numerous settlement-clusters sprang up in northern Linn County. By 1876, they included Central City, Paris, Prairieburg, Troy Mills, Valley Farm, Waubeek, and West Prairie in the north and northeastern townships of Linn County (Andreas 1875:60). These settlements provided various services to the surrounding farm families, such as post offices, food processing, market centers, and religious, educational, and social meeting places. Valley Farm and West Prairie, for example, provided postal services, while other clusters, such as Troy Mills and Central City also provided grist milling services. A saw mill operated at Central City, as well.

The presence of the Wapsipinicon River attracted early settlers to the Central City area. In 1856 a dam was constructed on the river at the approximate location where a dam exists today in Central City. A saw mill followed. In each instance, water power attracted these basic industries critical for pioneer life.

A paper town had been platted as Clarksford in 1856 near the site of the present day Central City. No improvements were made in Clarksford. In 1857 new surveying took place to relocate this plat to its present site, the "Original Town" plat of Central City. New settlers arrived in the area, purchased town lots and erected dwellings and commercial business houses.

In summary, the importance of the Early Settlement Era for Central City was the establishment of a population and economic base for future development. By the early 1880s, the Central City neighborhood had drawn numerous settlers and developed cohesive agricultural, economic, and social patterns.

## 2. Expansion

Spanning the years between circa 1859 and 1913, the expansion era in Central City saw the growth and development of the community into the city as it appears today.

By 1878, Central City possessed the basic mercantile, service, educational, social, and religious needs of an agricultural community. These included a drug store, general store, blacksmith shop, wagon shop, harness shop, hotel, as well as a school, fraternal organization, and churches. The town also possessed several industries, including a creamery where 13,000 gallons of milk were received daily and a sorghum molasses manufactory in seasonal production. Construction in 1876 of an iron bridge in Central City linked the west side of the Wapsipinicon River with that of the east, thereby encouraging the residential growth on the side opposite the commercial center (Western Historical 1878:592-593).

The story of town building in Central City during this expansion era is a mosaic of many pieces. The following subsections discuss the evolution of land use in the community. This story includes the effects of Central City's original plat of Central City on community growth; the arrival of the railroad in 1887; the

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preference among Victorians in Central City to locate their residences on prominent vehicular corridors; the Central City Land & Improvement Company, which became a driving force in the community's development; and the aftermath of a devastating fire, which wiped out much of Central City's business district in 1889 and challenged the mettle of the business community. Each of these topics is discussed below.

• Original Plat

Laid out and filed in the public record in 1856 (and known as "Clarksford"), the original plat failed to stimulate improvements.

In 1857, the layout of this plat was shifted a little to the south, was renamed "Central City," and succeeded in attracting buyers for its town lots. This plat conforms to 10 acres of land situated in the southwest quarter of the northeast quarter of Section 3 of Maine Township, except where the Wapsipinicon River cuts through it. This area was left unplatted. (See Figure E-1 on Continuation Sheet.)

The plat consists of 40 generally equally sized town blocks containing ten town lots each. Streets of uniform width run east-west and north-south and form a pattern along the lines of the American grid system for town layouts.

The diagonal course of the Wapsipinicon River affected the regularity of this town plan on the west. The town blocks numbered 9, 23, 27, and 37, for example, were abbreviated by the river. Blocks 24, 25, 26, 38, 39, and 40 were shaped as in-fill between the river and the regularly-shaped blocks.

East-west streets within the original plat were given names according to their town function or site characteristics: Grove Street, State Street (location of the public school), Commercial Street, and Main Street. North-south streets were numbered, beginning at the river with 1st Street, and continuing up to 8th Street, which formed the eastern boundary of the plat. A public road ran parallel to the river along its east bank, forming a convenient link between milling operations along its bank and other sections of the community.

Within the original plat, there were slight variations. Although north-south alleys were platted in town blocks west of 5th Street, alleys were not platted within the blocks east of 5th Street. While most of the east-west and north-south streets west of 5th Street contained widths of 70 feet, the north-south streets east of 5th Street contained only 60 feet. In spite of these differences, the overall plan of the original plat was regular and uniform. The minor differences did not affect the development of Central City.

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• The Railroad's Influence

The arrival of the railroad in Central City assured its future as a town. As reported in one historical account:

In 1887 the Illinois Central railroad built a line from Manchester to Cedar Rapids, running it through Central City. This little city, exactly half way between Manchester and Cedar Rapids, at once began to grow as soon as it was certain the railroad would be built (Brewer and Wick 1911:284).

The railroad also provided more convenient access to export farm products to markets. Prior to this time, Marion had served as the nearest market, and it was located twenty miles to the south (ibid.).

The railroad imposed new patterns of land use on Central City. The railroad tracks entered the town from the northeast and ran along a diagonal route to the southwest, forming a swath along the eastern edge of the community. This swath imposed a strong physical element onto land use patterns and discouraged further development beyond it.

The presence of a railroad in Central City also affected land values. Real estate speculation began to occur even before the railroad reached the city.

Most importantly, the railroad assured that the new town would continue to grow as a convenience center for importing and exporting products. Indeed, Central City provides a good example of how railroads stimulated small towns along their routes to grow and eclipse other settlement-clusters, such as Waubeek, not on the route.

• Victorian Practices

Victorian real estate practices in Central City shaped the community into its present form. Those practices during the last quarter of the Nineteenth Century left a profound influence on the community. In this regard, Central City provides an important case study for Victorian development in the towns of Linn County. This community's history can be used to compare and contrast with other communities in the county and their land use development.

The evolution of Central City illustrates how residents preferred homes sited directly adjacent to transportation corridors. The history of town building in Central City shows the methods land developers employed to capitalize on this preference and to increase the appeal and value of such real estate.

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• Central City Land & Improvement Company

The Central City Land & Improvement Company ("the company") played an important role in the development of Central City. Central City's business elite incorporated the company on August 22, 1887. For the next two decades or so, the firm promoted residential real estate development in the community, replatted key downtown land to stimulate economic recovery following the Fire of 1889, and erected in 1890 the Union Block, the largest commercial edifice in Central City. By 1900, the company had platted more than one-quarter of the town's incorporated area.

The Central City Land & Improvement Company was composed of local businessmen including P. G. Henderson, (farmer and creamery owner), who was president; James H. Davis (merchant and county supervisor), who was secretary; and Fred McLeod (merchant), who was treasurer; and E. K. Hatch (Ritner 1970s, Central City, Iowa 1962:25). These men, the "makers and shakers" in the community, had actively worked with one another over the preceding years to entice the Illinois Central Railroad to run its new line through Central City. By 1911, L. O. Hatch had become its secretary. (Abstract of Title) The *Cedar Rapids Gazette* published a story about the company on September 30, 1887. The company was said to represent a capital of \$150,000 at that time. It recognized the growth opportunities that the railroad brought to Central City and sought to capitalize on these opportunities through real estate development.

The story of the company's purchase, platting, subdividing, and replatting land in Central City is complicated. Roughly speaking, the company's land acquisitions were divided by the Wapsipinicon River and the Illinois Central Railroad into a series tracts. (See Figure E-2 on Continuation Sheet.)

Southwest Tract

The southwest tract stood on the west side of the Wapsipinicon River. It was bounded by the Marion Road on the west, Central City's corporation line on the south, and the railroad tracks and the river on the east, and North Avenue on the north. This tract was situated on a hill above the river, and many of its lots offered views of it and its valley.

This tract was platted on October 29, 1887 as part of the Central City Land & Improvement Company's Addition. It included 11 city blocks.

East Tract

The east tract, which was triangular in shape, stood directly south of the Original Town Plat. Its other boundaries included the river on the west and the railroad on the south and east. The east tract was generally level in topography.



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A portion of this land was platted on October 29, 1887 as part of the Central City Land & Improvement Company's Addition. Another portion of this land was platted on May 22, 1889 as the Central City Land & Improvement Company's 2nd Addition.

Third Tract

The third tract, a small, two-acre parcel, lay on the west side of the river to the southeast of the railroad tracks. The company did not plat this parcel. As noted above, the presence of the railroad tracks rendered this section "the wrong side of the tracks."

Block 36

On August 17, 1887, the company purchased all of Block 36 (and other premises) from R. E. and Abigail Burns by Warranty Deed for \$5,000. Located at the intersection of East Main and 4th Streets, the company proceeded to subdivide this parcel into 29 commercial-sized lots. On October 29, 1889, the company filed its replat of this block, as laid out by surveyor Samuel W. Durham.

The company the replatting of this property occurred after the Fire of 1889. The intent of this reconfiguration was to encourage the reconstruction of downtown Central City by offering new commercial locations for entrepreneurial development.

The names used above help identify these parcels of land, but they are not historic names. Further research is recommended to detail more precisely the company's division of land into marketable units.

All of the southwest tract and a portion of the east tract were platted as the "Central City Land & Improvement Company's Addition." This included 11 city blocks on the west side of the river, numbered 1-11, and a series of city blocks on the east side of the river, numbered 12-18.

The company later fine-tuned the layout of blocks 12-18 by resurveying Block 13 and by renaming Block 16 and Block 18 as the "Central City Land & Improvement Company's 2nd Addition." On the west side of the river, the company also replatted Block 10.

The character and the feeling of these tracts varied considerably, as the following descriptions indicate:

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Southwest Tract

The southwest tract was regular in its layout scheme. This fact and the site's situation on a hill above the river, recommended it for residential development.

The southwest tract contained eleven town blocks, generally containing twelve town lots each. A feeling of importance was intimated in this plan through names chosen for its streets. The plat was bounded on the north by North Avenue (although it was not the most northerly street of Central City). The plat was bounded on the south by South Avenue (which at that time did stand near the corporation line). A street named Broadway bisected the land between North and South Avenues, and, by the suggestion of its name, intimated a central location. Actually, this land was located on the opposite side of the river from the Original Town, a situation conferring certain impediments to convenient access. The plan for Block 11 in this plat (the block facing the river) contained a peculiarity. No street was platted in the addition to serve those town lots. The public land along the littoral bank of the river served this purpose. It was named River Street.

Generally speaking, the land company succeeded in attracting homeowners to purchase town lots in the southwest tract. These buyers proceeded to improve them. In fact, this neighborhood of Central City became a section of residential preference. The site's location on a hill protected property from flooding and provided good drainage. The view to the river and its valley provided an amenity. Indeed, homeowners who purchased lots in the southwest tract built some of Central City's most notable residences on this land.

Northeast Tract

The northeast tract was irregular in its layout. The tract was situated within the flood plain of the Wapsipinicon River. These factors reduced the tract's desirability for residential development. On the other hand, the tract was located directly south of the Central City business district, and this situation offered a convenience lacking on the west side of the river.

In platting the northeast tract of land, the Central City Land & Improvement Company imposed an irregularity upon the town, which remains today. In this action, the company placed itself four-square within the laissez-faire tradition of Victorian real estate developers (Page 1992:E-29 and E-90). During a period of unregulated town and city growth, Victorian real estate developers often platted town streets, blocks, and lots without regard to their effects on surrounding property. These practices resulted in irregular growth and lack of uniformity. Street widths might vary from one subdivision to another, and streets might not even connect from subdivision to subdivision.

The platting of the northeast tract illustrates these laissez faire practices. Every one of its blocks possesses a different number of town lots. Block 12 possesses 10. Block 14 possesses 6. Block 15 possesses 12. The streets and alleys are irregular in their layout. Bridge Street terminates at Elm

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Street. 4th Street terminates at Elm Street. Maple Street forms a "dogleg" at South 5th. Elm Street varies in width on either side of South 5th.

Further irregularly occurred in the platting of the Central City Improvement Company's 2nd Addition. Block 16 is divided into numerous lots without regard to surrounding land configurations. South 6th and South 7th streets were not platted to intersect with Maple Street.

Third Tract

The third tract contained two acres of land located on the west side of the Wapsipinicon River to the southeast of the railroad tracts. The tract was immediately adjacent to the railroad stockyards. This situation limited the land use of the tract.

Block 36

Block 36 formed a portion of the original town plat of Central City. As laid out, it contained a total of 10 town lots. To add yet further irregularity to the over all scheme, the company subdivided Block 36 into a series of smaller lots. (See Figure E-3 on Continuation Sheet.) The company's intent was to encourage the sale of these lots for commercial purposes. Although this met with success along East Main Street, commercial development on the lots facing the other streets proved disappointing.

In these platting practices, the Central City Land & Improvement Company imposed an irregularity on town building in Central City. Such laissez-faire practices were in keeping with unregulated real estate developments widely practiced during the Victorian period. These practices encouraged real estate speculation, inadequate town planning, and legacies of irregular growth (Page and Walroth 1992:E-29).

• Fire! Fire! Fire!

The present configuration of the Central City commercial district rose from the ashes of a devastating fire, which leveled much of the commercial district in 1889. This devastation shook the town to its core, but the speed of reconstruction signaled the health of the community's economic base and the resilience of its merchants and entrepreneurs.

The fire broke out on April 28, 1889, destroying six stores and offices. The total loss was estimated at \$15,000, with only \$6,500 covered by insurance. "Before the fire had quit smoldering, a meeting was held and plans made to rebuild" (Ritner 1970s:16). New buildings replaced the old, financed in part by subscriptions of the stores and the Masonic Lodge members, who had lost their second floor hall. Local contractor/builder, Paul Sigmund, was hired as the contractor for the new construction (ibid.). The

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Phoenix Block, appropriately named, rose from the ashes. This and other new buildings represented the reaffirmation of commercial land use patterns in this community and demonstrated a commitment on the town's part to grow and prosper. In response to the fire, the new construction was largely in brick, the best deterrent to the spread of fire then available.

3. Consolidation

Although the period between circa 1913 and the present day has presented many changes to Central City, patterns of town building already established continue to provide the framework for the community. New housing construction has occurred on the north side of the original plat, as well as along County Road D. In-fill construction has also taken place throughout the city's Nineteenth Century plats. Finally, the relocation of State Highway 13 in the 1970s stimulated construction of new transportation-oriented businesses along its corridor on the west edge of Central City.

While all these changes have taken place, population growth of Central City has remained modest. As a result, the older housing stock in the community, as well as its commercial buildings in the central business district, have remained sufficient to serve the community's needs.

• In-Fill Construction

As the Twentieth Century progressed, in-fill construction took place in older residential sections of Central City. The need and desire to maintain large gardens, chickens, and perhaps a cow declined. Large properties to support these activities were no longer as necessary as in the past. As a result, some property owners sold off portions of their large parcels. Site #126 at 520 East Main Street, provides one example. The modern dwelling to the east was constructed on property undeveloped until after World War II.

• Modern Housing

Land use in Central City and environs began to change in the 1950s. The establishment of Pinicon Ridge County Park provided the area with an attractive environmental amenity. Nearby land to the west of Marion Road became an attractive location for new residential construction, which took place along Maine Ridge Road and Horseshoe Falls Road. All this construction post-dates the 50-year National Register cut-off date (and consequently was not surveyed).

The picturesque Wapsipinicon River also contributed to new housing construction in Central City. The river had encouraged pioneer settlement in the area because of its water power. During the late Nineteenth and Twentieth Centuries, however, the Wapsipinicon River lost virtually all its commercial importance. Beginning in the 1960s and 1970s, however, the river again contributed to Central City's growth. Now it was the river's beauty which attracted new home construction along its banks. Property adjacent to North

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1st Street, Marion Road North, and Marion Road South became preferred locations for residential construction.

4. Conclusions

Town building in Central City conforms to standard terminology used for urban development in other towns already surveyed as part of the Linn County Comprehensive Planning Project. Main Street and intersecting 4th Street provide a clearly defined "commercial district," while "residential districts" are also clearly demarcated.

Several additional conclusions emerged from this study of town building in Central City. The Central City Land & Improvement Company provides a good illustration of Victorian real estate practices and their influence on town building. Although similar practices took place, say, in Coggon and Palo, the Central City L&IC was a bigger operation, better capitalized, and operated on a larger scale.

The railroad provides another point of comparison between Central City and communities already surveyed during the comprehensive planning project. Troy Mills illustrates a community that remained distant from a railroad corridor and consequently remained small. While Bertram, Central City, and Coggon became stations on railroad routes (profoundly benefiting as a result), Central City and Coggon's growth as communities were more broadly based as market and service centers than Bertram. This reduced Central City and Coggon's dependence on the railroad and enabled them to weather the closing of railroad service to them. Bertram's dependence on the railroad was stronger. The proximity of markets and services in nearby Marion and Cedar Rapids had always limited the commercial growth of Bertram, as well as its population base. The closing of the Bertram railroad station came, therefore, as a greater blow to this community than to Central City or Coggon. Railroads are no longer a factor for any of these three communities, except for the tracks and non-stop trains which pass through them.

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## CENTRAL CITY ORIGINAL TOWN PLAT

1857

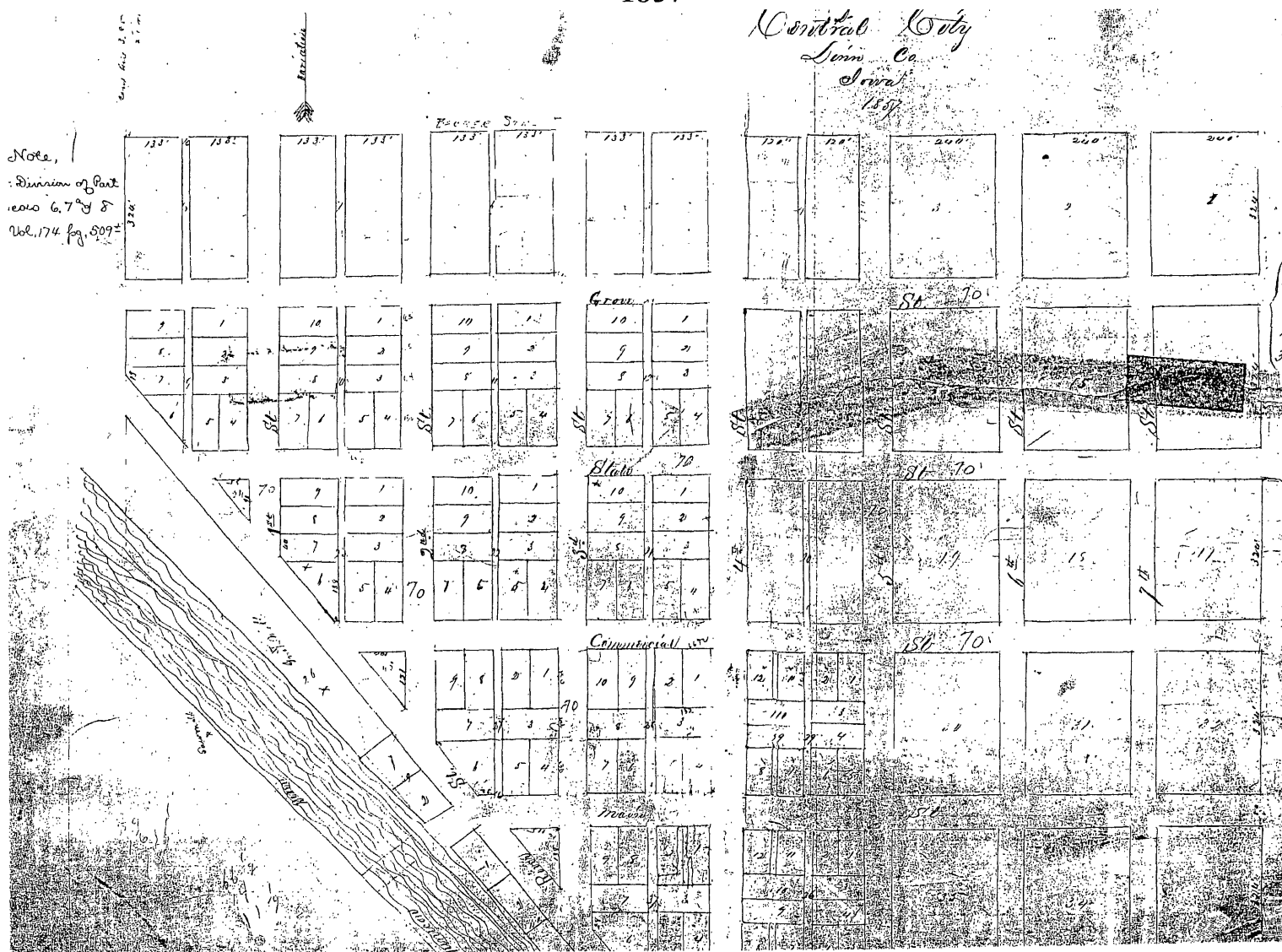


Figure E-1

Source: Book 3, p. 270, Linn County Recorder's Office.



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## CENTRAL CITY LAND & IMPROVEMENT CO.'S SECOND ADDITION

1889

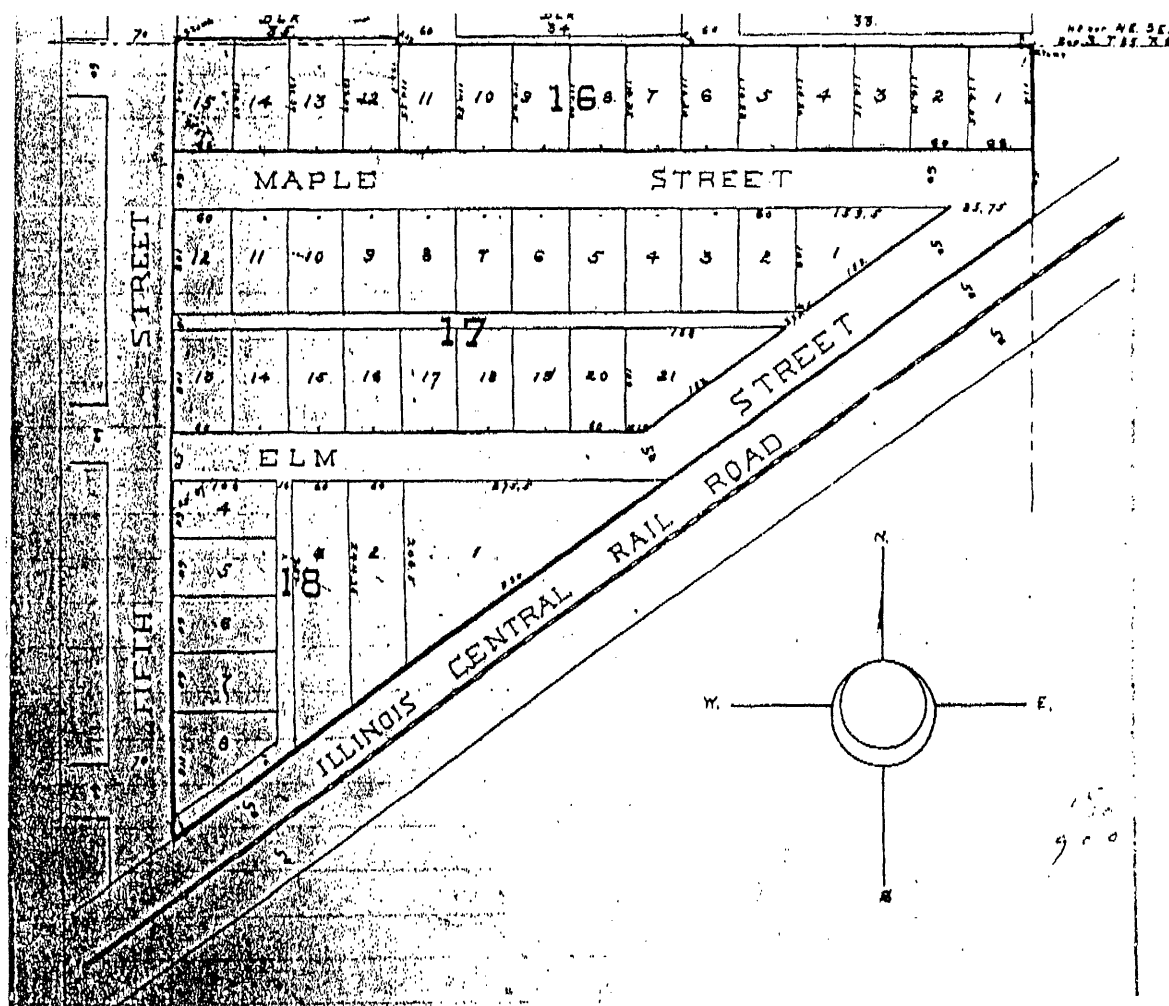


Figure E-2

Source: Book 164, p. 88, Linn County Recorder's Office.

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## CENTRAL CITY LAND & IMPROVEMENT CO.'S REPLAT OF BLOCK 36

1889



Figure E-3

The arrow locates the Central City Land & Improvement Company's replat of Block 36.



Source: Atlas of Linn County, Iowa, 1895.



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### III. TRANSPORTATION

This historic context embraces the evolving network of transportation modes and opportunities, which stimulated new growth throughout the expansion and consolidation eras in the Central City area. This transportation network includes overland vehicular routes, railroads, bridges, and wide-spread responses to them, such as new towns, housing developments, and roadside businesses. Each of these topics is discussed below.

Central City presents a different experience from other communities surveyed in the Linn County Comprehensive Planning Project to date. This is because the railroad arrived in Central City after the town was well established but strongly affected, nonetheless, its future growth. This experience was unlike that of nearby Coggon, where a virtually new community arose with the advent of the railroad. It was also unlike that of Ely, where railroad interests established the town.

#### 1. Towns and Roads

Overland vehicular routes provide a subhistoric context which is valid for the Central City and surrounding area. Each village, town, and rural area under review was affected by overland vehicular routes. The local history of each of these units can be analyzed and evaluated using overland routes as a common denominator.

Central City stands on Iowa Highway 13, the north-south overland route between Marion and points north, including Manchester and Dubuque. From an early time this transportation corridor has played a role in the development of Central City and its environs. From the earliest years, the route to the north was used to market agricultural products. In the 1840s, for example, Joseph Clark hauled a load of hogs to Dubuque with a team of oxen, sold them, and used the money to buy 40 acres of land. (Central City, Iowa 1962:4) As discussed in another section of this chapter, Victorians were strongly attracted by proximity to transportation corridors. The upbuilding along the Marion Road calls dramatic attention to this phenomenon. Marion Road became an avenue of preference in the community. Numerous substantial homes were built along the route, many embellished with architectural detailing.

As transportation technology advanced in the early Twentieth Century, the volume of traffic on this overland route increased. With the Good Roads Movement, the designation of highway routes, and the hard surfacing of these roads, Iowa Highway 13 emerged as the new manifestation of the earlier overland wagon route.

Construction of the Primary Road System by the Iowa State Highway Commission in the 1920s and 1930s made a major impact on the towns and rural areas of the state. In the Central City area, this period saw the grading and paving of Iowa Highway 13. By 1932, this project was completed (IDOT Construction Plans 1932).

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Iowa Highway 13 was again redesigned and reconstructed in 1975 as a divided highway. At this time, the communities of Central City, Ryan, Coggon, and others were bypassed. This new plan provided access to Central City along a portion of West Maple and then along its traditional highway entrance--Marion Road via West Main Street to town center.

The evolution of East Main Street (also known in the country as County Road E16 and Sawyer Road) provides another example of improved transportation networks and their effects on land use development. Already an overland wagon route in the Nineteenth Century, this road was also improved during the second quarter of the Twentieth Century. These activities were undertaken as part of the Linn County highway improvement projects, rather than as part of Iowa's Primary Road System. The road provides access from Central City to Prairieburg, Monticello, and Anamosa.

As is historically the case, East Main Street continues today to be less traveled than Iowa Highway 13 in the area. For this reason, the effects of the road on land use development are less clear along East Main Street than along the Marion Road. Nonetheless, one interesting manifestation of this influence can be seen. Following paving improvements along this road, it emerged as a corridor of preference for construction of suburban homes east of the railroad tracks in Central City. The presence of the Central City golf facility and other attractions of suburban living have also encouraged this development.

## 2. Railroad

If a standard methodology can be employed to analyze and compare roads and their effects on town building, such a methodology cannot, or perhaps should not, be employed for the railroads. Each of the towns in Linn County encountered different experiences with the railroads, and the story is more complex. While Bertram owed its very establishment in 1858 to the railroad, the case of Troy Mills was quite different, the railroad never having connected with this village. Coggon provides a case study between the other two. Here the coming of the railroad stimulated growth of an already established settlement-cluster. Palo and Central City, in contrast, provide good examples of towns whose patterns of development were already well established before the advent of the railroads, but whose future growth would be radically altered by them.

The last major railroad built in Linn County was the Cedar Rapids and Chicago Railroad (CR&C). Begun in 1886, its purpose was to link Cedar Rapids with the Illinois Central Railroad and its trunk line from Chicago to Omaha. The CR&C was sponsored by business interests in Cedar Rapids and supported by the Illinois Central (Rogers 1992:68). The route was completed to Manchester (Delaware County) by 1888. Stations along this route include Alburnett, Central City, and Coggon (*ibid.*).

Construction of this railroad offered Central City the opportunity of new growth. As an excellent local history points out:

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If one event stands out as most important at this time, it is probably the coming of the railroad in 1887. It led to the development of several more new businesses and contributed greatly to the future growth of the town. The dairy farmers and creameries had been especially eager to have local access to a wide market for their products. Local livestock buyers went into business near the railroad tracks and provided farmers with an improved market, especially for hogs. Consumer goods such as lumber and coal were brought in on the railroad, and it soon became a more dependable means of bringing in the mail. (Central City Historical Society 1989:12).

### 3. Bridges

The location of bridges in Central City has played an important role in the evolution of the community. The construction of two wagon bridges, each at different locations, stimulated land development and changing patterns of town building.

The first bridge across the Wapsipinicon River at Central City was built in 1857. It was built through the efforts of local businessmen and "was made possible by popular subscription, labor, and lumber" (Ritner 1970s:15). The job was contracted by a man named Tisdale but was completed by Finson, Crawley, and Barber (*ibid.*) This bridge was located near the site of the present public bridge. A spring freshet in 1859 washed this structure away (Central City Historical Society 1898:5). Linn County replaced this bridge with another wooden structure soon afterwards at a cost of \$4,000. A permanent, two-span iron bridge replaced this one in 1876. Constructed by the Iron Bridge Company of Canton, Ohio, this structure cost \$5,960 and also crossed the river at Main Street (*ibid.*) It stood until its removal for the present bridge on this site. The present bridge is a 320 ft x 24 ft "continuous beam bridge" that was constructed in 1952-53 by Schmitt Construction Company of Winfield, Iowa, for the price of \$123,138 (Ritner 1970s:16). The present bridge is not considered eligible for the NRHP.

The Main Street bridge was also known as the "upper wagon bridge" to distinguish it from another wagon bridge located downstream. The arrival of the railroad in 1887 stimulated the erection of this second bridge, which took place in 1889. It provided a convenient access to the railroad yards and depot from the southern environs of Central City (*ibid.*:13). (The railroad's bridge across the Wapsipinicon River stood a little downstream from the "lower wagon bridge.") The lower wagon bridge was later removed without erection of a replacement.

The construction of the lower wagon bridge opened up the southern sections of Central City on both sides of the river for development. The Central City Land & Improvement Company had already recognized the opportunities brought to this area by the advent of the railroad. These business interests may have also agitated for construction of the second wagon bridge. With its construction, the southwest section of Central City became a preferred residential area. While this bridge also facilitated local vehicular traffic to and from the Illinois Central Railroad depot (located on the west side of the Wapsipinicon River), it never carried an appreciable volume of overland traffic.

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IV. Architectural Resources

IV. ARCHITECTURAL RESOURCES

For the purposes of architectural analysis and evaluation, the architectural resources of the Central City study area are divided into five historic subcontexts, each of which is discussed below in the following order:

1. Building Materials
2. Scale
3. Form
4. Stylistic Influences
5. The Architectural Resources of Paul Sigmund
6. Other Local Building Contractors

These subcontexts address a variety of themes in the architectural history of Central City. Each of the first four categories was also discussed in general terms in the *Linn County Comprehensive Planning Project Phase Two, Subsection E* (Rogers and Page 1993). They have also been employed to study and evaluate other communities in the study area, including Palo, Bertram, Coggon, Troy Mills, and Ely. For this reason, comparisons can be made among the architectural resources of these communities, as well as between them and Central City.

In addition to these subcontexts, another was developed for Central City. "The Architectural Resources of Paul Sigmund" discusses the contributions of this contractor-builder to the built environment of the community.

1. Building Materials

Building materials offers a potential historic subcontext for Central City. At least one local factory, operating under three different managements, has produced building materials in the community. At an early time, individuals also fabricated brick for the construction of buildings on their own property. These include Jonathan Smith and Joseph Wolmutter (Central City Historical Society 1989:101).

In 1889, A. L. "Gus" Hatch burned his first kiln of brick. His factory, located at the foot of what formerly was known as Masterhan's Hill, produced materials used throughout the Central City commercial district. On January 3, 1889, Hatch advertised in the Central City *News-Letter*:

I have just finished burning my first kiln of brick... They are a hard, firm brick, and a bright cherry in color (*ibid.*:101).

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Hatch later sold this business to C. B. Warner and John Brookman, who restyled the operations as the Central City Brick and Tile Company. William Smola later became the owner of this business, which ceased operations in 1917 (*ibid.*). The location of the former brickyard was actually in Survey Subsection C and was discussed in Rogers and Page (1994).

During its productive years, this brickyard produced most of the brick used to construct the commercial houses of Central City. Its establishment in January 1889 was fortuitous considering the demand for brick that followed in the wake of the disastrous fire in Central City's commercial district on April 26, 1889.

Near the end of its life, the factory also produced a deep red-colored brick in addition to the "bright cherry" brick. Three buildings in Central City were constructed of this material. They include the Lynn Hamilton House, Site #122 at 240 East Main Street, Central City Savings Bank, Site #20 at 401 East Main Street, and the J. C. Clegg Library, Site #32 at 52 North 4th Street.

In spite of its visual appeal and fire-resistant qualities, brick had limited effect on the residential resources of Central City. Among all the single-family dwellings in the community, none features brick entirely for its exterior walls.

Analysis of the architectural resources of Central City concluded that brick, as an historic context, is an appropriate context to evaluate resources for National Register purposes. Several local producers of building materials were identified in the community and the employment of these building materials made important contributions to the development of commercial resources.

Concrete block was also produced during the early Twentieth Century in Central City, although the extent of these operations is still unclear. About 1910, Jack and Lydia Erath produced their own concrete block and constructed a commercial garage building for Jack's business. This building later became the Chevrolet garage in Central City (Doris Mote, personal communication 1994). This was the only building they constructed. Concrete building products are discussed in more detail below.

Historically, wood is the dominant historic cladding material in Central City, as it is in other communities in Linn County. The impression made by wood clapboard has been blunted somewhat in recent years by the application of a variety of cover-up siding materials. These often use nonhistoric widths, impart inappropriate textures, and subtly alter the feeling of original clapboard. In spite of these alterations, the feeling remains strong in the community that its architecture consists primarily of wood-sided buildings. The fact that each of the three historic churches in Central City employ wood-siding further calls attention to the dominance of this material in the community.

Brick is not widely used as a building material in Central City. Indeed, the few buildings in the community employing this material for cladding purposes are mostly restricted to public and commercial institutions and a handful of residences where expense was secondary to other factors. Because brick offered greater security than wood for merchandise--particularly in congested business districts--it was frequently employed for commercial buildings. This held true in Central City, as in other incorporated areas of Linn

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County. Brick also conferred prestige and the impression of permanence on businesses, another reason for its employment. A number of brick commercial buildings stand in the Central City central business district calling attention to these facts.

Residential construction in Central City only infrequently employed brick. Although two of the earliest surviving residences in the study area use brick (Site #213 at 500 Marion Road South and the Crane House Site #51 at 59 North 3rd Street ), these houses did not establish a tradition in that regard. Only in the 1930s did this building material resurface in use. The house at 810 East Main Street (Site #133) employed brick for porch columns and bulkheads in a reconstruction project.

Numerous resources have historically employed concrete block as a building material in Central City. This material was available and locally manufactured in Cedar Rapids, Coggon, Palo, and, undoubtedly, other communities in Linn County. It was used both for commercial and residential purposes. The commercial building (Site #2 on East Main Street) proves a modest example of this building material's employment for a business house. The Central City Public Building, Site #194 at 194 South 4th Street, illustrates concrete block used as a primary building material for a sizable edifice. Most commercial use of concrete block took place from circa 1900 to circa 1917. Following World War II, however, Central City saw a modest renaissance in the use of this material. Commercial building, Site #11 at 400 East Main Street, employs concrete block, as does Site #36 on North 4th Street and Site #10 at 400-b East Main Street. Although all these buildings fall outside the scope of this survey (because their construction post-dates the National Register's 50-year age requirement), they may possess significance when evaluated again at a future time.

Concrete block was also used fairly frequently for residential purposes in Central City. In a few instances, concrete block was employed for porch supports and decorative detailing. When this is the case (Site #91 at 125 South 5th Street and Site #132 at 744 East Main Street provide good examples), this building material confers a feeling of permanence and solidity to the building. The finest residential examples of concrete products for residential construction, Site #76 at 29 North 5th Street and Site #71 at 111 South 4th Street, illustrate a wide range of applications. These include wall block finished in smooth and rusticated surfaces, belt course block, porch column block, sills, and thresholds. These buildings also feature rusticated quoinwork on the corners.

Although a variety of building materials have traditionally been employed for foundations in Central City (including concrete block, stone, and brick), concrete block stands out as a visually prominent one. Still, an extensive survey of these foundation materials was not undertaken in this survey of Central City because such elements provide limited diagnostic value for architectural evaluation.

Analysis of the architectural resources of Central City concluded that concrete block as a building material may obtain architectural significance within the community. Although limited in its employment to a short period of time, circa 1900 to circa 1917, these years conform to this material's popularity statewide (Page and Rogers 1992:I).

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## EXAMPLES OF CONCRETE BUILDING PRODUCTS

Site #	Address	Historic Name	Notes
2	341 East Main St.	Commercial Bldg.	Walls
10	400 East Main St.	Commercial Bldg.	Walls
11	400 East Main St.	Commercial Bldg.	Walls
36	24 North 4th St.	Commercial Bldg.	Walls
71	111 South 4th St.	House	Walls, porch columns, sills
91	125 South 5th Street	House	Porch columns, foundation
98	South 5th St.	Central City Produce Co. Bldg.	Walls, sills
132	744 East Main St.	House	Porch columns, foundation
181	608 East Maple St.	House	Porch columns, foundation
186	519 East Maple St.	House	Porch columns, foundation
194	South 4th St.	Town Hall & Pump House	Walls, sills, quoins
208	36 Marion Rd. South	House	Porch columns, foundation
240	35 River St.	House	Walls, sills

## 2. Scale

Analysis of the architectural resources of Central City concluded that scale, as an historic context, proved insufficient as a criterion to evaluate resources for National Register purposes. Although scale can be used to classify these resources, the lack of their numbers limited the applicability of scale as a diagnostic tool.

Site #29 on North 4th Street provides a good example of diminutive scale used for commercial purposes. Built around the turn of the Twentieth Century, this building features one story and a front gable roof, which covers this basic form.

Two single-family dwellings on East Main Street provide good examples of diminutive scale used for residential purposes. Site #145 at the corner of East Main and 7th Street features a compact version of the cube cottage, embellished with an unusual amount of architectural detail for such a structure. This includes hood molds over the windows, a simple cornice under the eaves, corner boards, a front porch, and a dormer window on the facade.

Site #149 at 755 East Main Street, possibly constructed by the same contractor-builder and exhibiting the same basic form as Site #145, is another example of diminutive scale. This cottage also contains a surprising amount of architectural detailing, although different from its sister. Detailing includes a front

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porch covered with a hipped roof, fishscale siding on the dormer window, and a side-gabled roof capping the main hip roof of the building.

3. Form

Form provides a useful method to classify the vernacular architecture in Central City. Several traditional forms have been employed over a period of years, altered to suit the decorative tastes of a particular time, but retaining their overall shape through the years. Covered with some form of hipped roof, the cube house is one of these forms. Another is the gable-front-and-wing house. The American Four Square house has also been employed and is discussed in the "Stylistic Influences" section of this report. Other forms, such as the gable-front and the side-gabled house, have also been employed in Central City, but their incidence is relatively low, and they are not discussed here.

The cube house in Central City consists of a square-shaped footprint covered with a hipped roof with deck. On occasion, architectural details on these roofs provide a variety of configurations.

The cube house in Central City appears to derive from cube Italianate dwellings, popular in Linn County from the 1860s through the 1870s, few of which, however, survive locally. In Central City the brick house, Site #51, at 59 North 3rd Street provides a good example of this residual Italianate influence. Its cube shape, hipped roof, and facade dormer presage the evolution of this form's more modest frame examples in the later Nineteenth and early Twentieth Centuries. (The Iowa Site Inventory Form for this property contains more information about it.) Another example, this one of frame, stands at 120 Marion Road, Site #120. This 2-story dwelling features the basic cube form with brackets situated on the cornice.

The cube house in Central City consists of three sub-groups: the 2-story house, the 1-story cottage, and the compound cube, which consists of several cubes. Of examples in Central City, cube cottages are far more prevalent than the others.

The roofs of these cube resources can vary. Roof designs include such configurations as hip and deck, hip and deck with dormer, and compound hip. These roof configurations rarely feature a flare near the eaves, as is the case with some examples in Coggon. Both the cube house and the cube cottage can feature combinations of these designs. As mentioned above, the cottage can contain architectural detailing in equal measure with the cube house. Nowhere is this more apparent than in the combination of roof configurations evident in the cube cottages.

Closely allied to the cube houses are the so-called compound cube houses. These compound resources feature a cube as the central core with one, or more, additional wings attached to it. Although a relatively unusual type of form in Central City, the house, Site #106 at 543 North 6th Street provides a good example. Here the central core contains 1-story, with an attached wing also covered with a hipped roof. Site #107 at 27 North 7th Street also contains a cube as its central core. In this example, however, the attached wing is covered with a gable roof. A charming example of the compound cube house stands at 42 South 7th Street, Site #110. Here one sees the double cube cottage. In this example, two cubes are joined



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to form an impressive composition. The identity of each cube is signaled by dormer windows, which each cube features on the facade. A full width facade porch unifies the composition. The house at 210 Marion Road, Site #210, provides a good example of a 2-story compound cube house, which also features a flared roof.

The brick house at 500 Marion Road, Site #213 (the Ormus Clark House), provides an antecedent to the cube house design in Central City. Constructed probably in the 1870s, it features a flared hipped roof with deck.

EXAMPLES OF CUBE HOUSES

Site #	Address	Historic Name
72	129 S. 4th Street	House
73	141 S. 4th St.	Cottage
82	161 N. 5th Street	Cottage
96	253 S. 5th Street	Cottage
142	603 E. Main Street	Cottage
145	E. Main cor. 7th Street	Cottage
149	755 E. Main Street	Cottage
165	122 Grove Street	Cottage
201	S. Marion Road	Cottage
209	120 Marion Road	House
217	110 W. Broadway	House
219	210 W. Broadway	Cottage
232	21 W. Main St.	House
235	28 W. Maple St.	Cottage
236	46 W. Maple St.	Cottage
238	W. 1st St. cor. North Ave.	House

4. Stylistic Influences

Architectural style, one category of significance under National Register Criterion C, embraces buildings and structures whose design and construction call attention to the evolution of design and how it

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manipulates building materials according to contemporary taste. This report uses vocabulary, typology, and periodization as developed in Virginia and Lee McAlester's *A Field Guide to American Houses* (1984). (The reader is also directed to the phase two report of the Linn County Comprehensive Planning Project, pages 2-29 through 2-34, which discusses architectural style and its influence in Linn County.)

Prior to the 1880s, architectural expressions in Central City were limited to first generation buildings whose construction was frequently rudimentary because of the difficulty in obtaining building materials during this era. Few of these resources remain extant and where they do, the stylistic influence on their design is slight. In this regard, the Xavier Sawyer House, Site #140 at 337 East Main Street, is an anomaly. Constructed circa 1879, this residence displays an exuberant wealth of brackets and provides an outstanding local example of Italianate stylistic influence.

The Queen Anne taste made an impact on Central City in two minor respects. First, a limited number of resources were constructed exhibiting direct influence of this style. The house at 618 East Main Street, Site #127, is one case in point, exhibiting a complexity of conception and decorative detailing (now somewhat masked by cover-up siding). Several other examples of this taste include:

EXAMPLES OF QUEEN ANNE

Site #	Address	Historic Name	Notes
89	59 South 5th St.	House	
127	618 East Main St.	House	
207	34 S. Marion Rd.	House	
212	240 S. Marion Rd.	House	Turret
217	110 W. Broadway	House	
218	146 W. Broadway	House	

Other resources influenced by Queen Anne styling in Central City generally exhibit only restrained decorative detailing applied to the surface of vernacular forms. The house at 42 South 7th Street, Site #110, provides a good example of this. Conceived within the tradition of the cube house (see the "Form" section above), the columns and railings used for the front porch of this example are diagnostic of the spindlework sub-type within the Queen Anne taste.

The Colonial Revival taste had limited influence in Central City. Among all the resources of the community, only the following reflected Colonial Revival influences:

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EXAMPLES OF COLONIAL REVIVAL

Site #	Address	Historic Name	Notes
61	36 South 3rd St.	House	Side-gable gambrel
93	151 South 5th St.	House	Inset porch, facade dormer
133	810 East Main St.	House	Inset porch, facade dormer
154	312 Commercial St.	House	Inset porch, facade dormer
204	217 S. Marion Rd.	Sigmund House	Facade dormer
229	12 West Main St.	House	Compound gambrel
237	106 West Maple St.	House	1.5 front gable

Several diagnostic characteristics of these resources reflect their Colonial Revival influence. Employment of the gambrel roof is the strongest of these. Usually the gambrel roof is configured as a side-gable. Site #61 illustrates this design. In one instance, Site #229 at 12 West Main Street, a series of intersecting gambrel roofs are employed. This compound gambrel design offers a picturesque feeling to the building, associating it with the Queen Anne taste. As such, Site #229 appears to be an early example of the Colonial Revival influence in Central City.

Another diagnostic characteristic of Colonial Revival influence in Central City is a front porch inset under the main roof of the building, this roof having a side-gable configuration. Site #201 provides a fine example of this design. This resource also possesses a front-gable dormer window above this porch, yet another of these characteristics. Site #133 at 810 East Main Street closely resembles Site #201 in both these regards. Possessing an inset front porch, this house also features a pronounced facade dormer window. Site #93 at 151 South 5th Street also closely resembles each of these two buildings. Both buildings also possess flared roofs and returns above the porches.

Site #237 at 106 West Maple Street possesses a front gable configured roof and full-width front porch with a centrally located and pedimented gable entry. This building stands as a good example of the Colonial Revival-influenced house in Central City conceived with a front gable design. Few other examples exist in the city.

Of the identified examples, Site #154 at 312 Commercial Street stands as the largest residence in Central City influenced by Colonial Revival styling. It possesses an inset porch and a massive front-gabled dormer. The building additionally features a steeply pitched roof and a 2-story bay window.

Colonial Revival styling in Central City is closely related to the American Four Square design. Taking cues from a 2-story cube shape, the American Four Square design can be embellished with a variety of

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architectural details. In Central City, these details usually include classical-inspired columns for porches, wide eaves, and window treatments employing Colonial Revival motifs, such as lattice-worked panes.

The following examples of American Four Square were identified in Central City:

## EXAMPLES OF AMERICAN FOUR SQUARE

Site #	Address	Historic Name
71	111 S. 4th St.	House
76	N. 5th St.	House
135	916 E. Main St.	J. G. Baily House
203	147 S. Marion Rd.	Ed LeClere House
205	239 S. Marion Rd.	V. L. Smith House

Prairie School styling is a rarity in Central City. When traces of this styling are evident, they are incidental to overall design. One such example exists at Site #122 on East Maple Street. With this example, the window in the front gable end of the facade features an exceptionally wide design adding a horizontal feeling to the building. The low pitch of this building's roof also calls attention to an influence of the Prairie School.

A number of vernacular interpretations of Craftsman styling were constructed in Central City, as is evinced by the following list:

## EXAMPLES OF CRAFTSMAN-INFLUENCED

Site #	Address	Historic Name	Notes
42	32 North 3rd St.	House	Inset porch, facade dormer
43	134 North 3rd St.	House	1.5-story front gable
55	207 North 3rd St.	House	1-story front gable
56	219 North 3rd St.	House	1.5-story front gable
69	106 North 4th St.	House	2-story front gable
77	37 North 5th St.	House	1.5 front gable
80	127 North 5th St.	House	1.5 front gable
99	158 South 5th St.	House	2-story front gable

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122	East Maple St.	Hamilton House	Prairie influence
132	744 East Main St.	House	2-story front gable
159	218 State St.	House	2-story front gable
164	Grove St.	House	Inset porch, facade dormer
182	618 East Maple St.	House	Inset porch, facade dormer
186	519 East Maple St.	House	Inset porch, facade dormer
187	531 East Maple St.	House	Inset porch, facade dormer
195	215 S. 4th St.	House	Inset porch, facade dormer
225	56 North Avenue	House	1.5-story front gable

As can be seen in this list, a number of these Craftsman-influenced resources possess inset porches with facade dormer windows. Related in this regard to the Colonial Revival influence dwelling in Central City, the dormers on the Craftsman examples usually feature shed roofs rather than gable roofs, as do the Colonial Revival examples. The Craftsman homes usually also possess wide eaves with braces under them, as well as exposed rafters.

Among these, only one or two exhibit sufficient definition to qualify them as eligible for nomination to the National Register. Site #195 at 215 South 4th Street is a big house and possesses a richness of architectural detailing. It stands as the best expression of this influence in Central City.

Period Revival styling is very restricted in Central City. Where traces are evident, they are diluted and vernacular interpretations. The overall massing of Site #162 at 322 State Street, as well as its steeply pitched roof, provide examples of the dilution of Period Revival influences, when they occur in Central City.

Neo-Colonial Revival styling made only a minor impact on Central City. Resources exhibiting these characteristics can occur anywhere in the community, but they usually occur as in-fill in older neighborhoods. Identified examples of Neo-Colonial Revival styling include:

## EXAMPLES OF NEO-COLONIAL REVIVAL

Site #	Address	Historic Name	Notes
128	632 East Main St.	House	Cape Cod type
190	61 East Maple St.	House	Modest example
231	19 West Main St.	House	Cape Cod type

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244 121 River St. House Bay window

In a few instances, the basic form of the 1.5-story facade gable Craftsman house was employed in Central City using Neo-Colonial Revival architectural details. Site #83 at 227 North 5th Street, for example, uses 6/6 double hung sash window configurations, one diagnostic characteristic of Neo-Colonial Revival. Such vernacular examples of eclecticism constitute a minor portion of the residential architectural of Central City.

Following World War II, the Ranch Style made its presence known in Central. The house at 729 East Main Street, Site #148, is a representative example. It features a low-pitched roof, horizontal feeling, and an attached garage. Like this example, these buildings can occur as in-fill housing in older neighborhoods, but most of them are found in new tract developments or on the edges of the older neighborhoods. All these resources are beyond the scope of this survey because they post-date the National Register 50-year requirement.

Analysis of the architectural resources of Central City concluded that stylistic influence, as an historic context, was too limited in the community to analyze these resources as a group. Although individual properties have significance in this regard, a Multiple Property Listing of resources, using stylistic influence as unifying factor, lacks potential in Central City.

5. The Architectural Resources of Paul Sigmund

This historic context addresses the work of Paul Sigmund. The most prolific contractor-builder of Central City, his work includes the following:

IDENTIFIED DWELLINGS CONSTRUCTED BY PAUL SIGMUND

Location	Client	\$ Cost	Remarks
Prairieburg	Fogharty, D.	1,000	
Prairieburg	Buchtella, John #1	600	
Prairieburg	Buchtella, John #2	500	
Prairieburg	Buchtella, John #3	2,500	
Waubeek	Arnold, John	1,100	
Prairieburg	Simmons, A.	150	
Prairieburg	McQueen, James	1,200	
Anamosa	Hart, James	1,100	

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Central City	Smith, Hinton	1,600	
Central City	Lyon, Henry	600	
Coggon	Arys, N.	700	
Central City	Franklin, John	700	
Central City	Henderson, P. G.	2,500	
Coggon	Henderson, William Sr.	600	
Central City	Bruner, Eli	800	
Central City	Smith, Daniel	1,100	
Central City	Leslie, A.	1,000	
Central City	Slife, James	1,500	
	Evans, B.	1,000	When R. R. came, 1889
Central City	Haines, Mary	600	
	Paul Sigmund #1	800	Flower Phillips 1888
Central City	Goldsworthy, William	800	Hwy 13, Nellie Wilcox
Central City	Pipes, P.	400	
Central City	Woodruff, James	800	
Central City	Minehart, John #1	1,600	
	Minehart, John #2 (farm)	400	
Central City	Cook, S.	600	
Central City	Wade, C.	600	
Central City	Beatty, R. E.	1,200	
Central City	Smith, Rose	425	
Coggon	Treftz, William	1,500	
Central City	Kratzer, S. N.	1,000	
Central City	Shakespear, H. L.	1,000	
Central City	Beatty, James	1,500	
Alburnett	Fleming, William	3,000	
Central City	Blodgett, Simeon	1,100	
Central City	Brown, D. L.	900	

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Central City	Graft, Sant	800	
Prairieburg	Holub, Wess	500	
Central City	Maan, J.	500	
Prairieburg	Cohena, M.	500	
	Baker, John (farm)	500	
Waubeeek	Bickle, Ira	800	
Central City	Drexler, Daniel	900	
Central City	Barret, Philip	800	
Coggon	Henderson, William Jr.	150	
Central City	Wheeler, A. M.	1,200	
	Paul, L. M.	1,200-1,500	
Central City	Barber, O. R.	2,000	
Central City	Aitken, Ed	900	
Central City	Anderson, George	1,700	
Central City	Smith, George	1,000	
Central City	Emerson, R. W.	600	
Waubeeek	Leaf, J. H.	1,700	
Prairieburg	Smith, James	2,200	
Waubeeek	Headges, D.	600	
Central City	Minehart, Irvin	800	
Central City	Spitzer Brothers	750	
Central City	Bowser, George	1,600	
Central City	Alston, Robert	1,100	
Waubeeek	Robert Kennedy	800	
Central City Vicinity	Sigmund, Paul #2	1,600	Built in 1901
Coggon	Burnside, G. W.	3,500	
Central City	Lockwood, Frank	1,700	
Coggon	Williams, J. A.	1,200	
Central City	Arnold, John	1,200	



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	Sigmund, Henry Sr.	800	Built in 1899
	Blodgett, Simeon #2	1,300	
Central City	Minehart, R. D.	1,450	
Central City	Graft, Sant	1,400	
	Wagner, William	1,300	
	Willmott, Frank	700	
Central City	Heaton, M. A.	1,600	
Central City	McLeod, John	1,000	
Central City	Davis, George A. #1	2,200	
Central City	Miller, Ira	1,100	
Central City	Copping, George	2,200	
Central City	Cleaveland, George	2,000	
Central City	Smith, Jrs. Joe	1,300	
Waubeeek	Merrit, B.	3,000	
Central City	Leclere, Ed	3,500	
Waubeeek	Sigmund, Helen	800	
Central City	Hatch, L. O.	4,000	
Central City Vicinity	Sigmund, Paul #3	5,000	
Central City	Bailey, Joshua	1,500	
Central City	Evans, M. A.	2,300	
Central City	Davies, George A. #2	3,000	Park Hill
Central City	Goodlove, William	2,800	
Central City	Wratislaw, Fred	4,000	
Central City	Lockwood, Howard	2,000	Rogers Crossing
Central City	Bailey, J. G.	4,000	
Central City	Bliss, Howard	2,500	
Central City	Moreland, B. R.	1,600	
Central City	Heaton, John	2,000	
Central City	McDonald, A.	3,000	

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Central City	Fish, Ray	4,000
Central City	Brookman, John	10,000
Central City	Wilkinson, Mrs.	3,000
Central City	Hatch, M. A.	5,000
Central City	Crane, O. E.	8,000
Central City	McLeod, E. A.	3,500
	Hamilton, Lynn	6,000
Central City	Brown, L. H.	4,500
Central City Vicinity	Whitney, Warren	3,500
Central City	Omeara, Frank	8,000
	Bliss, Howard Farm #2	Unknown
	Hansen, George	4,000
	Denney, Loren	3,500
	Calhoun, V. L.	3,500
Prairieburg	Whitney, Elmo	Unknown

Circa 1924

IDENTIFIED COMMERCIAL BUILDINGS  
CONSTRUCTED BY PAUL SIGMUND

<u>Name of Resource</u>	<u>Location</u>	<u>\$ Cost</u>	<u>Remarks</u>
Bank of Central City	Central City	1,500	
E. K. Hatch Building		1,500	Millenary Store
P. G. Henderson Building		1,200	Millenary Store
Minehart & Spitzer Bros. Bldg.	Rogers Crossing	700	
A. L. Smith Bldg.		800	
W. Woodbridge Bldg.		1,000	
Hatch & Brookman Bldg.		200	
Central City Produce	Central City	3,000	Hatch & Fish, Props.
McLeod Lumber Yard		600	Sheds

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IV. Architectural Resources

Frank Hamilton Garage Bldg.		3,000	Rebuild
Minehart & Spitzer Bros. Creamery	Rogers Crossing	2,000	
Hatch & Fish Garage Bldg.	Central City	2,500	
Hatch & Fish Garage Bldg.	Central City	1,500	Rebuild
Hatch & Fish Cold Storage Bldg.	Central City	1,220	Construct addition
Hatch & Fish Garage Bldg.	Central City	700	Construct addition
Farmers Exchange Lumber Yard		2,500	Labor costs
Union Block		10,000	4 rooms, 2 stories
S. B. Stark Commercial Bldg.		5,000	2 rooms, 2 stories
A. M. Wheeler Commercial Bldg.		5,000	2 rooms, 2 stories
E. F. Moore Commercial Bldg.		1,800	1 room, 2 stories
O. Rogers Commercial Bldg.	Prairieburg	2,000	1 room, 2 stories
Union Block	Central City	2,000	Add'n for P. G. Henderson
F. J. Wratilaw		4,500	2 room, 2 story
State Bank of Central City	Central City	4,000	East bank
I.O.O.F. Hall	Central City	2,500	
Electric Light Plant (concrete)		3,000	Built for F. Cross
Central City Savings Bank	Central City	1,000	Bank room on corner
State Bank	Central City	1,000	Construct addition, east bank
City Creamery		3,500	P. G. Henderson, Prop.
Home Creamery		2,500	P. G. Henderson, Prop.

## IDENTIFIED INSTITUTIONAL BUILDINGS CONSTRUCTED BY PAUL SIGMUND

Name of Resource	Location	\$ Cost	Remarks
M. E. Church	Prairieburg	2,800	
Schoolhouse	Maine Township	600	
Engine House	Central City	500	Fire Station/City Hall

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Fairground Art Hall #1	Central City	500	
Fairground Art Hall #2	Central City	350	
Fairground Office	Central City	75	
Fairground Judges' Stand	Central City	75	
Fairground Ladies Rest Room	Central City	75	
Christian Church (now St. Stephen's)	Central City	2,600	Built in 1898
Congregational Church		1,000	Construct addition
Band Stand	Central City	85	
Jackson Township School	Jackson Township	1,600	
Fairground Dining Room	Central City	500	
First Methodist Church	Central City	2,000	Construct basement
Public Library	Central City	2,500	Built in 1916
Jordans Grove Baptist Church		10,000	Built circa 1925

Source: Phyllis Baxter probably compiled this list for her first history of Central City.

In addition were a number of barns and house and farm improvements such as porch additions, summer kitchens, and other outbuildings. One of Paul Sigmund's barns is extant on the Ormus Clark Farmstead (Rural Architectural Site #97; see also Central City Site #213 [the Clark House]).

Paul Sigmund was born in 1861 on a farm three miles east and one mile south of Central City. His family had immigrated to the United States from Sindelfingen, Germany, in 1854. He started carpentry work when he was around 15 years of age in the Prairieburg area along with Hi Fields and Horace Conklin and later moved into Central City (Central City Historical Society 1989:312). "Over the years Paul built 111 houses, 24 public or business buildings, and 91 barns, garages, and farm buildings, along with many additions" (ibid.:313). A grandson of Sigmund's, Max R. Hutchins, noted in a 1978 letter that Paul Sigmund "had quite a name in Central City for building, and what he built will be there for a long time" (Hutchins 1978).

Sigmund retired from building construction in the 1920s. His last building was the Jordan's Grove Church completed about 1925. His building career thus spanned 49 years from 1876 until 1925. In his retirement he kept busy making furniture for himself and others. In 1948 Sigmund moved from Central City to Cedar Rapids (Hutchins 1978). He died in 1953 and was buried in the Mt. Clark Cemetery southwest of Central City.

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Although many of the houses constructed by Sigmund are of modest size and restrained architectural detailing, their documented provenance of construction constitutes a rare surviving testimony of a local contractor-builder. Because of this documented identification as to their builder, these resources achieve historical significance beyond the merits of their architectural attributes.

Other Local Building Contractors

Other building contractors have served the Central City area. Prior to the Civil War, Dana Dunbar Reed (also spelled Read) came to the area circa 1854. According to one history, Reed

was a stone mason and erected many of the early buildings. The last one left standing was the store building just east of the telephone office, but it too has been torn down. Miles Brislawn, another stone mason, was active in the late 1860's. In the 1890's Rollins & Hecox and Reed & Richardson advertised as stone mason companies. . .

George F. Lary was another well known builder whose works still stand. He built residences in the late 1800's and early 1900's. His structures usually included a conical spire-like section, and his style can be seen today in the house at 365 Elm Street.

Other builders in the early and middle 1950's included John Wolmutt, Sam Simmerson, and Roy Hutchins.

The Howe brothers, L. C., R. D., D. D., and A. P., have been active in building and contracting since the late 1950's or early '60's. At present Delwin Howe is operating his contracting business here, and L. C. Howe has an office in town. Their family histories give more details of their operations, all of which have been important to the community. (Central City Historical Society 1989:101).

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**F. Associated Property Types**

(Provide description, significance, and registration requirements.)

**I. SUMMARY OF SURVEY RESULTS**

The property type descriptions presented in this chapter are based on the results of an archaeological architectural survey of Subsection B and the previous surveys of Subsections C, E, and Q in Linn County (Rogers and Page 1993, 1994). This study was also grounded in the phase one comprehensive planning project, which identified four general eras of historic development and subcontexts related to that development (Rogers 1992). The present survey examined approximately 926 ac (370 ha) to date (Figure 3-1) and resulted in the recording of 58 archaeological and 367 architectural properties. Of the archaeological sites, 43 represent farmstead or habitation sites, 3 are industrial sites, 1 represents a transportation-related property, 5 represent churches and schools, 3 represent agricultural-related properties, 1 is a refuse dump site, 1 is part of a townsite or hamlet, and 1 is an isolated prehistoric find. In addition to the isolated find, five of the historic archaeology sites also have prehistoric components. Of the architectural properties, 252 are located in the town of Central City, while 115 are located in the rural area of Subsection B.

A total of 26 volunteers from around Linn County participated in field survey, research, and labwork and donated a number of hours towards the completion of this project. One workshop was held at the outset of the project as part of the annual Linn County Historic Preservation Conference in August 1994. This workshop was used to present the results of the surveys and to further volunteer recruitment and participation. The results of the present survey were presented at the Center Point Historical Society meeting on May 30, 1995, and at the Central City Literary and Musical Club on April 12, 1995. Additional presentations will be given this fall at the Central City Historical Society and at Granger House in Marion.

Comparatively little survey work has been conducted in the Subsection B project area. As a result, there have been no archaeological sites previously recorded in this area, while only a few architectural properties in Central City and the rural project area have been previously recorded. One of the rural architectural sites (#40) was previously recorded during the Linn County phase one planning project (Rogers 1992).

**E. Sites Associated with Transportation Development in Subsection B**

The property types associated with transportation development in Subsection B are represented by both archaeological and architectural properties. Potential archaeological site types include: abandoned road remnants, stagecoach stops, and post offices. The period of significance for this context is from 1839-1944+. Sites associated with this context could be significant under Criteria A, B, C, or D, although the majority will be significant under either A, for their historical significance, or under D, for their ability to yield important information concerning transportation development. Road and railroad transportation development were integral to the overall growth and development of the townships and county. Towns often lived or died by

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their transportation connections or lack thereof. Central City prospered because it was able to secure a rail line in the late Nineteenth Century, while Paris declined and eventually died because it did not have a rail connection and because it could not compete first with the railroad in Central City and then with the rise of the automobile and trucking industry. While railroad development was comparatively well documented in the historical accounts, legal records, and maps of the day, much less is known about the early road systems, making sites associated with these early transportation developments particularly significant.

As with the other property types, registration requirements for transportation sites should be based on archaeological integrity and historical associations with significant transportation developments. Rarity should also be taken into consideration, such as an old road remnant that has been preserved in virtually its original state.

Only one transportation-related archaeological site has been recorded in Subsection B and is considered to meet these basic requirements. The site is 13LN566, which is the remains of the West Prairie Post Office. This site is located in a CRP set-aside field that affords no surface visibility. The owner would not allow any subsurface testing but did know of the site location. Using the oral historical data and the location shown on the historic maps of this post office, the site location was pinpointed (see Figure 3-2). In addition to this archaeological site, one recorded architectural site (#55) was reportedly a stagecoach stop in the West Prairie Settlement, while another (#40) was a later stop in the Elmont settlement.

Another suspected transportation-related site was a possible old road remnant that was present in 1859 but had been abandoned by 1869 (see Figures 2-2 and 2-3). This roadway extended diagonally through Section 31 of Jackson Township and Section 6 of Maine Township. A field check of this possible remnant revealed that it had been destroyed by cultivation activities. It was not, therefore, assigned an archaeological site number.

### **III. HISTORICAL AND ARCHITECTURAL PROPERTY TYPES**

#### **A. Introduction**

Resources that call attention to the historic contexts (discussed in Chapter 2) are known as property types. Each historic context forms a background to classify and evaluate specific resources. This section of the report classifies these resources within the following categories:

Districts, Buildings, Structures, Sites, and Features  
Associated with the Rise of An Agricultural Economy

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Districts, Buildings, Structures, Sites, and Features  
Associated with Town Building

Districts, Buildings, Structures, Sites, and Features  
Associated with Transportation

Districts, Buildings, Structures, Sites, and Features  
Associated with Architectural Resources of Subsection B

This section additionally describes these resources in a general way, outlines their significance, and establishes criteria to evaluate them for National Register purposes. A list of the historic districts, Multiple Property Documentation Form (MPDF)-associated resources, and individual resources found eligible for nomination to the National Register, is attached in this section at the end of each discussion of the property type under which it obtains significance. It should be noted that a resource can be found eligible for nomination to the National Register under several historic contexts and criteria. Finally, a list of properties within Section B already entered in the National Register can be found at the end of this section of the report.

B. Districts, Buildings, Structures, Sites, and Features Associated with Rise of An Agricultural Economy

1. Description: There are a variety of resources associated with the rise of an agricultural economy in Subsection B related to the three eras of development: Early Settlement (1839-1859), Expansion (1859-1913), and Consolidation (post-1913).

Rural agricultural resources for the Early Settlement Era are somewhat scarce on the present landscape. In Subsection B, the rural resources of this era include individual houses and/or barns on otherwise late-Nineteenth to Twentieth Century farmsteads. The recorded properties associated with this era include: Rural Architectural Sites #9 (the Blodgett/Long Farmstead), #10 (the Blodgett/Bailey Farmstead), #11 (the Hayes/Moles Farmstead), #42 (the McBurney/Carpenter Farmstead), and #55 (the J. Bice/Dubbs House/Stage Stop) (see Figure 3-3). Site #55 is also applicable under the transportation context.

Rural agricultural resources for the Expansion Era comprise the majority of architectural properties in Subsection B. Most of the farms still include either a house or barn or both dating from this era. The following Rural Architectural Sites contain primary buildings dating from the Expansion Era: rural sites #3 (the Morrison House), #6 (the William Haas Farm), #7 (the Hecor House), #20 (the A. Rice/Cottage Grove Farm), #22 (the Norris Farm), #23 (the Grover/Arne Farm), #24 (the Sisler/Dunn Farm), #27 (the William Forest/Blaine Farm), #29 (the Isaac Hall Farm), #30 (the A. L. Mason Farm), #32 (the Anderson/Wright Farm), #35 (the Pierson Mills/Shaffer Farm), #36 (the Bice/Anderson Farm), #38 (the A.D. Robinson Farm), #39 (the Dwire Farm), #40 (the Sawyer/Mills Farm), #41 (the James Bice Farm), #44 (the James Dunn Farm), #46 (the I. H. Andrews Farm), #48 (the Hobson/Whiting Farm), #50 (the Lyman Farm), #54 (the J.H. Kruse Farm), #57 (the Wilson/Bucklin Farm), #58 (the James Bleakley Farm), #64 (the Price/Ware Farm), #66 (the Ware/Simmons Farm),



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#67 (Watson/McCright Farm), #68 (the C. L. Powell Farm), #69 (the Norris/Buckingham Farm), #70 (the Schaffer Farm), #71 (the Mershon Farm), #73 (the Mershon/Fiola Farm), #75 (the Dorr/Atkins Farm), #77 (the Reamer Farm), #78 (the Wright Farm), #82 (the William Wright Farm), #83 (the Chauncey Lyman Farm), #84 (the Whitney/ Kladiva Farm), #85 (the Cook Farm), #86 (the Cook Farm), #87 (the Buckingham/ McRight Farm), #88 (the Downs/Attwood Wapsie Valley Farm), #92 (the Evans Farm), #93 (the Hall Farm), #94 (the Schaffer Farm), #95 (unidentified farmstead), #97 (the Ormus Clark Farmstead), #100 (the Finney/Forest Farm), and #101 (unidentified farmstead) (see Figure 3-3). Site #97 (the Ormus Clark Farmstead) may also be eligible under the Resources of Paul Sigmund, local contractor/builder who built the barn on this farmstead. The Clark house was also recorded as Central City Site #213 and may be eligible as a contributing resource to a Marion Road Corridor District under the transportation context.

The rural agricultural resources for the Consolidation Era comprise either whole farms, which may have been settled earlier but have only Twentieth Century buildings extant; a house or barn built during this era on an otherwise Expansion Era farmstead; or both the farm and buildings originated during the Consolidation Era. The following sites are predominated by Consolidation Era resources: Rural Sites #4 (the L. H. Powell/Paul Kreuger Farm), #5 (the Lockwood Farm), #8 (the Nightingale Farm), #12 (the Robert Moles Farm), #13 (the D. P. Long Farm), #15 (the Domer Farm), #17 (the Hesser/Arnold Farm), #19 (the Evergreen/Maple Knoll Farm), #21 (the George Schuch Farm), #25 (the Dunn/Halstead Farm), #28 (the Powell/Newell Farm), #31 (the S. A. Devol Farm), #33 (the Oxley/Thompson Farm), #34 (the Bice/Thompson Farm), #43 (the John Hughes Farm), #45 (the John Dunn Farm), #47 (the Jesse/Miller Farm), #49 (the Thomas C. Dwire Farm), #51 (the Wright/Bunting Farm), #52 (the Carpenter Farm), #53 (the McBurney/ Stewart Modern Home Farm), #56 (unidentified farm), #59 (the Bice Farm), #60 (the McVey Farm), #62 (the Thomas D. Wright Farm), #65 (the Fisher Farm), #72 (the Joseph Deditz/Maple Grove Farm), #74 (the McDonald Farm), #76 (the Paul/Cameron Farm), #79 (unidentified farm), #80 (the Wright/Noska Farm), #81 (the Wright/McNeil Farm), #90 (the Edward A. Kruse Farm), #98 (the C. L. Flemings Farm), and #99 (the J. W. Rogers Farm) (see Figure 3-3).

2. **Significance:** The significance of the agricultural development of Section B derives from the associations and representations of an individual property, multiple properties, or districts with important historical developments in rural settlement patterns and farmstead evolution. Of particular note in Section B, is the early pattern of family-oriented settlement, often in identifiable rural neighborhoods. Family clusters include those of the Clark, Bice, and Blodgett families.
3. **Registration Requirements:**
  - Criterion A. Resources must have a demonstrative association with significant rural settlement patterns or events.

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Criterion B. Resources must be representative of and have a direct association with the life work and accomplishments of persons who had a significant impact on rural development.

Criterion C. Resources must reflect important architectural and/or stylistic characteristics associated with rural architectural development. They may also represent the work and craftsmanship of a skilled builder/designer who influenced the local built environment.

Criterion D. Has already been addressed in the archaeological section of Chapter 3.

Integrity Considerations: All of the farmsteads in Section B have been impacted to varying degrees by modern construction and destruction of historic buildings and structures. This is also typical of much of the rural built environment across the state of Iowa. Therefore, integrity considerations should give some leeway to modern intrusions and historic removals, particularly if these events reflect the continuation of significant agricultural evolutionary developments. However, if both the historic (i.e., pre-1944) house and barn are non-extant, then the integrity of the farmstead as a district has been compromised making the property ineligible for the National Register under Criteria A-C. If one or the other of the house or barn is non-extant, the evaluation of the property must consider the significance of the remaining primary structure and secondary support structures as well as the archaeological potential of the farmstead as a whole, particularly if the farmstead is eligible under Criterion A. Otherwise, standard integrity considerations of location, setting, materials, design, workmanship, feeling, and association would apply to any rural resource evaluation.

4. Potentially Eligible Properties:

The previous surveys identified several rural districts and Multiple Property listings based on family enclaves and settlements. While family settlements are represented in the historical settlement of Subsection B, there were no identifiable districts based on the surviving resources. There is some potential for nomination of these family-associated properties under a MPDF that encompasses family rural settlement in Linn County as a whole.

Most of the individually eligible properties are farmsteads, or portions thereof. The majority of individually eligible properties are eligible for their architectural importance (Criterion C) as farmstead districts or as individual houses or barns representative of important trends in the rural architectural landscape and agricultural development of this area. These properties will require a Phase 2-level investigation before a final determination of eligibility can be made. Some of the properties may also be eligible under other criteria.

The remaining rural agricultural resources were determined to be ineligible for nomination to the National Register based on the lack of sufficient integrity and/or significance. These properties require no further evaluation, while the above-noted potentially eligible properties will require additional

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investigation before a final determination of eligibility can be made and National Register nominations completed.

The following is a listing of those individual rural buildings (either houses or barns) and the farmstead districts (i.e., encompassing all of the buildings on a single farmstead) that are potentially eligible for the NRHP.

INDIVIDUAL RURAL PROPERTIES POTENTIALLY NRHP ELIGIBLE  
IN SUBSECTION B

Rural Site #	Site Name	Eligible Property Type
#3	B.F. Morrison House	hexagon house
#7	Hecor/Moles Farm	house
#9	Blodgett/Long Farm	farmstead
#10	Blodgett/Bailey Farm	farmstead
#13	D. P. Long Farm	farmstead
#19	Evergreen/Maple Knoll Farm	farmstead
#20	A. Rice/Cottage Grove Farm	farmstead
#27	Wm. Forest/Blaine Farm	farmstead
#28	Powell/Newell Farm	farmstead
#35	Pierson Mills/Shaffer Farm	house
#39	Dwire Farm	barn
#40	Sawyer/Mills Farm	house
#44	James Dunn Farm	barn
#50	Lyman Farm	farmstead
#54	J.H. Kruse Farm	barn
#55	J. Bice/Dubbs/Evergreen Farm	farmstead
#58	James Bleakley Farm	farmstead
#59	Bice Farm	farmstead
#68	C. L. Powell Farm	barn
#71	Mershon Farm	house
#72	J. Deditz/Maple Grove Farm	farmstead
#73	Mershon/Fiola Farm	barn
#79	Unidentified Farm	barn
#90	Edward Kruse Farm	farmstead
#97	Ormus Clark Farm	farmstead

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C. Districts, Buildings, Structures, Sites, and Features Associated with Town Building.

1. Description: There are a variety of resources associated with town building. Resources differ as to property type and can include city plats, city blocks or portions of blocks, central business districts, semi-public clusters of institutional resources, residential neighborhoods, and resources adjacent to corridors of transportation, all of which call attention to specific town building activities or to the community's cumulative town building traditions and practices as they have evolved over a period of time.
2. Significance: Significance can derive from specific town planning activities, such as the platting and laying out of land, which affect the future physical growth of a community. Significance can also derive from the evolution of land use over time, illustrating individual or community responses to environmental, economic, transportation, and/or other local factors.

3. Registration Requirements:

Criterion A. Property types directly associated with formal town building practices, such as the surveying, platting, and laying out of land for a town, subdivision, park, transportation network, or other purpose. Also property types directly associated with the evolution of land use, whether agents for change or responses to new opportunities brought about by these changes. Such property types include new facilities, which by their construction alter established patterns in a community as well as properties, which call attention to events, which have affected such changes.

Criterion B. There is little evidence to support employment of this criterion in evaluating properties associated with town building. When identified, such properties must be directly linked with an individual or group significant to town building, such as principals in the Central City Land & Improvement Company.

Criterion C. Properties that reflect architectural design or other characteristics resultant from town building decisions or responses to these decisions.

Criterion D. Sites of nonextant properties, which contain intact subsurface deposits with good information potential concerning the material culture of identifiable and significant town building practices.

Integrity Considerations: Unless a property has lost most of the characteristics that convey a sense of time and place associated with its town building function or no longer has the ability to provide important information with respect to spatial patterns, building type, planning activity, or other subject of scholarly interest within this context, it should be considered eligible.

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4. Potentially Eligible Properties:

Historic Districts

Marion Road Historic District  
Central City, IA

East Main Street Historic District  
Central City, IA

Central City Commercial Historic District \*  
Central City, IA

Individual

Schoolhouse-G.A.R. Hall  
159 North 4th St.  
Central City, IA

\* Represents nomination being submitted with this document.

5. Resources of the Town of Paris

In addition to the resources of the town of Central City are the rural resources associated with the development of the hamlet of Paris. These include dwellings located in the former town and dating from the period when it was a recognized community. The recorded sites include Rural Architectural Site #111-115. Of these, only one property (Rural Site #115) is potentially eligible for the National Register under Criterion C. This house is a relatively well preserved two-story front-gabled house with an associated small gabled horse barn. Rural Site #115 may also be eligible under other criteria but will require intensive site history research before a final determination can be made. The remaining properties in Paris do not retain sufficient integrity to be considered eligible either individually or as a district. As noted previously, none of the former commercial and public buildings from this community are extant.

D. Districts, Buildings, Structures, Sites, and Features Associated with Transportation.

1. Description: Resources associated with transportation vary as to property type. Property types can comprise an entire transportation system, such as a road or highway. Property types can also comprise a portion of such systems, such as a bridge, culvert, signage, and/or other historic feature. Property types situated adjacent to transportation corridors and dependent on them for their development may also be eligible. They include residential neighborhoods (whether comprising one plat, several contiguous plats, portions of plats, or individual resources associated with one another by the

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transportation corridor), commercial districts, clusters of public and semi-public institutional resources, and industrial and light-industrial districts. Individual properties may also be eligible as they relate to transportation. They include stagecoach stops and hostelrys, railroad depots, freight houses, bridges, gas stations, hotels, tourist camps, motels, roadside commercial enterprises, and other tourist and over-the-road related resources.

2. Significance: Significance for transportation--be they railroad, road and highway, water, or other--derives from the strong propensity of transportation systems to attract as a magnet many different kinds of development at strategic points along their routes. The variety of this development and its concentration often distinguishes property types associated with transportation from the same or similar property types located elsewhere in the community.

3. Registration Requirements:

Criterion A. Resources must have a demonstrative association with transportation, serving either a direct function, a support service, a technological contribution, or call attention to an evolutionary response as a result of a transportation system.

Criterion B. Although there is little current evidence to support employment of this criterion in evaluating properties associated with transportation, if identified, such properties must be directly linked with an individual or group associated with transportation.

Criterion C. Eligible properties must reflect design elements developed to service transportation, or that reflect other aspects of architectural history associated with transportation.

Criterion D. Sites of nonextant properties, which contain intact subsurface deposits with good information potential concerning the material culture of identifiable and significant transportation systems.

Integrity Considerations: Although few historic resources survived to call direct association to the railroad in Section B, standard criteria for evaluation should not be waived in the evaluation of those resources remaining extant.

4. Potentially Eligible Properties:

Historic Districts

Marion Road Historic District  
Central City, IA

East Main Street Historic District  
Central City, IA

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Central City Commercial Historic District \*

\* Represents nomination being submitted with this document.

Individuals

Linn County Garage (Site #183)  
East Maple Street  
Central City, IA

Depot  
River Street  
Central City, IA

5. Rural Transportation Resources

In addition to the Central City resources associated with transportation are a number of rural resources as well. These resources include the suburban acreages, which typically consist of a house and garage or small horse barn, the stagecoach stop in West Prairie (Rural Site #55), and the Wapsie Valley Fairgrounds (Rural Site #89).

The suburban acreage properties include sites settled in the late Expansion Era and during the Consolidation Era and are tied to the improvements in the rural transportation system (i.e., road improvements and the advent of the automobile) that allowed persons to work in town but live in the country. Some of the suburban acreages may also represent retirement or extended family homes and will require additional research to determine the original function. Suburban acreage properties recorded in Subsection B include Rural Architectural Sites #2 (the J. Ed. Sands House), #14 (the J. W. Long House), #16 (the Crane House), #18 (the J. W. Whitney House), #26 (the Isaac Hall House), #61 (the Stephens/Jordan House), #96 (unidentified house), and #102-109 (Hatch/Dennison/Silver family houses). Of these properties, one (site #26) is considered to retain sufficient integrity and possess sufficient architectural significance to be potentially eligible to the National Register as a representative of the suburban acreage developments in the project area under Criterion C. Some of these sites can also be considered in association with the Rise of an Agricultural Economy having functioned as small truck farming operations in the early Twentieth Century. These includes sites #106, 107, and 109; however, none possess sufficient integrity to be considered NRHP-eligible.

The reported stagecoach stop (Rural Site #55) in the former West Prairie settlement is considered individually eligible under Criterion C and potentially Criterion A for its representation of an important Early Settlement Era farm and transportation property type, one that is relatively rare in the architectural record of Linn County.

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The Wapsie Valley Fairgrounds (Rural Site #89) is located at the south edge of Central City and was located at this site because of its access to the railroad and road transportation corridors of Central City. The property retains a sizable percentage of historic buildings, including two concrete block buildings (the office and the restroom), three poured concrete buildings (two horse barns and the cattle barn), two frame buildings (the Art Hall and the dining hall), and the judge's stand. Five of these can be associated with local contractor/builder, Paul Sigmund. The fairgrounds is considered potentially eligible under Criterion C as a district that contains 22 resources, 10 of which are definitely contributing, 8 are potentially contributing but require additional research into their construction history, and 4 are noncontributing because of their modern construction. This district may also have some potential eligibility under Criterion A given its historical importance as the county fair. The district may also be a contributing resource to the potential Marion Road Corridor District under the transportation context for Central City since it is located along that corridor.

E. Districts, Buildings, Structures, Sites, and Features Associated with Architectural Resources of Subsection B

*Central City Resources:*

1. Description: Resources differ as to property type and can include commercial districts and/or nodes, public and semi-public clusters whether massed or linear, industrial and light-industrial concentrations, and farmsteads. Resources can also include individually eligible properties--such as commercial and business stores, shops, and offices; public and semi-public resources such as schools and churches, social and other meeting halls; and agricultural resources such as farmhouses, barns, silos, and other outbuildings. Resources can also include individual properties linked together under a Multiple Property Documentation Form when they are associated by common and strongly delineated linkages of building materials, form, scale, stylistic influence, or other associational connections. Designed historic landscapes may qualify under this historic context and can include parks, recreational areas, cemeteries, windbreaks, hedgerows, and/or other manifestations of human planning and manipulation of the natural environment.
2. Significance: Significance can derive from building materials, whose physical opportunities and constraints affect residential architecture; from significant characteristics of scale and its employment; and from form as it provides diagnostic analysis for architectural significance. Significance can also derive from the variety of ways in which stylistic influences have contributed to the architectural heritage of Section B. Significance can additionally derive from the work of a master, as embodied in custom, pattern book, or mail order catalogue design. Finally, significance can obtain from the role of contractor-builders who have contributed to the local built environment. Although scale and form comprise defining characteristics for these historic resources, the significance claimed must be rigorously linked to a comprehensive evaluation of resources in Section B exhibiting similar characteristics. A compelling case must also be made for their significance over-and-above the diagnostic analysis provided in this report.



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3. Registration Requirements:

Criterion A. Properties associated only with this context will not have significance under Criterion A.

Criterion B. Properties that are directly associated with individuals, groups, or other associations of people who played a leading, pivotal, or important role in shaping architectural developments in Section B during the Early Settlement Era, Expansion Era, or Consolidation Era.

Criterion C. Eligible properties include vernacular building types that contribute to the distinctive character of Central City, and the rural areas of this subsection. Eligible properties also include identified buildings, structures, districts, and Multiple Property Documentation Forms associated with individuals and/or firms that have made or constructed unusual, important, or otherwise distinctive architectural designs. Finally, eligible properties include examples of architecture calling attention to the widely varied stylistic influences, which have affected Section B.

Criterion D. Sites of nonextant properties, which contain intact subsurface deposits with good information potential concerning the material culture of identifiable and significant architectural resources.

Integrity Considerations: Some of the residential buildings in Section B were originally built small in scale and of a basic design. Because of this small scale, much of this housing stock has expanded over the years with the addition of wings and additions. As a consequence, building alterations and changes are frequently encountered in such instances. Because these alterations have been imposed on small buildings, such changes are usually quite evident. Recognition should be made for this phenomenon but should not over-ride standard integrity considerations.

Few, if indeed any, distinctions were found to differentiate institutional or residential architecture as practiced in the countryside and in the towns of Section B before circa 1900. For this reason, the same integrity considerations can be employed to evaluate these resources. During the Twentieth Century, institutional architecture, such as church and educational establishments, generally became more elaborate within the towns and cities than hitherto, while similar establishments in the countryside remained more restrained in design and detailing. Integrity considerations should be adjusted in evaluating such resources during this period.

4. Potentially Eligible Properties:

Historic Districts

Marion Road Historic District  
Central City, IA

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East Main Street Historic District  
Central City, IA

Central City Commercial Historic District \*  
Central City, IA

Resources Eligible under the proposed "The Resources of Paul Sigmund" Multiple Property Document Form"

Phoenix Block-Masonic Lodge \*  
342 East Main St.  
Central City, IA

Commercial Bldg. \*  
402 East Main St.  
Central City, IA

Union Block (east and middle units) \*  
447-449 East Main St.  
Central City, IA

Union Block (Henderson Building/west unit) \*  
439 East Main St.  
Central City, IA

State Bank of Central City \*  
417 East Main St.  
Central City, IA

Central City Savings Bank \*  
401 East Main St.  
Central City, IA

S. B. Starks Commercial Block \*  
345-347 East Main St.  
Central City, IA

J. G. Clegg Public Library \*  
52 North 4th St.  
Central City, IA

\* Represents nomination being submitted under the Central City MPD.

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Commercial Buildings-I.O.O.F. Lodge \*  
38 North 4th St.  
Central City, IA

Henderson-Babcock Creamery  
54 South 3rd St.  
Central City, IA

Lynn and Blanche Hamilton House  
240 East Main St.  
Central City, IA

Tom Hatch House  
618 East Main St.  
Central City, IA

Frank and Mary O'Meara House  
744 East Main St.  
Central City, IA

J. G. Baily House  
916 East Main St.  
Central City, IA

Cottage  
South Marion Rd.  
Central City, IA

House  
111 South Marion Rd.  
Central City, IA

Paul Sigmund House #3  
217 South Marion Rd.  
Central City, IA

V. L. Smith House  
239 South Marion Rd.  
Central City, IA

Paul Sigmund House #1  
210 South Marion Rd.  
Central City, IA

\* Represents nomination being submitted with under the Central City MPD.

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House  
230 South Marion Rd.  
Central City, IA

George A. Davies House  
106 West Main St.  
Central City, IA

House  
West 1st St. cor. North Ave.  
Central City, IA

Oscar Barber House  
312 Commercial St.  
Central City, IA

John Heaton House  
111 South 5th St.  
Central City, IA

House  
32 North 3rd St.  
Central City, IA

John Brookman House  
215 South 4th St.  
Central City, IA

Other  
(As identified and evaluated by future projects.)

Resources Eligible under the proposed "The Concrete Legacy of Central City" Multiple Property  
Document Form

House  
29 North 5th Street  
Central City, IA

House  
111 South 4th Street  
Central City, IA

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Central City Produce Company  
South 5th Street  
Central City, IA

Central City Town Hall and Pump House  
South 4th St.  
Central City, IA

Individuals

Xavier and Permelia Sawyer House \*  
339 East Main Street  
Central City, IA

House  
42 South 7th St.  
Central City, IA

House  
141 South 4th St.  
Central City, IA

House  
53 North 7th St.  
Central City, IA

House  
519 East Maple St.  
Central City, IA

Oscar Barber House  
125 South 5th St.  
Central City, IA

House  
146 Broadway  
Central City, IA

House  
259 Broadway  
Central City, IA

House  
33 North 3rd St.  
Central City, IA

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Crane House  
59 North 3rd St.  
Central City, IA

F. Current National Register Listings within Subsection B

There are no previously listed National Register properties within Central City or the rural area of Subsection B.

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**H. Summary of Identification and Evaluation Methods**

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

**PROJECT HISTORY**

This project was conducted by the Linn County Historic Preservation Commission and the Central City Historic Preservation Commission under a series of grant-in-aid agreements with the State Historical Society of Iowa (SHSI) through the Certified Local Government Grants Program (CLG). The intent of the 1995-1996 component of this project was an "intensive level" survey of historical and architectural resources in Subsection B of Linn County, Iowa. A primary focus of attention for this survey was the identification of resources that illustrate the historic contexts developed in the 1992 "Comprehensive Planning Project, Linn County, Iowa" (Rogers 1992). The intent of the 2001-2002 component of this project was the nomination of the Central City Historic Commercial District to the National Register of Historic Places.

Sources of information came from three areas: documents, oral informants, and the resources themselves. The project tasks were accomplished by local volunteers and project personnel, who included Project Assistant, G. Clark Rogers and Co-Principal Investigators, Leah D. Rogers and William C. Page. Research was conducted by local volunteers, members of the Central City Historical Society and Linn County Advisory Committee, and the principal investigators. The project also benefited from previous research conducted by the Central City History Book Committee, who had compiled historic data and photographs concerning this community and the surrounding rural areas in the 1980s.

Archival repositories visited included: the Office of the State Archaeologist in Iowa City; the State Historical Society of Iowa libraries in Iowa City and Des Moines; the Linn County Genealogical Library in Cedar Rapids; the Cedar Rapids Public Library; the Linn County Administration Building; and the Linn County Engineer's Office near Marion. Resources examined included: historic photographs, maps, and atlases; county and local histories; population and agricultural census data; town plats; and aerial photographs.

Informant interviews were conducted by project personnel and consisted of informal conversations held with property owners and local residents knowledgeable about particular sites and the project area's history. These interviews were notated but not otherwise recorded.

Evaluations of recorded properties were based on the results of the survey and contextual associations and were made by the Co-Principal Investigators. Leah D. Rogers conducted the rural architectural evaluations, while William C. Page made the Central City architectural assessments. Ms. Rogers coordinated the project activities and carried the primary responsibility for the completion of the project and its end products. Mr. Page conducted the town architectural survey portion of the project and compiled those end products and the applicable portions of the project report. Linn County General Services provided mailing and copy support.

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The project began with a workshop held at the annual Linn County Historic Preservation Conference on August 28, 1994. This meeting was conducted by the Linn County Historic Preservation Commission, with the workshop led by Commission Chairperson, Mary Wilson. The workshop included an introduction to the phase four survey, a presentation of the results of the phase two and three surveys, and several presentations related to general Certified Local Government activities, organization, and responsibilities. Initial recruitment for project volunteers was also begun at this workshop.

Archival research began in August 1994 and continued through March 1995. Landowner interviews commenced in September 1994 and continued through April 1995.

Project publicity and volunteer recruitment were accomplished through newspaper articles, mailings, and public presentations. Notices were published concerning the project and the scheduled field and lab days for volunteers in the *Cedar Rapids Gazette* (Appendix C). As the survey progressed, a mailing list of all volunteers and potential volunteers was compiled and individual notices of survey activities mailed to those individuals. In addition, volunteers who had participated in the previous survey activities were contacted through these mailings, with a number continuing their participation.

A total of 26 volunteers participated in the project donating many hours to its completion. Of the 26 volunteers, many have repeatedly participated in all phases of the survey as well as having participated in the previous surveys.

In 2001 the Linn County Historic Preservation Commission applied for and received a grant-in-aid from the Certified Local Government program, as administered by the SHSI, to prepare National Register of Historic Places nominations for the Central City Commercial Historic District. This project began in October of 2001 and concluded in August 2002.

## Acknowledgments

The authors wish to thank the members of the Central City Historical Society and Mainstreet Central City for their help throughout the life of this project. They have included Karen Dunlap, Nancy Goodlove, Julia Ladd, Margery Mysak, Julie Moes, Dona Nielsen, Mary Somers, and Janet White. Volunteer efforts have been central to the life of this project, and the quality of their efforts is hard to overestimate. Grateful acknowledgment is also made to the *Central City News-Letter*, whose continuous publication as a local newspaper since 1888 remains a chief source for the community's history.

Thanks are also due to the staff of the State Historical Society of Iowa, specifically to Dr. Lowell J. Soike, who administered the project for the Society.



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This project has been funded with the assistance of a matching grant-in-aid from the State Historical Society of Iowa, Community Programs Bureau, through the Department of the Interior, National Park Service, under provisions of the National Historic Preservation Act of 1966; the opinions expressed herein are not necessarily those of the Department of the Interior.

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**HISTORICAL AND ARCHITECTURAL METHODS**

The intent of the initial project in this series was an "intensive level" survey of historical and architectural resources in Subsection B of Linn County, Iowa. A primary focus of attention for this survey was the identification of resources that illustrate the historic contexts developed in the 1992 "Comprehensive Planning Project, Linn County, Iowa" (Rogers 1992).

Sources of information came from three areas: documents, oral informants, and the resources themselves. Archival materials were first consulted. These include the standard late Nineteenth and early Twentieth Century histories of Linn County. They also included fire insurance maps, found in the library of the State Historical Society of Iowa, and construction plans, found in the archives of the Iowa Department of Transportation in Ames. Atlases were also consulted and appropriate maps from them xeroxed for analysis. The Central City Historical Society provided additional archival materials.

Windshield and pedestrian surveys were also conducted in the study area. Iowa Site Inventory Forms were used at that time to record information visually evident from the resources. Property owners, neighbors, passers-by, and other potentially knowledgeable people were asked questions about those properties, which appeared to have particular interest. From these field surveys a large data base of information emerged. Members of the Central City Historical Society were particularly helpful in this process.

The photographs taken during the windshield and pedestrian surveys were carefully studied, analyzed, and reanalyzed. From them, and impressions gained during the field surveys, the consultant formulated a series of architectural categories. These ultimately became the property types associated with the formulated historic contexts. The historic contexts, which this survey identified, emerged from archival, field, and analytical work.

Property types were selected because of their historical associations, land use, building materials, scale, form, stylistic influence, and/or function. Property types were developed from data gathered during the

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field survey of Subsection B. These property types should not be considered definitive. Although they are based on a good-faith intensive survey, future survey activities may discover contexts of additional significance. Moreover, as more information comes to light about the historic contexts developed in this report, these, too, may need revisions.

**CONCLUSIONS**

The survey of the historic and architectural resources of Central City resulted in the recording of 252 resources. Of these, 39 were in the central business district, while the balance consisted of residential dwellings, in addition to a few public and semi-public buildings, located in other sections of the city.

The Central City assessment resulted in the identification of three historic districts, two Multiple Property Listings, and numerous individual properties with potential for nomination to the National Register. They included:

Historic Districts

Marion Road Historic District  
(Total = 18 resources; 15 contributing and 3 noncontributing)

Central City Commercial Historic District  
(Total = 29 resources; 19 contributing and 10 noncontributing)

East Main Street Historic District  
(Total = 29 resources; 21 contributing and 8 noncontributing)

Multiple Property Listings

Paul Sigmund  
(Total = 28 individual resources)

The Concrete Legacy of Central City  
(Total = 4 individual resources)

Individuals

Total = 12 individual resources

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In order to analyze and evaluate the town resources, a series of three historic contexts was developed. Each of these contexts focused on a different aspect of local history. Some contexts embraced a greater number of town resources than others, and some contexts were more useful than others. What follows here is a discussion of conclusions drawn from the historic contexts and identified property types associated with them.

"Town Building" emerged as an important context for Central City, as it has for other communities already surveyed in Linn County as part of this comprehensive planning project. It attempts to make sense of the rich mixture of organic growth, formal town planning decisions, human responses to these decisions, advances in technology, and outside influences, which affect the evolution of a community. The one community surveyed in phase four, three communities in phase three, coupled with Palo, the subject of phase two, provided an unexpected and fecund source of comparison and contrast in this regard. Central City illustrates a town strongly influenced by the railroad and by a Victorian land development company. Troy Mills presents a picture of organic growth. Informal relationships and individual decisions have strongly affected the development of this community. For example, the town was not platted until almost two decades following its settlement. Both of these experiences stand in marked contrast to Palo. In this case, town platting antedated the community's settlement and consequently set the framework for its evolution. The survey of Coggon revealed a more complicated, yet definable, mixture of informal and formal forces. The arrival of the railroad, its continuing influence, the laying out of town plats, commonly accepted conventions concerning town building in the community, the role of Victorian capitalists, and Coggon society's preference of residential location profoundly affected this community's evolution. Bertram, in contrast, stands somewhere midstream between the "informal" and "formal" approaches to town building.

"Transportation" provides considerable potential for the identification and evaluation of historic resources in Central City and, hypothetically, other subsections of Linn County. Major river, railroad, and vehicular routes have acted as magnets for development. The property types associated with this development can be analyzed and evaluated along well defined patterns of linear growth.

"Architectural Resources" as an historic context embraces virtually all the standing structures in the study area. The four historic subcontexts established during phases two and three of this comprehensive survey project were also employed in this phase. These contexts--Building Materials, Form, Scale, and Stylistic Influence--again proved to be useful analytical categories for survey work in Central City. As in phases two and three, several additional historic subcontexts were also developed in this phase of the project to address special local needs. "The Resources of Paul Sigmund" is one case in point. "The Concrete Legacy of Central City" is another.

The following paragraphs discuss specific conclusions of this report as they apply:

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1. Marion Road Historic District

The Marion Road Historic District is significant under the historic contexts "Transportation" and "Town Building" because it calls attention to the influence of overland vehicular routes in stimulating quality residential construction along its routes. This historic district is additionally significant because of its associations with Paul Sigmund, contractor-builder of Central City. South Marion Road possesses the largest cluster of his identified residential resources in the community as well as one of his identified barn resources (Rural Site #97).

2. Central City Commercial Historic District

Under the "Architectural Resources of Central City" subcontext, these resources are linked by several contexts of significance. The commercial district is significant because it contains a collection of resources associated by contemporaneous construction, stylistic influences, uniform setback, and site definition. A number of resources share linkages with Paul Sigmund, contractor-builder of Central City. The district contains commercial buildings constructed of wood frame, brick, and concrete block. All are one or two stories in height and generally date from the period between 1890 and World War I. Clustered at the intersection of East Main Street and 4th Street, an important transportation crossroads in Maine Township, this junction is locally known in Central City as "The Square." As such, it calls attention to the influence of transportation on the development of commercial centers. The commercial district is also significant within the context of town building because it shows how businesses responded to the opportunities of this transportation route as well as calling attention to local responses to a disastrous fire.

3. East Main Street Historic District

The East Main Street Historic District is significant under the historic contexts "Transportation" and "Town Building" because it calls attention to the influence of overland vehicular routes in stimulating quality residential construction along its routes. This historic district is additionally significant because it calls attention to the on-going influences of stylistic development upon the architectural resources of Central City. These influences include Queen Anne, Colonial Revival, and Craftsman, among others. The East Main Street Historic District is additionally significant because a number of Paul Sigmund houses line this route.

4. The Resources of Paul Sigmund

The Resources of Paul Sigmund are significant as an historic context within Central City because they call direct attention to the opus of this local contractor-builder. Comprising commercial, residential, public, and other property types, Sigmund's work stretches across the late Nineteenth Century and up to about 1925. Late in his life Sigmund compiled a list of buildings he constructed. This document is rare within the towns and

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cities of Iowa in identifying the work of a local contractor-builder. Through the identification and analysis of these buildings, the architectural historian can interpret the evolution of stylistic influences upon Sigmund's work.

5. The Concrete Legacy of Central City

Concrete block was an important building material in Linn County during the late Nineteenth and early Twentieth Centuries. This historic context provides a framework for the analysis and evaluation of buildings constructed of that building material in Central City.

RECOMMENDATIONS

Based on the results of the archaeological and architectural survey of Subsection B, it is recommended that the survey model continue to be applied to other subsections of the county in order to produce a consistent and comparable data base from which individual, multiple property, and district nominations can be drawn. The Linn County Historic Preservation Commission has received for a CLG grant to survey Subsection P in order to complete the first stage of county-wide survey (see Figure 1-1). When these surveys are completed, the Commission and other planners and preservation professionals will be provided with the necessary tools with which to evaluate the majority of potential property types in the county and to begin the process of compiling a county registry and completing NRHP nominations based on recommendations to date. The reasons for the specific selection of Subsection P are that this area was the locus for early settlement, it has a long history of development, and more importantly because it has the potential to contain significant religious and ethnic-related properties associated with the United Brethren congregations and Bohemian immigrants who settled this area. Strong ethnic and religious settlements have been lacking in the previous survey areas, and it is imperative to have a comparative data base that includes these components in order to identify settlement patterns and properties in other areas of the county that have not yet been surveyed.

One reason for setting a limit, for the present, on the number of additional subsections to be surveyed is the dwindling grant support at the state level. At this point, the surveys conducted to date have provided a strong base from which virtually any resource in the county could potentially be evaluated for NRHP eligibility. As noted above, the only data lacking are properties related to the religious and ethnic settlement contexts that were important to the historical settlement of Linn County. Once Subsection P has been surveyed, then recommendations concerning the next priorities in the comprehensive preservation plan can be made.

Specific recommendations concerning the cultural resources identified and evaluated by the present investigation including the following specific National Register registration activities:

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1. CENTRAL CITY COMMERCIAL HISTORIC DISTRICT

Significant locally under National Register Criteria A and C, the Central City Commercial Historic District contains 38 resources, 27 contributing and 11 noncontributing. These resources cluster around the "town square," that is the intersection of Main Street and 4th Street.

2. MARION ROAD HISTORIC DISTRICT

Significant locally under National Register Criteria A and C, the Marion Road Historic District contains 18 resources, 15 contributing and 3 noncontributing. All of these resources are located along Marion Road.

2. EAST MAIN STREET HISTORIC DISTRICT

Significant locally under National Register Criteria A and C, the East Main Street Historic District contains 29 resources, 21 contributing and 8 noncontributing. All of these resources are located along East Main Street.

3. THE RESOURCES OF PAUL SIGMUND

MULTIPLE PROPERTY DOCUMENTATION FORM.

Significant locally under National Register Criterion C, this group, individually eligible under this MPDF, comprise, to date, 10 commercial and 18 residential, or 28 total resources in Central City. Numerous other resources associated with the MPDF were also identified. Because they are located beyond the geographic scope of this survey, these resources were neither analyzed nor evaluated. Other resources associated with this historic context should be added as they are identified and evaluated in Central City. It should be noted that one rural resource, the barn on Rural Site #97, is also potentially eligible under this context having been built by Paul Sigmund. This barn is not included in the above total.

3. THE CONCRETE LEGACY OF CENTRAL CITY

MULTIPLE PROPERTY DOCUMENTATION FORM.

Significant locally under National Register Criterion C, this group, individually eligible under this MPDF, comprise four resources in Central City. Numerous other resources associated with the MPDF because of their concrete block foundations were excluded from this list because of their restricted architectural significance.

4. INDIVIDUAL PROPERTIES. Significant locally under several criteria, 12 properties are individually identified as National Register eligible.

Although each of these property types was determined eligible for nomination, each varies in terms of historic context, significance, number of identified resources, and complexity. Because of this variation, each of these property types was evaluated according to its difficulty of nomination. To this end, the above list begins with the "easiest" nomination and proceeds with the more difficult. The rationale here is that more difficult jobs become easier as more experience is gained doing the easier tasks. It should be noted that both the residential districts (Marion Road and East Main Street) have been rated as a "2," indicating the belief that both are of comparable difficulty.

As a result of these considerations, this report recommends that preservation planning in Central City undertake the nomination of the Central City Commercial Historic District as a first priority. A district nomination is a tried-and-true method to register properties. The relative simplicity of its process would enable concerned

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individuals in Central City to learn about the process. The registration of a commercial district also provides benefits for city planning because it can be treated as a contiguous unit and easily integrated into plans for commercial development.

Registration activities in Central City should also consider the nomination of identified individual resources through the "Paul Sigmund" MPDF. Although it probably is no more difficult conceptually to register than the historic district, its noncontiguous nature makes this registration method more arcane. Situated at spot-locations throughout Central City, environs, and distant sites, the "Paul Sigmund" MPDF also provides less focus for community planning than the traditional residential district concept.

The registration of individually eligible properties should be pursued on a case-by-case basis independent of the sequence listed above. These nominations should be the responsibility of private individual property owners. The individual nomination of publicly owned property might be included, however, in community-based planning. This report did not list individual properties in terms of priority for nomination.

The level and quality of volunteerism contributed to this intensive survey indicate strong local concern for preservation issues. As discussed above, the opportunities for historic preservation in Central City are excellent. There are many resources in the community eligible for nomination to the National Register. The Central City Historical Society possesses a dedicated volunteer cadre and an outstanding house-museum and local history library and archives at its headquarters, the J. C. Clegg Library at 52 North 4th Street. The community completed in 1989 a fine local history. Paul Sigmund, local contractor-builder of Central City, constructed many buildings in the environs and left a long list of them. This catalogue, a rare piece of documentation, offers an outstanding opportunity to study the work of a local craftsman. All these factors could come together in impressive results for historic preservation in Central City.

Finally, the historic contexts developed in this project should be continued and applied to future subsection surveys in Linn County. The "Transportation" historic context should, in particular, provide an important concept. It has now proved to be particularly seminal in the study of Palo, Coggon, and Central City, with ramifications for Bertram and Troy Mills. It can be expected that additional county-wide linkages will become apparent among property types adjacent to certain transportation corridors, which might otherwise be understood in a narrow context.

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