

Site Inventory Form
State Historical Society of Iowa
 (November 2005)

State Inventory No. 09-01716

New Supplemental

Part of a district with known boundaries (enter inventory no.) _____

Relationship: Contributing Noncontributing

Contributes to a potential district with yet unknown boundaries

National Register Status:(any that apply) Listed De-listed NHL DOE

9-Digit SHPO Review & Compliance (R&C) Number _____

Non-Extant (enter year) _____

1. Name of Property

historic name 300 Block E. Bremer Ave. (north and south blocks)

other names/site number _____

2. Location

street & number E. Bremer Ave.

city or town Waverly vicinity, county Bremer

Legal Description: (If Rural) Township Name _____ Township No. _____ Range No. _____ Section _____ Quarter of Quarter _____

(If Urban) Subdivision Original Town Block(s) 3,4 Lot(s) 1-4, 1-4

3. State/Federal Agency Certification [Skip this Section]

4. National Park Service Certification [Skip this Section]

5. Classification

Category of Property (Check only one box)

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

Number of Resources within Property

If Non-Eligible Property

Enter number of:

2 buildings
 _____ sites
 _____ structures
 _____ objects
2 Total

If Eligible Property, enter number of:

Contributing Noncontributing

4 _____ buildings
 _____ _____ sites
 _____ _____ structures
 _____ _____ objects
4 0 Total

Name of related project report or multiple property study (Enter "N/A" if the property is not part of a multiple property examination).

Title

Waverly East Bremer Ave. Commerical Historic District

Historical Architectural Data Base Number

09-029

6. Function or Use

Historic Functions (Enter categories from instructions)

02D02 COMMERCE/financial institution/bank

14A02 TRANSPORTATION/rail-related/train depot

10A02 INDUSTRY/manufacturing facility/factory

Current Functions (Enter categories from instructions)

02D02 COMMERCE/financial institution/bank

02G01 COMMERCE/restaurant/cafe

02E08 COMMERCE/specialty store/barber/beauty shop

7. Description

Architectural Classification (Enter categories from instructions)

09F OTHER/Commercial

07B LATE 19TH & EARLY 20TH CENTURY AMERICAN

09F09 OTHER/Commercial/Roadside Commercial

09D02 OTHER/Roof Form/Gable

Materials (Enter categories from instructions)

foundation 03 STONE; 10 CONCRETE

walls (visible material) 03 BRICK

roof 05 METAL; 17 OTHER

other _____

Narrative Description (SEE CONTINUATION SHEETS, WHICH MUST BE COMPLETED)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" representing your opinion of eligibility after applying relevant National Register criteria)

- Yes No More Research Recommended

- A Property is associated with significant events.
- B Property is associated with the lives of significant persons.
- C Property has distinctive architectural characteristics.
- D Property yields significant information in archaeology or history.

County Bremer
City Waverly

Address E. Bremer Ave.

Site Number 09-01716
District Number

Criteria Considerations

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

Areas of Significance (Enter categories from instructions)

02 ARCHITECTURE

05 COMMERCE

Significant Dates

Construction date
1890-2004 check if circa or estimated date
Other dates, including renovation

Significant Person

(Complete if National Register Criterion B is marked above)

Architect/Builder

Architect

Builder

Narrative Statement of Significance (SEE CONTINUATION SHEETS, WHICH MUST BE COMPLETED)

9. Major Bibliographical References

Bibliography See continuation sheet for citations of the books, articles, and other sources used in preparing this form

10. Geographic Data

UTM References (OPTIONAL)

| Zone | Easting | Northing | Zone | Easting | Northing |
|------|---------|----------|------|---------|----------|
| 1 | _____ | _____ | 2 | _____ | _____ |
| 3 | _____ | _____ | 4 | _____ | _____ |

See continuation sheet for additional UTM references or comments

11. Form Prepared By

name/title Jan Olive Full date 2012-2013
 organization Tallgrass Historians LC telephone 319-354-6722
 street & number 2460 S. Riverside Dr. city or town Iowa City state IA zip code 52246

ADDITIONAL DOCUMENTATION (Submit the following items with the completed form)

FOR ALL PROPERTIES

- Map:** showing the property's location in a town/city or township.
- Site plan:** showing position of buildings and structures on the site in relation to public road(s).
- Photographs:** representative black and white photos. If the photos are taken as part of a survey for which the Society is to be curator of the negatives or color slides, a photo/catalog sheet needs to be included with the negatives/slides and the following needs to be provided below on this particular inventory site:

| | | |
|--------------------------|--------------------|------------------|
| Roll/slide sheet # _____ | Frame/slot # _____ | Date Taken _____ |
| Roll/slide sheet # _____ | Frame/slot # _____ | Date Taken _____ |
| Roll/slide sheet # _____ | Frame/slot # _____ | Date Taken _____ |

- See continuation sheet or attached *photo & slide catalog sheet* for list of photo roll or slide entries.
- Photos/illustrations without negatives are also in this site inventory file.

FOR CERTAIN KINDS OF PROPERTIES, INCLUDE THE FOLLOWING AS WELL

- Farmstead & District:** (List of structures and buildings, known or estimated year built, and contributing or noncontributing status)
- Barn:**
 - A sketch of the frame/truss configuration in the form of drawing a typical middle bent of the barn.
 - A photograph of the loft showing the frame configuration along one side.
 - A sketch floor plan of the interior space arrangements along with the barn's exterior dimensions in feet.

State Historic Preservation Office (SHPO) Use Only Below This Line

Concur with above survey opinion on National Register eligibility: Yes No More Research Recommended
 This is a locally designated property or part of a locally designated district.

Comments: _____

Evaluated by (name/title): _____ Date: _____

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| E. Bremer Ave. | Waverly |
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6. Function or Use

Historic
14D07 TRANSPORTATION/gas station

7. Narrative & 8. Significance

An evaluation of “contributing” in the text below means the building contributes to the potential East Bremer Avenue Commercial Historic District.

NORTH SIDE:

Address: 301 E Bremer Ave

Date of Construction: 1890

Historic Name: Iowa Creamery Supply Company / Isaac Woodring Creamery Supply & Machinery

Property Type: Store Building

Builder: George Corey (stone and brick masonry)

Evaluation: Contributing

History: This commercial/manufacturing building is two stories tall and has a slightly raised basement. It is located on the northeast corner of 3rd Street NE and E. Bremer Avenue. Overall, the building lacks any sort of decorative details, which suggests its original function as a manufacturing building of supplies and machinery used in Iowa’s early creamery industry.

The flat-roofed corner building has a footprint dimension of 43x130 ft., a stone foundation and exterior brick walls, both in clad in rough stucco applied by the middle of the last century. The building’s entrance is located at the canted corner of the building nearest the intersection; overhead is a window opening now filled with 6x6 sashes that date to at least the 1950s. The main entrance threshold has been lowered to grade and the original short flight of stairs eliminated, leaving a tall transom area above the modern glass door that is now infilled.

The narrow Bremer Avenue façade has irregular fenestration, including three original window openings on the ground level as well as a wide, lower multi-part window that formerly was a wagon door. Overhead, there are five second story windows that are more or less evenly spaced except for one wider interstitial brick area that likely reflects where an interior wall meets the façade wall. All these openings have segmental arched headers and masonry sills of either concrete or stone. Lower story windows are replacements that are smaller than the originals and the extra space at the top of the openings is infilled. The upper story windows are infilled with a solid material.

On the long west side lying along 3rd Street, small, arched basement windows are visible at the sidewalk level. Eleven window or door openings are positioned on each level of the two-story building, most of which are infilled with solid material. Similar the Bremer Avenue side, fenestration has segmental arched headers, flat masonry sills, and the elevation lacks any architectural embellishment. Midway on the lower story was one wider wagon doorway, now infilled but still maintaining its size and shape. The raised basement provided a wagon-level threshold to the building.

The creamery supply and manufacturing building was constructed 1890 by local masonry contractor George Corey for the Iowa Creamery Supply Company. Long time hardware business S.H. Curtis Hardware installed the original metal roof. The building’s original plan had the office, warehouse, and machine shop on the first floor, and the tin and wood workshops on the second floor. In 1896, Isaac Woodring, who had been manager of the Iowa Creamery Supply Company, took over the business and the factory, which made “vats, churns,...., boiler feed

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pumps, feed water heaters, all kinds of tinware used in creameries and a complete butter tub factory." Woodring's factory supplied "every piece of machinery and every article necessary to furnish a creamery or cheese factory complete" (*Semi-Centennial Souvenir of Waverly, Iowa*, 1896, no. p.). Woodring was a brother of Jacob and Henry Woodring, who operated the Woodring Brothers furniture store (see 114 E. Bremer) and, in fact, had worked with them for a while before associating with the creamery business. Born in Pennsylvania in 1851, Woodring was in Waverly by 1869. One of 12 children, Isaac "Ike" Woodring died in Waverly at age 86 in 1937 (*Waterloo Courier*, Woodring obituary located at <http://iagenweb.org/bremer/churches/CournBible/IkeWoodring2.jpg> accessed on 8/1/2013).

By 1905, the creamery supply factory was out of business and city boosters were casting about for a new tenant. A woolen mill in nearby Nashua, Iowa, was a prospect (*The Nashua Reporter*, 7/13/1905). By at least 1923, the Waverly Publishing Company had moved into the building (*Waverly Democrat*, 4/19/1923). Later businesses included a garage and farm implement business, a retail store, and a shirt factory. In 1975, the basement was remodeled into a youth center.

Significance: This building is a reminder of the proximity, in small towns, of commercial shops to manufacturing activities, especially in the transition blocks where attached store buildings gave way to freestanding dwellings, which were then often replaced by buildings such as this one. Located on the former site of a stable, storage shed, and coal shed, this large brick building predates the nearby CNW tracks and passenger depot by more than a decade. When built in 1890, it directly faced the Hotel Centennial, later called the Acken Hotel (nonextant; Sanborn fire insurance maps, 1885, 1892). The early application of stucco over such a large brick building suggests the underlying local brick may have been too soft and deteriorating.

Address: 305 E Bremer Ave

Date of Construction: 1923/1947

Historic Name: Herman Propp Garage

Property Type: Commercial Building

Builder: John Perkins (concrete mason), Elmer Simmons (carpenter)

Evaluation: Contributing

History: This one-story, free-standing commercial building is located on the north side of E. Bremer Avenue. The building has a footprint of 42x128 feet, with a concrete block foundation, concrete block walls clad on the façade with a dark yellow brick veneer, and a gabled roof with a short parapet or brick "false front." Visible from the north alley, the rear wall reveals both the gable roof and the rock-face cast concrete blocks used in at least part of the building. The storefront has an off-center modern glass door and a wide, glass store window with a concrete sill. The door and window are flanked and divided by three slightly projecting brick piers. Near the east end, the garage door bay has been infilled with vertical weatherboard. Near the west end is a tall window infilled with glass block. This window also has a concrete sill. A metal awning overhangs the storefront. The parapet is unadorned except for a single row of brick dentils between the end walls just below the concrete cap. Brickwork under the glass-block window and above the entrance door is laid with headers only, while the rest of the brick veneer is laid in stretcher courses.

The building was constructed in early 1923 for Mr. and Mrs. E.A. Dawson. Herman Propp leased the building while it was still under construction. On June 18, 1923, Propp opened his motor vehicle storage and repair garage, to which he intended adding a sales department. In the 1940s, the building was home to Yarcho Motor. In 1947, a major remodeling was undertaken according to local public library volunteer researchers. While the details of this remodeling are unclear, the yellow brick and glass block on the façade appear to date more to this time period than the original construction date of 1923. In 1983 the building was converted from a garage to a retail shop.

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| Address | City |

Significance: This building contributes the sense of change to the walking commercial district brought about by the arrival of the automobile. Several auto garages were underway or contemplated in 1923 while at the same time, no doubt, horse stables were being demolished and blacksmiths were becoming increasingly nervous. The building is located in a transition block and reflects the mixed functions of such blocks.

Address: 309 E Bremer Ave

Date of Construction: 1941

Historic Name: Lonnie Ellis DX Station

Property Type: Gas Station

Evaluation: Contributing

History: This one-story commercial building is located on the north side of E. Bremer Avenue. The building is set back from the street to accommodate automobile drives and has an irregular shape, roughly 48x63 ft., in order to fit the historic diagonal property line to the east. This unusually oriented property line was necessitated by the presence of the diagonal railroad right-of-way. Currently the building and the historic passenger depot to the east are combined under one property parcel.

The gas station's foundation is concrete block, exterior walls are light beige or tan brick on concrete block, and the roof is flat with a low parapet. The entrance and public space is located at the southeast corner, which is rounded, giving the building an unmistakable Streamline Moderne style. This rounded corner has panels of display windows with a common curving brick sill. The display window is comprised of five narrow tall fixed windows flanked by two wider windows (one facing south, the other east). The wide window that faces south toward E. Bremer Avenue displays store signage. Around the corner are a bricked-in door and an extant wood door, both with glass block transoms, both presumably accessing restrooms. West of the curving display window is the entry door, which is glass with a transom. The west end of the façade bumps slightly forward of the east station office wall, to accommodate two service bays, each with a new 6-light overhead door. The building included an enclosed grease and wash rack in the central bay, but the outside service bay was added in 1958. Overhead, the low parapet is unadorned, but it is slightly stepped back from the wall plane on the east side.

This building was constructed in the fall of 1941 as a DX station and opened November 8, 1941. Original brickwork included some red coloration, though that is not visible now and may have been painted out or otherwise bricked over (DX Oil's corporate colors were red and blue on a white background). The Waverly station appears to follow a corporate plan and design, as a quick Internet search found at least one nearly identical (though reverse plan) station at Baxter Sprints, Kansas, a town on the historic "Route 66" (see http://www.flickr.com/photos/mark_potter_2000/2637032262/ accessed on 8/1/2013). Remodeling occurred in 1950, and again in 1958 when the second service bay was added. In 1985 a 30x32-ft. addition was built at the back of the garage area.

Significance: This gas station is significant as a reflection of how important the automobile and the auto culture had become by the World War II-era. It is also a good example of a corporate "look" adopted by a national company, and as a sign of the increasing traffic on state highway 3, which was routed down Bremer Avenue through the center of town. Sanborn fire insurance maps from 1927 indicate this building replaced an earlier "filling station," which had complemented the business next door at 305 E. Bremer (Herman Propp Garage, built in 1923). That earlier filling station itself had been located on the site of a tiny lunch stand that no doubt served the passengers at the CGW depot next door to the east (311 E. Bremer).

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| Address | City |

Address: 311 E Bremer Ave

Date of Construction: 1904

Historic Name: Chicago Great Western Railway Combination Depot

Property Type: Rail Passenger Depot (primarily)

Builder: W. J. Zitterell, Webster City

Evaluation: Contributing (and potentially individually eligible)

History: This one-story building, today used as a restaurant, was constructed in 1904 as a combination depot for the Chicago Great Western Railway (CGW). It is located on the north side of E. Bremer Avenue, oriented at a northwest/southeast angle to align with the railroad tracks (since abandoned and replaced by a paved bike lane). The building is 24x80 ft. with the long east side aligned parallel to the tracks/bike lane. It has a stone foundation, solid red brick walls bonded with matching mortar, and a gabled roof with a central chimney stack. The roof is covered today by a standing seam metal roof. A brick beltcourse marks the division between foundation and walls. Each long side of the building has wide overhanging eaves with large, supporting knee braces. These overhangs are re-creations of the original CNW overhangs, which were removed during the 1950s by the railroad when the depot was reroofed. The current overhangs have been added since 1985 (Jamie Beranek, railroad historian, to author, email correspondence, 2/1/2012. Mr. Beranek interviewed the owner in 1985). The gable ends once had wide overhangs also, but these were gone by the 1960s based on historic photos in the public library's collection.

Windows are a combination of small, fixed 4-light sashes located high on the walls and larger, tall double hung, single light sashes, all presumably replacements but historically appropriate. Flat headers are formed by multiple courses of vertical brick; sills are painted masonry, likely concrete. All windows and doors are set in, with deep reveals, necessitated by the width of the solid brick walls.

The long western side, the "town side" which faces the historic commercial district, has a wide paneled freight and baggage door at the southern end with paired 6-light windows. Moving northerly from this door, there are three tall windows and a pass door located midway along the elevation. To their north, at the end of the depot are two small windows placed high on the wall. The opposite, "track side," is similar except that the central area is devoted to a three-sided bay window marking the interior agent and ticket office and fenestration to the north of the bay consists of two pass doors flanked by tall windows. Functionally, it is clear the south end of the building was for freight and baggage storage, the central space held the agent and ticket office, and the north end held the waiting room or sex-specific waiting rooms with restrooms on the "town side" under the high small windows.

The narrow, southeast gable end has two centered 4-light casement windows, between which is a sign reading "Chicago GREAT WESTERN Railway." Evenly spaced above are the remnants of four knee braces that formerly supported the overhanging gable end eaves.

This building was constructed in 1904 by Webster City contractor W.J. Zitterell for the Chicago Great Western Railway. Charles Nichols of Maquoketa was construction foreman. The new brick depot was built closer to the business district following a fire that destroyed the original CGW depot on the northwest side of Waverly.

CGW History: The CGW Railway system was built and operated by Alpheus Beede Stickney, a former school teacher and lawyer born in Maine in 1840. Between about 1870 and the early 1880s, Stickney lived in St. Paul, Minnesota, and worked for various railroad companies. He learned the business and definitely saw the opportunities. By 1884, Stickney had bought the charter of a "paper" railroad and was constructing a line south toward Iowa. Over the next decade, Stickney's system grew through construction and acquisition, but remained largely an upper Midwest railway system closely aligned with Stickley's interests in the cattle business (Stickley

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and his associates organized the St. Paul Union Stockyards in 1882). The early 1890s saw Stickley's railway system in trouble along with other smaller systems, virtually insolvent and facing receivership. A. B. Stickley's business acumen and legal training once again was helpful and, in 1892, he reorganized the business as the Chicago Great Western Railway (Frank P. Donovan, Jr., "The Chicago Great Western Railway," *The Palimpsest* 34 [June 1953] 6: 257-288).

About half of the CGW "Maple Leaf" rail system was in Iowa, though the line eventually stretched from the Twin Cities south to Kansas City and from Chicago west to Omaha. The Waverly to Oelwein tracks were completed in 1904, when the brick combination depot was built in Waverly. Oelwein was in the hub location of the CGW system since 1899 had been the site of the Great Western's shops (an industry that increased the town's population from about 800 to 7800 by the mid-twentieth century). During Stickley's time, the CGW operated in conjunction with the interurban known as the Waterloo, Cedar Falls & Northern (WCF&N). Louis Cass, head of the WCF&N, was named vice-president of the CGW and each company had rights to operate over at least a portion of the others' rails. "The interurban operated over CGW tracks from Waverly to Sumner" (Ibid., 271). CGW's Waverly depot, built in 1904 at the east edge of the commercial district, also served as the interurban passenger depot from 1910 through at least 1941, as noted in "Official Railway Guides" published during this period (Beranek to author, email, 2/1/2012).

Significance: The depot has both local and potential state significance as a good example of A.B. Stickney's Chicago Great Western Railway system and as a property type (the simple-plan, cost effective small station), a property type quickly declining in numbers in Iowa. In its location at the edge of the town's main shopping district, it fulfilled one of Stickley's central philosophies: "The depot should be built in as close to the business center of the city as possible...That way the public will remember you" (H. Roger Grant and Charles W. Bohi, *The Country Railroad Station in America* (Sioux Falls, SD: Center for Western Studies, 1988).

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SOUTH SIDE:

Address: 300 E Bremer Ave

Date of Construction: 2004

Historic Name: unknown

Property Type: Office Building

Builder: unknown

Evaluation: Not in historic district / would be noncontributing because of modern age

History: This modern building was constructed by the adjacent First National Bank of Waverly (316 E. Bremer), which itself is housed in a modern building. The building has an irregular, roughly 45 by 68 ft. footprint; has walls clad in face brick; and fixed windows (relatively few in number) with reflective dark glass in them. Distinctive features include three pyramidal projections from the plane of the building, two of which are capped with pyramid-shaped skylights.

Significance: No historical significance because of age.

Address: 316 E Bremer Ave

Date of Construction: 1981

Historic Name: First National Bank of Waverly

Property Type: Bank

Builder: unknown

Evaluation: Not in historic district / would be noncontributing because of modern age

History: This bank building is square, flat roofed, and has a footprint slightly larger than its neighbor at 300 E. Bremer (the assessor record lacks footprint dimensions). The walls are clad with brick and there are few windows.

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The central entrance is recessed behind and within a two-story brick archway. A standing seam metal mansard roof stretches across a portion of the façade. An attached drive up window, sheltered by a canopy, is located on the west side of the building.

Significance: No historical significance because of age.

9. Major Bibliographical References -- Sources cited in the text and the following

Field inspections and photographs, multiple dates from 2009-2013.

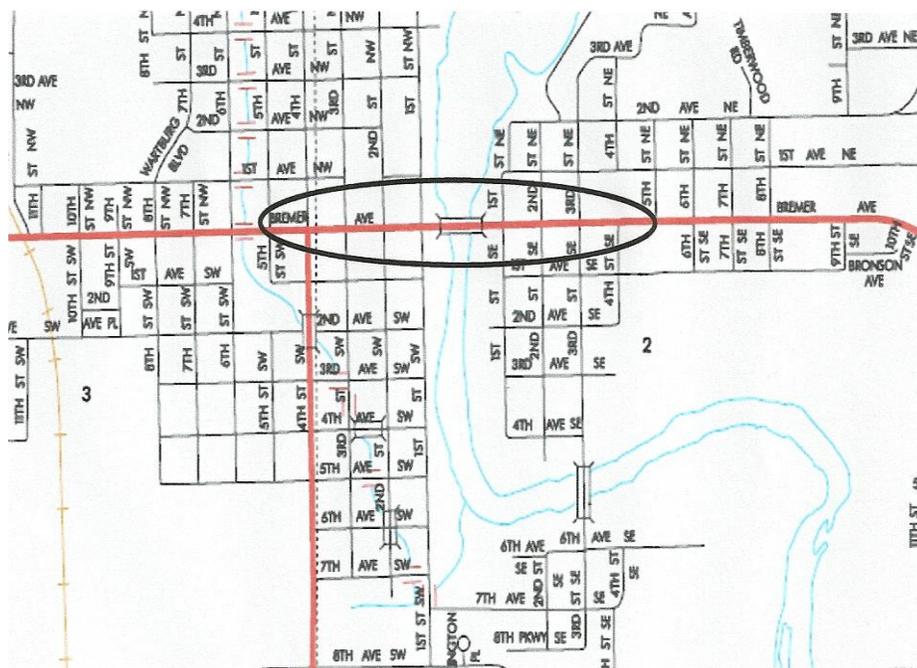
Bremer County Assessor (online records).

"History of the Buildings in the Main Street Area of Waverly, Iowa - East Side." Vol. 1. Information compiled in part for Main Street-Waverly survey, 1990. Waverly Public Library Collection, Waverly, Iowa. [These volumes were compiled using city directories, newspapers, fire insurance maps, and historic photograph collections. Referred to in the text as the local library volunteers' research.]

Sanborn Map Co., fire insurance maps of Waverly, 1885, 1892, 1897, 1905, 1915, 1927, 1927 updated to 1943. *Semi-Centennial Souvenir of Waverly* (1896). Available at the State Historical Society of Iowa (Iowa City office). *Waverly, Rich in Iowa Heritage* (a photo history). Vol. 1. Published by Waverly newspaper, 1996; printed by Heritage House Publishing, 1996.

See also the companion draft National Register of Historic Places nomination form, section 9.

10. Additional Documents (City map and Sketch map) N↑



Overall central city with entire survey area circled.

West side survey reported as HADB# 09-026.

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Shaded area denotes properties evaluated herein.

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Bremer

Name of Property

County

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Waverly

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301 E Bremer Ave



305 E Bremer Ave



309 E Bremer Ave



311 E Bremer Ave



300 E Bremer Ave



316 E Bremer Ave