FINAL REPORT

INTENSIVE ARCHITECTURAL AND HISTORICAL SURVEY AND EVALUATION OF THE 6TH AVENUE DISTRICT OF THE CITY OF MARION, LINN COUNTY, IOWA

HADB No. 57-100

Submitted to

Marion Historic Preservation Commission and the State Historical Society of Iowa

Submitted by

Tallgrass Historians L.C.
Leah D. Rogers, Principal Investigator,
Jennifer Price, Research Associate, and Judith Hull, Marion Historian
2460 South Riverside Dr.
Iowa City, IA 52246

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Marion Historic Preservation Commission
Marion, Iowa

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Leah D. Rogers, Principal Investigator,
and Research Associate, Jennifer Price
Tallgrass Historians L.C.
Iowa City, Iowa 52246
and Contributions by Judith Hull, Marion, Iowa

2010

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NPS Form 10-900-b
(Revised March 1992)

OMB No. 1024-0018

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.

__X__ New Submission ____ Amended Submission

A. Name of Multiple Property Listing

6th Avenue Corridor of the City of Marion, Linn County, Iowa

B. Associated Historic Contexts

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

Early Settlement and Development: Importance of the County Seat
Boom Times: the Arrival of the Railroad
The City Beautiful: Fulfillment and Loss
Commercial Development in Marion

C. Form Prepared by

name/title Leah D. Rogers/Principal Investigator and Jennifer Price/Research Associate

organization Tallgrass Historians L.C. date June 30, 2010

street & number 2460 S. Riverside Drive telephone 319-354-6722

city or town Iowa City state Iowa zip code 52246

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 Archeology and Historic Preservation. (___ See continuation sheet for additional comments.)

Signature and title of certifying official — Date

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.

Signature of the Keeper — Date of Action

Table of Contents for Written Narrative

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 section in the space below.

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Primary location of additional data:

__X__ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other

Name of repository:

_____

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 120 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.0. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

Introduction

This survey and evaluation project was undertaken by the Marion Historic Preservation Commission in FY 2009-10. The primary objective of the project was the completion of an intensive survey and evaluation of the architectural resources within an area along both sides of 6th Avenue between 1st Street on the west and 9th Street on the east between the former Chicago, Milwaukee & St. Paul Railroad right-of-way on the north and the north side of 5th Avenue on the south (Figures 1-2). This corridor constitutes the earliest main east-west thoroughfare through Marion before a shift in bridge location after World War II diverted the main traffic entirely along 7th Avenue. This area is west of the main commercial district in Marion, with the properties in the study area primarily residential in nature. Two modern commercial properties (a McDonald's fast food restaurant and Indian Creek Mall) are located at the extreme west end of the survey area (see Figure 2). There are **92 main buildings** within this study area. The ultimate purpose of the study was to develop historic contexts appropriate to the historical development of this area within the City of Marion; survey and evaluate the historic architectural resources in this area; and identify any individual buildings and/or historic districts eligible for the National Register within this area.

The City of Marion and the Marion Historic Preservation Commission undertook this study in order to continue the Commission's efforts to survey historic areas of the city and identify and recognize the important historic properties and districts in the city. The current study was recommended by a previous Planning for Preservation study that encompassed the whole of the city and identified areas and neighborhoods of the city warranting intensive survey and evaluation (Rogers 2002a).

The survey area encompasses a portion of the original town plat of Marion (on the west side of that plat), Whipple's Addition, Sutzin's 1st Addition, part of Sutzin's 2nd Addition, part of Greene's 1st Addition, and irregular survey area and smaller parcel plats added to the city's west side through the years (see Figure 2). This area is in the N1/2, NE1/4 and the NE1/4, NW1/4 of Section 1, T83N-R7W, Linn County, Iowa, with the **survey area totaling approximately 33 acres (13.4 ha)**.

The Consulting firm for the project was Tallgrass Historians L.C. of Iowa City, Iowa, with Leah D. Rogers, serving as the Principal Investigator. Research Associate, Jennifer A. Price, co-authored the report and assisted with context development and description tables. Research Associate, Adam J. Meseke, and Research Assistants, Melissa Allen and Allison Woods compiled the inventory forms and tables for the report. Leah Rogers was responsible for the completion of the project including the evaluation of National Register eligibility and the compilation of the end products and draft and final reports for the project. Members of the Marion Historic Preservation Commission, local property owners, and Marion city staff also provided assistance in the form of historic research, photography of the properties, producing maps for the project, and assisting in the completion of the final end products. Commission members Judith Hull and Pat Klopfenstein conducted extensive research into a number of the property abstracts and provided invaluable historic data concerning the establishment and development of this neighborhood. David Hockett of the City of Marion served as Project Director and helped coordinate meetings and volunteer efforts and provided maps and other data for the project report. Individual property owners also provided access to property abstracts, photographs, and other information concerning their properties. All members of the Marion Historic Preservation Commission assisted in project coordination, information gathering, and review of the draft report.

Summary of Identification and Evaluation Methods

The project began with a reconnaissance survey of the project area conducted by Principal Investigator, Leah D. Rogers, and Research Assistant, Melissa Allen. The objectives of the reconnaissance were to take the representative color slides and to get an initial feel for the neighborhood and assess district potential. This was followed by an orientation meeting at the Marion City Hall on October 22, 2009. This meeting was attended by a number of property owners from the survey area. The project goals and objectives were explained along with the various stages of the survey and evaluation process. Questions concerning the National Register of Historic Places were answered and information provided concerning historic preservation grants and other funding opportunities. Volunteers then began to gather information about the individual properties within the project area. Wherever possible, property abstracts were examined and summarized by Judith Hull and Pat Klopfenstein. Additional information and research was provided by Richard Noska and property owners. A work meeting was held on February 16, 2010, and was attended by project researchers and property owners, who brought along photographs and provided access to property abstracts.

Additional research was conducted by Tallgrass Historians L.C. staff and included plat and fire insurance maps, the Assessor's records, and population census and other historical records accessed online through the State Library of Iowa, the Linn County Assessor, and Ancestry.com. Repositories visited included the State Historical Society of Iowa in Iowa City, the Marion City Engineer and Cedar Rapids Engineer's offices, and the Marion Public Library. Previous historical summaries consulted included the volumes compiled by Marvin Oxley on Marion history available at the Marion Public Library; the various Marion walking tour booklets compiled by Judith Hull; and previous studies conducted by Leah Rogers including the Planning for Preservation study for the City of Marion, among others (Rogers (2001, 2002a, 2002b, 2004, 2006, 2007, 2009). Consultation was also conducted with the State Historic Preservation Office in Des Moines concerning previously inventoried resources in that repository.

Photography of the properties within the project area was conducted on July 29-30, 2009, and March 26, 2010. Leah Rogers led the photography sessions, with the assistance of Melissa Allen, David Hockett, and Judith Hull.

Once the properties were photographed and the majority of the historic research was completed, the Principal Investigator began the process of individual property and potential district evaluation. Each property was assessed as to architectural integrity and historical significance relative to the important contexts in the development of the City of Marion. Each property was then evaluated as to potential eligibility for the National Register of Historic Places as an individual property and as a contributing or non-contributing building to a potential Historic District. This evaluation was based on the integrity considerations and significance criteria as outlined in the National Register Bulletin: How to Complete the National Register Registration Form (U.S. Department of the Interior 1997) and on the Registration Requirements formulated for each property type and initially defined during previous district survey and evaluation projects in Marion (Rogers 2001, 2002b, 2004, 2006, 2009).

The results of the historic research and property evaluations were then compiled in a draft report that was reviewed by the State Historic Preservation Office and the Marion Historic Preservation Commission. Review comments by local property owners were invited during the draft review period. A final public open house was held June 25, 2010, to discuss the results of the project and invite public comments. The final report addressed all review comments.

The end products for the project include: the final report, which presents the results of the survey and evaluation project; Site Inventory forms completed for each property within the project survey area along with the respective black-and-white photographs for each property; photo log sheets and contact prints for each roll of film; and representative color slides of properties within the survey area. The original site inventory forms and photographs will be curated at the State Historical Society of Iowa in Des Moines,

with copies of all end products also housed in the archives of the Marion Historic Preservation Commission at the Marion City Hall. Finally, a HADB form is submitted with the final report.

Statement of Historic Contexts

The contexts summarized below include several general historic contexts related to the overall settlement and development of the city of Marion. These contexts were previously compiled by the studies reported in Rogers (2001, 2002a, 2002b, 2004, 2006, 2007, 2009). This section then concludes with the historic contexts developed specifically for the current study area.

The area identified for this survey comprises portions of the Original Town Plat and three nineteenth-century additions and subdivisions to the town of Marion: Whipple's Addition, Henry Sutzin's First and Second Subdivisions, and Greene's First Addition (see Figures 2-3). The area is specifically defined by 6th and 5th avenues between 9th and 1st streets including both sides of 6th Avenue but only the north side of 5th Avenue. The area along 5th and 6th avenues between 9th and 10th streets was previously intensively surveyed as part of the Marion Commercial District survey (see Figure 3 and Rogers 2007).

Early Settlement and Development: The Importance of the County Seat

The first towns established in Linn County included: Westport, established in July 1838 by Israel Mitchell; Columbus, established in the summer or early fall of that same year by William or Wilbert Stone; Ivanhoe, established by Anson Cowles in 1839; and Marion, established in the winter of 1838-39 by the County commissioners. Reportedly, the first town plat officially filed was that of Newark in 1844, although the town site of Marion was entered at the Dubuque land office in 1840. Newark was actually a renaming of the earlier town of Westport (Brewer and Wick 1911a:42-43; Marion Chamber of Commerce 1980:8; Western Historical 1878:343-344).

Of these early town sites, only Marion and Columbus (the forerunner of Cedar Rapids) managed to grow and develop into thriving communities. Columbus was laid out along the Cedar River and became the nucleus for the later city of Cedar Rapids, which was established in 1841 by N.B. Brown, George Greene, Hosea W. Gray, Addison Daniels, and others. A post office was established at Cedar Rapids in 1847, with the city incorporated in 1856. Much of the early growth of Cedar Rapids can be attributed to the attractiveness of its river site providing motive power for its many early industries (Brewer and Wick 1911a:42-43, 92, 327; Strong 1990:41; Western Historical 1878:343-344, 583).

Marion was founded with the organization of the county in 1838 and was a central location specifically selected as the county seat. It was situated at the north end of a large grove, which served as a further inducement to early settlement. The grove came to be known as Isbell's Grove, named after a pioneer settler of this area. The town also came to be known by the nickname of "Grove City" owing to its location within this timbered area. Waterpower for early industry was afforded by nearby Indian Creek, which flowed around the south and west sides of town. Early settlers in this grove area included Albert K. Farnsworth, Preston James, and Prior Scott. Settlers arriving in the wake of the county seat designation included Luman M. Strong, James W. Bassitt, Rufus H. Lucore, and John C. Berry, among others. The first building on the town site, which was surveyed in 1839, was the house and tavern of Luman Strong. The first stores were established by 1840 by Addison Daniels, David Woodbridge, and Henry Thompson. That same year, the first frame courthouse was built by George W. Gray. It was replaced in 1844-46 with a more permanent building. By 1842 Marion could boast of a hotel, three stores, a post office, and a sawmill (Oxley 1946a:2-74; Patterson c.1915; Western Historical 1878:364). By 1842, the first town addition, the Gray and Greene Addition, had been made to the original town plat (Oxley 1995:13).

Marion boomed in the 1850s primarily because of its important position as the seat of county government. The addition of industries including two steam sawmills, one water-powered sawmill, a distillery, a brewery, a foundry, and a steam-flouring mill helped to strengthen that position. Also among the early industries was at least one brick manufactory. In the early 1840s, when the Marion terminus of

the original Usher's Ferry Road was changed to the present boulevard crossing at 6th Avenue, Mr. Hays, Marion's pioneer brick maker, built a log bridge, the first across Indian Creek. It is thought that Hays' brickyard was on the present site of the greenhouse property west of the creek. Reportedly, in 1843, "E.L. Hayes" was paid $4 for building the chimney of the first permanent courthouse and $9 for building the foundation (Onalee Arnold in Oxley 1995:24). Mr. Peck, during the 1860s, is also known to have turned out handmade, sundried brick at that location (Oxley 1995:32).[1]

As the county seat, Marion also became a hub for the early post and stage road system. However, even during this boom period, Marion lagged somewhat behind the remarkable growth of nearby Cedar Rapids. As a result, there was always tremendous competition over the county seat designation. Marion had to fend off a number of attempts by the citizens of Cedar Rapids to wrest the county seat designation away through the years. The first attempt to change the designation came in 1855 when the construction of additional county buildings, including a jail and county office, was proposed. Marion was the victor in this and subsequent fights until 1919 when Cedar Rapids finally prevailed (Oxley 1946a:1-74).

The Panic of 1857 was an economic setback for the fledgling town of Marion, as it was for many of the early towns in Iowa, but Marion quickly rebounded. By 1859, Marion had a number of businesses and industries in addition to serving as the hub for several important roads, which passed through the town from the east, west, southeast, and southwest. A stage line was running between Cedar Rapids and Dubuque by way of Marion during the 1850s. One of the earliest roads through Marion was the so-called "Anamosa Road" or "Dubuque Road," which followed present-day 8th Avenue through Marion before turning onto 10th Avenue (see Figures 3-4). The route along 6th Avenue (then known as Broad Street) developed as the main road west into Cedar Rapids. The commercial area developed around the city square, with the courthouse and other county buildings along the 6th Avenue frontage, with commercial buildings were located along 7th Avenue and the streets in-between 6th and 7th avenues. As the commercial area developed, 7th Avenue evolved into the major business district, and traffic that had formerly traveled solely along 6th Avenue into Cedar Rapids shifted to 7th Avenue through the commercial area. However, traffic still had to get back onto 6th Avenue at 1st Street in order to cross Indian Creek heading west into Cedar Rapids. It was not until the construction of a new bridge over Indian Creek in the 1940s that traffic could remain solely on 7th Avenue between the commercial area in Marion and Cedar Rapids.

In the heart of the commercial area of Marion, 6th Avenue developed more as the railroad corridor, with the multiple tracks of the Milwaukee Railroad, its depot, yards, and shops all located along this street. The tracks actually traveled along the north side of 6th Avenue within the right-of-way for that street. When the streetcar system was developed between Cedar Rapids and Marion, the tracks also came into town along 6th Avenue, with a depot located across the street from the Milwaukee Depot.[2]

Despite the early advantages of being the county seat, the competition from Cedar Rapids and its greater industrial development, continually served as a damper on Marion's development. This was further exacerbated by the town's inability to secure a railroad before Cedar Rapids, an event that was accomplished in 1859 when the Chicago, Iowa and Nebraska Railroad (later part of the Chicago and North Western system) entered the county and extended through Lisbon, Mt. Vernon, Bertram, and directly into Cedar Rapids (Oxley 1946a:74-321).

However, even during the relatively frontier conditions of the town's early years, Marion's citizens began to make improvements to their living conditions. These included the establishment of the first street grade in the late 1860s and the installation of the first Anamosa limestone sidewalks in 1866. However, the streets were still unpaved and the majority of sidewalks, where they existed, were made of planks. The city's educational system steadily improved during this early period, with Lincoln High School built in 1868 (Oxley 1995:119, 123, 167).

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[1] In the twentieth century this greenhouse was known as Peck's greenhouse. This land is across the street, west, of Thomas Park in 2009. The greenhouse business is non-extant and is built over by a convenience store/gas station.

[2] Both the Milwaukee and the streetcar depots are no longer extant, although components of the demolished Milwaukee Depot were incorporated into the current pavilion or shelter house in the Marion Square City Park.

During the early settlement period, Marion's population stood around 300 by 1845 rising to 1,500 by 1855 and up to 2,713 by 1859 (Oxley 1995:35, 54, 66). New additions to the town plat by the mid- to late 1860s included the above-noted Gray and Greene's Addition, Isbell's Addition, Holmes & Ristine's Addition, Whipple's Addition (part of this study), Winter and Holmes Addition, and S.N. Goodhue's Addition. By the mid-1860s were there 288 homes built in Marion, a number of them of substantial brick construction (ibid.:75, 120).

The early settlers of Marion were largely from the eastern United States predominantly from Pennsylvania, Ohio, and New York. Lesser numbers hailed from Maryland, Indiana, Vermont, New Hampshire, Illinois, Maine, and West Virginia. Foreign-born settlers were present in small numbers including immigrants from England, Scotland, Ireland, Canada, Prussia, and Switzerland (Oxley 1995:11).

Important early settlers of Marion included Addison Daniels, who settled here in 1839 and built one of the first stores in the community in 1840. He was the town's first important merchant and served as the first postmaster and the first county recorder. He was prominent in the growth and development of both Marion and Cedar Rapids until his death in 1883 (Brewer and Wick 1911b:63; Oxley 1995:20).

Preston Daniels, followed his brother Addison, to Marion settling here in 1846. Two other brothers, Lawson and Lowell, arrived in 1848 but settled in Cedar Rapids. Preston Daniels joined Addison in his pioneer mercantile, with both becoming "guiding forces in both commerce and government during the early, formative years of Marion" (Hull 1998:10). "Few major business deals were made without the participation of either Preston or Addison" (ibid.). Preston Daniels married Mary Ann Keyes, daughter of pioneer Marion merchant Amory Keyes. Mary Ann and Preston's daughter Caroline married B.F. Mentzer, son of pioneer Marion mason, John Mentzer, who was responsible for the construction of many of the early brick homes and commercial buildings in Marion. He may have been responsible for some of the early brick homes along 5th and 6th avenues but that has yet to be confirmed. The Amory Keyes house still stands at 809 6th Avenue (Hull 1999:15).

George Greene was also an influential early settler. He moved to Marion in 1840 where he was among the first to practice law in the county. He became a State Supreme Court Judge in 1847, was a member of the Territorial legislature, and served as a U.S. District Court Judge. In 1851 he moved to Cedar Rapids where he became even more influential in that city's growth and development. Greene had a hand in the platting development of the current survey area along 5th and 6th avenues (Brewer and Wick 1911b:5-6).

An early house still standing in the current survey area at 630/32 6th Avenue was associated with Joseph Greene, a brother of George Greene. The brothers either came here together in the early 1840s or Joseph came very soon after (Western Historical 1878:490). Joseph and George Greene and Charles Mulford operated the first store in what would become Cedar Rapids in 1842. It was a log building located on the north corner of Commercial and Sugar streets. Half of the building was for 'commerce' and the other have was a 'dwelling' and accommodated boarders. Joseph Greene was the first Cedar Rapids postmaster, appointed in 1847. Joseph had established a bank in Cedar Rapids known as Greene, Weare and Graves and opened a branch bank later know as Joseph Greene & Co., in Marion in 1856. It was located in the store of Greene and Harvey but was discontinued in 1859. Greene married Eliza Harvey in 1851 (Oxley 1995:56). After the bank venture, Joseph Greene and Renshaw Harvey opened a grocery store in Marion. It was so successful they opened a branch store in Cedar Rapids in 1862.

Boom Times: The Arrival of the Railroad

The primary reason for town growth and new town establishment in Linn County after 1859 was the arrival and expansion of the railroads. Towns established during the early settlement period that failed to acquire a rail connection did not develop and expand like those that obtained these connections. Some towns vanished entirely or were reduced to crossroad hamlets for lack of a rail line. Towns abandoned in the late nineteenth century in the county included: Ivanhoe, Newark (Westport), and New Linden. Among those that survived into this period but did not develop much beyond village proportions were Paris, Waubeek/Paddington, and Western. The town of Kingston was incorporated into the city of Cedar Rapids

during this period. Perhaps most symptomatic of the influence of the railroad on community development was the number of towns founded in the county after 1859 by or for the railroad, or those that greatly benefited from early rail connections. These towns included: Coggon, Viola, Fairfax, Ely, Walker, Toddville, Alburnett, and Robins. Others served as rail stations having some community development around the station. These stations included: Beverly, Covington, Louisa, Otis, Paralta, Jackson, Roger's Crossing, Summit, Konigsmark, and Linn Junction. One community, Kenwood, was established as an early suburban community at the junction of the streetcar and railroad lines between Marion and Cedar Rapids. Kenwood was later absorbed into Cedar Rapids (Rogers 1992:47-48).

Community development in the late nineteenth century in Linn County was most dramatic in the City of Cedar Rapids, which grew into a major urban center during this period because of a boom in industrial development after the Civil War. This industrial development had its roots in the early settlement period prior to 1859 but required the transportation and market ties of the railroads to really expand. By 1878 four railroads had reached, extended through, or extended out from this city. The influence of the railroads in the city's industrial growth is reflected in the number of wholesale and manufacturing businesses in operation by the late 1870s including the T.M. Sinclair and Company Pork Packers and the North Star Oat Meal Mill (predecessor of the Quaker Oats milling complex) (Clements 1967:38-41; Western Historical 1878:523-529).

The industrial and urban expansion of Cedar Rapids by the 1870s is particularly evident when compared with the development of Marion, the county seat during this period. By 1875 the industries of Marion included: one creamery, two flouring mills, two brickyards, three elevators, one plow factory, and one planing mill. By 1878, there were two wagon factories, one tin shop, one medical laboratory, one brewery, and one flouring mill. While these were, for the most part, successful enterprises that helped Marion to grow, they were not operated on the same scale as the industries and manufactories of the urban center of Cedar Rapids (Oxley 1946a:195; Western Historical 1878:556).

The town of Marion experienced a spurt of growth in 1860-61. By that time, Marion had added a number of businesses, including two fanning-mill manufactories, and boasted a population of over 2,000 residents and nearly 300 dwellings. There was some stagnation of growth during the Civil War, but "soon after there began the erection of new brick business blocks, elegant residences, and general improvements" (Western Historical 1878:538). Marion achieved incorporation in 1865.

However, the 1870s marked another stagnant period in Marion's growth attributable in part to the nationwide economic woes of the 1870s, including the Panic of 1873, and perhaps due in larger part to the intense competition with Cedar Rapids. There was a tendency during these hard times for the population to shift to the larger cities including Cedar Rapids and elsewhere. Among the Marion businesses that failed in the 1870s-80s were the Hinckley Cheese Factory, the Latta Flax Mill, the plow factory, and one bank (Oxley 1946a:240, 287, 307).

The principal industries of Marion in the late 1870s included the Coenen Brothers Brewery and the Indian Creek Mill (or Mills as it was variously labeled on historic maps). The Indian Creek Mill was erected in 1872 by Carver, Aldrich, Kramer and Patterson and later was operated by Cromer and Carrer at the location of the earlier Beales and Thomas mill. By the late 1870s, the mill was principally engaged in the grinding of grist for the local farmers with some manufacturing of "Patent Process Flour." In 1881, A. Howeler and Sons took over the mill operation but the mill continued to be called by the Indian Creek Mill name and reportedly as the "East Star" (as Oxley refers to it) or "Eastern Star Mill" (probably correct) (Oxley 1946b:165, 1992:n.p.; Sanborn 1883; Western Historical 1878:555). In 1989, an archaeological site designated as 13LN278 was recorded during a road/bridge improvement project. This site was reportedly the former location of the "Eastern Star Mill," and is sited on the maps on the north side of Marion Boulevard due west of 6th Avenue (I-Sites Pro 2010). This location is outside of the current study area.

The Coenen Brothers Brewery was established in 1866 and was a fairly prosperous enterprise by the 1870s. In 1878, John Coenen sold the brewery to the Schneider Brothers (one of whom was Coenen's son-in-law), who operated it as the "Marion Brewery" into the early 1880s when it closed after statewide prohibition was enacted in 1884 (Oxley 1995: 217; Sanborn 1883). Marvin Oxley mentions other

breweries in Marion that preceded the Coenen Brothers Brewery that were "small, crude affairs" and "were housed in wooden buildings" (Oxley 1995:127). Oxley further noted that "the most pretentious was called the 'Marion Brewery,' [with] Ahlers & Woesler...the original operators there" and which George Bauman took over in the late 1860s (ibid.). This brewery burned down in 1873. Oxley noted another brewery as "Gerard's Brewery" (ibid.). [The 1883 fire insurance map labels the Schneider Brothers brewery as the "Marion Brewery," so it is not known if Oxley was confusing this with the brewery operated by Ahlers & Woesler, or if both went by this name, just at different times.]

The property abstract for 220 6th Avenue in the current survey area does mention warranty deed transactions in the 1860s involving Ernest Gerard and Frederick "Ahlver," which might be a misspelling of Ahlers. In 1865, this property was sold to George Bauman, with the transactions suggesting that Bauman took over an existing brewery and further suggest that perhaps the Gerard's Brewery Oxley referred to as being "a close one, which might have been identical with the above" as being the same brewery rather than two separate breweries (Oxley 1995:127). The former brewery site was built over by a large home in the 1880s but remains a potential archaeological site in the lot surrounding the house at 220 6th Avenue.

During the late nineteenth century, the proponents of temperance and prohibition were strong in Linn County and the town of Marion. This directly affected the viability of the local brewery as well as the saloons and other liquor dispensing establishments that had been established in the early years of the community. In the period between 1868 and the 1920s (when there was nationwide prohibition), there were a series of attempts to shut down the sale and manufacturing of alcohol in Iowa. In 1875, Marion went dry within the city limits, but the main brewery continued operating because it was located just outside the city limits. By 1876, prohibition had eased and saloons returned to Marion. Iowa enacted statewide prohibition in 1884, and in 1886 the saloons in Marion were once again closed. The Supreme Court modified the prohibition law in the 1890s to allow for the opening of "original package stores," thereby letting alcohol back into Marion; however, by that time the town's brewery industry was long dead and did not revive (Oxley 1946b:244, 261, 277, 1946c:154, 223, 1946d:32).

The railroads were responsible for much of Marion's growth and development during the late nineteenth century. The first rail line into Marion was the Dubuque and Southwestern (D&SW) Railroad in 1864. This rail line extended to Cedar Rapids by 1865. This was followed by the arrival of the Sabula, Ackley, and Dakota (SA&D) Railway in 1872. In 1873, this line became part of the Iowa Division of the Chicago, Milwaukee and St. Paul Railroad, with a new depot built at Marion. The Dubuque and Southwestern Railroad was not a financial success until it was absorbed by the Milwaukee line in 1878, and a new depot and roundhouse were built (Clements 1967:23; Oxley 1946a:295, 320 and 1946b:155, 182). The line of the SA&D extending along Broad Street (present-day 6th Avenue) before angling to the northwest where it crossed Indian Creek. The line of the D&SW angled off the SA&D line to the southwest before reaching the commercial area.

The construction of the D&SW Railroad had just entered Linn County when the Civil War broke out. Following the war's end, there was a push westward for the completion of a transcontinental railroad, which accelerated the expansion of rail systems within the State of Iowa. Construction of the D&SW resumed after the War, with the section between Springville and Marion completed in 1864 and extending into Cedar Rapids the following year. The citizens of Marion contributed funds to the completion of this railroad, recognizing that their retention of the county seat would be greatly hampered by the failure to secure a rail line, a fact brought home to Marion's residents when Cedar Rapids had secured a rail line five years earlier. The D&SW was extended from Cedar Rapids to Ottumwa in 1879-80 and on to Kansas City by 1882. The western extension from Marion to Council Bluffs was also constructed c.1879-80. In 1872, the SA&D Railroad arrived in Marion just south of the D&SW line. The following year the SA&D became the Iowa Division of the Chicago, Milwaukee and St. Paul Railroad, or "the Milwaukee" for short. In 1878 the D&SW was also absorbed by the Milwaukee system. The line from Springville to Marion was abandoned and a new route was laid out connecting Springville to the Milwaukee by way of the Paralta rail station (Lazell 1923:12-13; Oxley 1946b:155, 182, 312; Western Historical 1878:516, 553).

By 1882, the Chicago, Milwaukee and St. Paul line had been extended west to Council Bluffs and south to Kansas City. From 1887-88 the railroad constructed extensive switchyards, shops, and a new depot at Marion following the designation of this city as a Milwaukee Railroad Division Point. This was perhaps one of the most important developments in Marion's history and enabled the town to prosper in the face of strong competition from the booming industrial expansion and urbanization of Cedar Rapids. Being a Division Point was of particular significance because it injected more jobs and direct income from the railroad into the community than it would have provided had Marion simply been a station along the line. This economic boost enabled the town to weather the hard times of the 1890s, including the Panic of 1893, when one of the town's banks was forced to close, and a disastrous fire in 1894, which claimed a number of buildings and businesses on the north side of the square. The dependence of Marion on the railroads was demonstrated in 1903 when the town suffered a tangible economic blow after the rail line between Marion and Ottumwa was reduced to a feeder line. This would foreshadow the blows to come during the early to mid twentieth century when the railroad industry in general went into decline and the Division Point in Marion was eventually abandoned (Oxley 1946c:2, 6, 127, 190, 247 and 1946e:1). While most of the railroad buildings and structures once extant along the rail lines in Marion have been demolished or altered and moved, there are a number of residential and commercial properties extant that represent the railroad boom period in Marion's growth.

It was because of Marion's growth spurred by the railroads that the town was in a position to fend off three more attempts by Cedar Rapids to take away the county seat designation. These attempts were made in 1871, 1872, and 1903. All three attempts were launched at times when Marion's growth had stagnated. However, each time, the residents of Marion managed to rally to the cause and maintained their hold on the county seat (Strong 1990:47).

Civic improvement in Marion between the 1870s-1910s included: the planting and cultivation of numerous shade trees, which helped maintain the city's nickname of "Grove City;" the establishment of a town park; the installation of Anamosa stone sidewalks and kerosene street lamps; paving the main streets with brick, asphalt, and macadam; and the construction of the city water works along Indian Creek on the west side of 1st Street between 7th and 8th avenues (see Figures 12-13), the sewer system, the electric light plant, and the Carnegie Free Public Library in 1905. The stone sidewalks were largely replaced with cement walks by 1900. Many of the original brick paved streets remain intact to the present day, although some segments are now covered with asphalt.

One of the more interesting improvements was the construction of the streetcar line linking Marion and Cedar Rapids in 1879-80 along the boulevard that still links these two cities. That boulevard had been established during the early settlement period but was widened and partially relocated in 1877. The early streetcars included both steam and horse-powered cars, with the line electrified by 1891. By 1909 the streetcar line had many extensions and double tracks totaling 12.85 main line miles within Cedar Rapids and 2.8 miles of main line from Kenwood to Marion for a total of 15.65 miles. The streetcar depot in Marion was located on the south side of 6th Avenue across the street from the Milwaukee Depot but is non-extant (Oxley 1946b:22, 132, 159, 289, 350, 1946c:2, 175, 1946d:47, 84, 133, 307-08, 347; Oxley 1995:449; City Planning Commission 1931:50).

By 1885 Marion had a population of 2,673. By 1890 the population had risen to 3,094, rising further to 3,766 by 1895. The population had grown to 4,102 by 1900 but had added only 10 more residents by 1905, likely reflecting the rail line reduction to this community in 1903. By 1910 the population stood at 4,400 showing a modest rebound from the early 1900s stagnation. While Marion was the second largest town in the county, it greatly lagged behind the urban center of Cedar Rapids, where the late nineteenth century population totals went from 15,426 in 1885 to 32,870 by 1910 (Brewer and Wick 1911a:417). By 1895, the town had new additions primarily to the east, west and north sides of the original town plat, with 1st Avenue still basically serving as the south edge of town even at this late date.

Among the late nineteenth century residents of Marion were a number of Irish immigrants, who were attracted to this town primarily for the opportunities offered by the railroad. There is an area in south Marion, near the railroad tracks, that became known as "Irish Hill" during the late nineteenth century because of the concentration of Irish immigrants and their descendants in this neighborhood (Oxley

1946a:88, 247). This area roughly extended from 5th Avenue south between 15th and 17th streets in what was largely Taylor's Addition to the City of Marion and is outside of the current survey area.

By 1860 there were nine religious societies established in Marion including five church buildings, with twelve resident ministers. These congregations included the Methodist Episcopal, Baptist, Congregationalist, O.S. Presbyterian, Christian, Dutch Reformed, Seventh Day Adventist, and Methodist Protestant. A Catholic Church was added in the late 1860s. The M.E. Church built in the early 1850s is still standing at the southwest corner of 6th Avenue and 10th Street one block east of the current survey area. The late nineteenth century saw many of the religious congregations building new and larger churches away from the commercial core where they had earlier concentrated. This included the new First Methodist Episcopal Church built in 1895-96 at the southeast corner of 12th Street and 8th Avenue on the north edge of the commercial district. This enormous church occupies more than half a block and was designed by the Council Bluffs' architectural firm of Bell & Kent (Oxley 1995:403).

Prominent individuals in Marion's late nineteenth to early twentieth century history included Fergus L. Anderson, a noted lawyer, City Attorney, and director of the First National Bank and the Commercial Savings Bank in Marion. He also served as the town's mayor for a time (Brewer and Wick 1911b:210-13).

George W. Toms, who served as the president of the Farmers and Merchants State Bank, the Marion Water Company, the Stotts Signal Company, the Marion, Light, Heat and Power Company, and the Board of Education in Marion (Brewer and Wick 1911b:284-87).

Edwin J. Esgate, who settled in Marion in the 1880s and helped organize the Farmers and Merchants State Bank. In addition, he was secretary of the Home Building and Loan Association, superintendent of the Marion public schools, and a trustee of Cornell College in Mt. Vernon. In 1889 he was elected secretary of the Iowa State Teachers Association (Brewer and Wick 1911b:406-09).

Wellington J. Kendall, who was born in Marion in 1851 and early on worked in his father's hardware store. He later dealt in real estate "contributing much to the improvement of Marion by the erection of a large number of houses there" (Brewer and Wick 1911b:433). He also served as a member of the City Council (ibid.:432-3).

Prominent businessmen during this period, some of whom had connections to the current survey area either as residents or by relation, included: Amory Keyes, who took over Harvey's general store in 1869 on the north side of 7th Avenue in the block that burned in 1894 and Keyes' son, Arthur, who later rebuilt part of the extant Lillis & Wilson-Keyes Block following the 1894 fire; G.A. Cobban and J.F. Hervey, who built a new business block at 1138-44 7th Avenue in 1872; Joseph Mentzer, who in 1873 built a new grocery store building at the northwest corner of 10th Street and 7th Avenue where his former Mentzer and Welch business had once stood and had been damaged by fire; brothers B.F. and Charles Mentzer, who built the Mentzer Block in 1882 at 1150 7th Avenue, which housed their grocery store; A.J. McKean and Augustus Weichman, who built the Weichman-McKean Block at the northwest corner of 12th Street and 7th Avenue in 1883; Addison L. Daniels, son of Preston Daniels, who took over the Washington/Park Place Hotel and renovated the building in the late 1880s-early 1890s into the Daniels Hotel at the northeast corner of 11th Street and 7th Avenue; and James W. Bowman, president of the First National Bank, which occupied a prominent corner lot at the northwest corner of 11th Street and 7th Avenue and was built after the 1894 fire (Rogers 2009).

The City Beautiful: Fulfillment and Loss

As Marion entered the twentieth century, the early promise of this town was nearing fulfillment. It was the county seat of government, it was a Division Point for the Milwaukee Railroad, and it had a population that was growing and generally prosperous. Around 1915, a booklet extolling the city's virtues and the location of the city on the new Transcontinental Auto Route (subsequently known as the Lincoln Highway) stated the following:

> Marion is the County Seat of Linn County and one of the most beautiful cities in Iowa. Perhaps in no other section of the State is there such a combination of natural advantages, perfect drainage,

> rich soil and pure water. The country tributary to Marion is unsurpassed for fertility and diversity of resource. Marion is a modern city in every respect, and its wide streets, substantial buildings and shaded avenues evidence its wealth and prosperity. It is one of the most perfectly located and most progressive cities of eastern Iowa. Delightfully situated upon the crown of one of Iowa's rolling prairie hills, at the confluence of Dry and Indian creeks, it enjoys superb natural drainage and interesting and romantic scenic effects are to be found everywhere....
>
> Marion is a city of fine streets, beautiful homes, imposing commercial and public buildings, maple trees and green lawns. The 'sobriquet' of 'Grove City' has been given to the city. The name is well deserved on account of its beautiful natural groves, where nature untrammeled has been given sway. Wide avenues and streets lined on either side with long rows of maple trees, lend enchantment to the view. The modulation of the surface of the city affords excellent surface drainage and time has proven it to be the healthiest city of its size in the United States (Patterson c.1915:1-3).

The booklet goes on to note the excellent water supply, with "grand springs" gushing forth from the foothills, and the city's sanitary reservoirs, water piping system, and fire hydrants located throughout the city. Also noted were: the city park and bandstand, the County Home and Inter-State Fairgrounds located just outside of the city, the use of 7th Avenue as the principal business thoroughfare and part of the original route of the transcontinental highway, the presence of the Carnegie Free Public Library completed in 1905, the macadamized Marion Boulevard linking Marion and Cedar Rapids, the excellent railroad and streetcar connections, the light and heating plant, the telephone company, the "very lively retail district," and "a number of successful and growing enterprises" including "a cement block and vault factory, a large wholesale produce house, two large green houses, wholesale ice cream factory, two wholesale bakeries, two steam laundries, transcontinental garage, two transfer lines, two newspapers, and the Overland Signal Factory (Patterson c.1915:4-10). Further extolled were the "four solid and prosperous banks," eight churches, and the school system, which included St. Berchman's Seminary, a Catholic-run boarding school for small boys that attracted students from "all sections of the United States" (ibid.:11-13). The booklet ends with a photographic essay showing views of public utilities, pastoral and scenic views, businesses, and some of the finer residences and residential streets to further extol the city's virtues and to entice newcomers to the community.

The completion of such a booklet reflects the growing movement in the United States by the early twentieth to make cities more esthetically pleasing and more physically comfortable places to live. This so-called "City Beautiful Movement" grew out of the Reform movements of the late nineteenth century. The core belief of the City Beautiful movement was that in creating a beautiful city, its inhabitants would be inspired to moral and civic virtue. The Reform movement itself, which "had been largely concerned with corruption in local government, exploitation of the laboring classes by big business, improvement in housing conditions in large cities, and other social causes, quickly embraced the concept of the city beautiful as an American goal" (Rose 1996:2). The advocates of the City Beautiful sought to improve urban areas through aesthetic beautification, which would have a number of effects:

> 1) social ills would be swept away, as the beauty of the city would inspire civic loyalty and moral rectitude in the impoverished; 2) American cities would be brought to cultural parity with their European competitors through the use of the European Beaux-Arts idiom; and 3) a more inviting city center still would not bring the upper classes back to live, but certainly to work and spend money in the urban areas (Rose 1996:2-3).

Furthermore, the "premise of the movement was the idea that beauty could be an effective social control device" (ibid.:3).

While Marion certainly did not qualify as a major urban center, it was struggling with similar problems in the late nineteenth and early twentieth centuries and was certainly being impacted to some degree by this popular national movement. It was during this period that Cedar Rapids contracted with Charles Mulford Robinson to complete a plan for the city "with recommendations for city improvement

and beautification" (Robinson 1908). One of his recommendations was to transform Mays Island in the middle of the Cedar River into a civic and governmental center. While the actual recommendation was to move the city offices out onto the island, the creation of this new civic center including monumental buildings of the then-popular Classical and Revival styles of architecture, certainly must have been seen by some in Marion as a future threat to their county seat status. That the 1915 booklet extolling Marion's virtues as a beautiful, healthful, and prosperous place was in some way a reaction to the improvements and construction going on in Cedar Rapids is very likely. That Cedar Rapids would soon be successful in wresting away the county seat designation was due in no small measure to Robinson's recommendations and the follow-through of Cedar Rapids city planners in transforming Mays Island into a unique and monumental governmental center.

Impetus for the c.1915 booklet might also have been a perception by some in Marion that with the expansion of the larger urban and industrial center in Cedar Rapids, their city might now benefit from the "urban flight" that was made easier in the early twentieth century with improving roads, the rise of the automobile, and the expanding streetcar lines. It was no longer so important to live close enough to your workplace that you could walk. Now you could live in the "suburbs" and ride or drive to work in relative comfort and ease. The loss of population that Marion experienced as the industries grew in Cedar Rapids in the late nineteenth century, could maybe now be reversed if Marion could be perceived as the "idyllic respite" from the aesthetic, physical and social ills of the industrial core of Cedar Rapids.

However, shortly after this booklet was published, the city of Marion was to suffer a series of blows that would present a number of challenges to the community to even survive. The first of these was the removal of one of the railroads' terminal and shops to Atkins between 1916 and 1919. The second was the loss of the county seat designation to Cedar Rapids in 1919. Even later, following the general decline of the railroad industry, Marion would lose the Milwaukee Railroad Division Point by 1957. The loss of the county seat designation meant not only a loss of jobs and local income to Cedar Rapids but also the loss of prestige and identity that gave Marion a special status in the overwhelming shadow of Cedar Rapids. Being the county seat also drew people from outside of Marion to this community to conduct their courthouse business and to eat and shop in the community while they were there. Losing the county seat was certainly both a psychological and economic blow to the community (Rogers 1992:87).

The loss of the Division Point was perhaps even more disastrous to Marion. The railroad had been the largest employer in town, and during the period between World War I and the Great Depression of the 1930s, had employed over 50% of the workingmen in Marion. This, coupled with the loss of the county seat, would have been the death of the average county seat town in Iowa. However, the proximity of Marion to the expanding urban center of Cedar Rapids, gave it some opportunity to recover even as the lines between the two communities began to blur (Marion Chamber of Commerce 1980:8).

A fourth loss in Marion during the early twentieth century was the Lincoln Highway. When first routed through Linn County, the Lincoln Highway (originally the Official Transcontinental Auto Route) entered Marion along 3rd Avenue (having turned north at 31st Street), then turned north at 27th Street where turned onto 5th Avenue heading west to 12th Street before turning west on 7th Avenue and extending through the heart of the business district (Figure 16). It then turned south on 1st Street where 7th Avenue terminated at Indian Creek and then turned west onto 6th Avenue to cross the bridge over Indian Creek and then onto Marion Boulevard (First Avenue) heading into Cedar Rapids and points west (see Figure 16).

The Lincoln Highway was officially established in 1913 as the first transcontinental highway from New York to San Francisco passing through the "Main Streets" of the small communities and cities along the way. In Linn County, the highway entered via the southeast corner extending through Lisbon and Mt. Vernon before heading along the old Mt. Vernon to Marion Road into Marion and then turning to the west-southwest along Marion Boulevard into Cedar Rapids before heading on west across Iowa and the nation. By 1918 there were 750 registered automobiles in Linn County, and the push was on to pave the roadways to accommodate this new mode of transportation. Iowa was able to eventually launch a program to pave more than 5,000 miles of primary roads across the state of Iowa by the 1930s (Clements 1967:23; Hokanson 1983:9).

As noted above, Figure 16 shows the 1912 route of what was then the Iowa Official Transcontinental Auto Route through Marion. This auto route subsequently became the Lincoln Highway but there appear to have been some route changes in Marion. Most modern histories of the Lincoln Highway have the route coming into Marion proper on 3rd Avenue, then up to 4th Avenue, then up to 5th Avenue and over to 13th Street where it turned north and then west onto 7th Avenue (or some variation thereof) representing some slight changes in the route up to 7th Avenue. However, these histories also have the route continuing west on 7th Avenue over Indian Creek and onto the boulevard heading into Cedar Rapids (e.g., Franzwa 1995; Iowa Lincoln Highway Association n.d.). The one problem with this portion of the route is that there was no bridge at 7th Avenue over Indian Creek at the time. The main bridge connecting to the boulevard was at the west end of 6th Avenue.

The actual route of the Lincoln Highway does appear to have been along 7th Avenue heading west from 13th Street, but it had to have turned back south and then west onto 6th Avenue in order to cross the creek at the west end. Based on the types of businesses, such as the Transcontinental Auto Garage on 7th Avenue just west of 10th Street, the route does seem to have traveled through the main commercial area along 7th Avenue starting from 13th Street where an early gas filling station was located at the southeast corner of the intersection (Judith Hull, e-mail communication with Leah Rogers, March 2010). A route along 7th Avenue in this stretch is also logical because at the time, multiple railroad and streetcar tracks took up much of 6th Avenue over to 9th Street (ibid.; see also Figures 6-8). Once through the main commercial district, it appears that the official Lincoln Highway route extended along 7th Avenue down to 1st Street near the City Water Works and turned south on 1st down to 6th Avenue where it then turned west crossing the creek at the 6th Avenue bridge near the Indian Creek Mills. This route intersected the Milwaukee railroad tracks at the 1st Street intersection; however, the 1913 Sanborn fire insurance index map of this area shows the tracks being carried over 1st Street on a bridge, thus auto traffic would have been unimpeded by the trains (see Figure 12). An alternative route could have been to turn south onto 7th Street down to 6th Avenue where an overpass carried the railroad over 7th Street, although there is no documentation for this as an official alternative for the Lincoln Highway. There is also some question as to when this overpass was built. It was not until the 1913 Sanborn fire insurance map that a "trestle" was shown at the 7th Street intersection with the railroad, with the 1926 map labeling it as a "viaduct" (Sanborn 1913, 1926). Prior maps simply showed the tracks crossing 7th Street with no indication of an overpass (Sanborn 1899, 1905).

It is further interesting to note that the 1899 and 1905 Sanborn maps labeled 1st Street in front of the Indian Creek Mills as the "Cedar Rapids Road" (Sanborn 1899, 1905). This would suggest that 1st Street was at least intended to be the connecting road from 7th Avenue down to the Indian Creek Bridge at 6th Avenue. Whether the majority of traffic on 7th Avenue used 1st Street as the connecting road west or turned onto 6th Avenue farther east is not certain.

Marion recognized the promise of being situated along the transcontinental highway route, with the town benefiting early on from the establishment of businesses and other amenities along this route. However, this promise was short-lived when the completion of Mt. Vernon Road directly into Cedar Rapids from Mount Vernon resulted in the re-routing of the Lincoln Highway along the so-called "Cedar Rapids Cut-Off" (Iowa Lincoln Highway Association Web Site). This early bypass effectively cut Marion off the Lincoln Highway, thus providing another disappointment for the community. Marion residents had entertained the hope that the rough terrain in the area of the proposed cut-off would lessen the feasibility of such a route. At that time, few cars could make it up a steep incline, and it was thought that the hills would not be surmountable. This proved not to be the case, and with the paving of the cut-off, the Lincoln Highway was re-routed (Oxley 1946e:22, 54).

Some bright spots in the history of Marion in the early to mid-twentieth century included the establishment of bus service between Cedar Rapids and Marion in 1937 even though this meant the removal of the electric streetcar service, and the consolidation of the school system in the late 1940s-50s (Schnell 1969:137, 143). Passenger service on the Milwaukee Railroad through Marion continued until 1971 under a deal with the Union Pacific. As Marion developed in the late twentieth century, its economy evolved from one strongly focused on the railroad industry to one focused on providing a number of local

services to keep residents shopping in Marion. The construction of the Marion Square Plaza on the east side of the City Square Park in the late 1980s was one such attempt. In the late twentieth century, Marion's commercial district still maintains businesses in its buildings around the square, with residential areas expanding in all directions of the city as the boundary lines between Cedar Rapids and Marion continue to blur.

The population of Marion in 1920 was 4,138, a drop of 262 from the previous decade. The loss of the railroad terminal and shops between 1916 and 1919 and the loss of the county seat designation in 1919 may account from some of this drop. By 1940, however, the population had rebounded to 4,721 and continues to rise to the present day. Despite the loss of the Milwaukee Division Point and the general decline of the railroad industry, the town's population had more than doubled by 1960 when it totaled 10,822 (U.S. Population Censuses 1920-1960).

Transportation Development on 6th Avenue

Over the last 150 years, 6th Avenue has carried through Marion nearly every form of land transportation: horse-drawn vehicles, railroad trains, steam and electric trolleys, and automobiles. In so doing, the street has been paved with macadam, brick, and concrete and laid with railroad tracks and streetcar rails. First named Broad Street on the original town plat, this east-west avenue passed through the center of town one block south of Main Street (now 7th Avenue) and formed the south boundary of Marion's central public square. Before the arrival of the railroad in 1872, west 6th Avenue was among the fashionable places to live in Marion, and many of town's pioneer residents built houses along this street, a few of which remain standing (Hull 1999:14; Iowa Publishing Company 1907) (Figures 5-7).

Sixth Avenue had been part of an earlier territorial road that connected Marion with Dubuque. The road developed early in Marion's history as a stage route and was the main road between Marion, the county seat, and nearby Cedar Rapids. An 1860 map shows Broad Street as one of two main routes through town,[3] marked as the "road to Mt. Vernon" on the east end and as the "road to Cedar Rapids" on the west end (Rogers 2004:4; Oxley 1995:13-14; Granger 1860) (see Figure 5).

The west end of 7th Avenue originally terminated at West Street, which is present-day 6th Street (see Figures 5-7). According to Marvin Oxley, the construction of the three-story Indian Creek Mills by Carver, Aldrich, Kramer and Patterson, in the summer of 1872 was in large part the impetus for the extension of Main Street (7th Avenue) west to the creek that same summer (Oxley 1992). However, for many years after, the only way to cross Indian Creek was to either go up to 8th Avenue or down to 6th Avenue, the latter being the main connection into Cedar Rapids (see Figure 11).

The Territorial Road

Abstract descriptions of properties along 6th Avenue as early as March 1844 called this street the "territorial road leading from Iowa City via the rapids of the Cedar River and the Town of Marion to Prairie Du Chien." Marvin Oxley tells us the first road laid out to the west of Marion was Usher's Ferry Road in July 1839 (Oxley 1995:11). The road left about where 8th Avenue leaves Marion today going west and reached the Cedar River at about where Covington is today (Figure 4). A couple of years later this road angled south a bit (Blairs Ferry Road) as it neared Marion and entered town at the point of today's 6th Avenue.

Mr. Hays, the brick maker, had built a pole bridge at about this point (Oxley 1995:32). This was the first bridge to cross Indian Creek and made an easier crossing than fording the creek farther north, as had been required prior to this time (Oxley 1995:167). [As noted above, 7th Avenue did not cross Indian Creek until a new bridge crossing was built after World War II replacing the 6th Avenue bridge.]

The Town of Marion was laid out some distance east of Indian Creek. In fact, there was almost a section of land between the town and the creek. On 13 February 1843, the United States government sold

[3] The other route through Marion was 8th Avenue (originally named Second Street).

Abraham Timmons 92.65 acres bordering the west side of Marion. It is described as "W Frl ½ of NE ¼ Sec 1 Twp 83, Range 7," or the west fractional half of the northeast quarter of Section 1, Township 83N, Range 7W.[4] He sold off this land, in small pieces, through the spring of 1844. The abstracts of these properties give us an idea of who was living here and what they were doing. Among the land speculators and early developers noted in these abstracts was Abraham Timmons, about whom only sketchy information has yet come to light. He appears to have been in the Marion area in the 1840s but may have moved to Indiana by the time of the 1850 U.S. Census when a 30-year-old Abraham Timmons, his 23-year-old wife Eleanor, and an infant daughter Anne were living in the household of Elizabeth Harvey in Tippecanoe County, Indiana (Accessed online at www.ancestry.com). The census noted that Anne Timmons had been born in Iowa and that Abraham was working as a carpenter. It is also known that Timmons was the Representative from Linn and Benton counties to the Second General Assembly that convened at Iowa City on 4 December 1848. At that time, his political party was listed as "Whig."[5] On 25 October 1843, Timmons borrowed $237.06 from Joseph Chapman[6] using his 92.65 acres of land plus another 2 acres (with Timmons' improvements) as collateral. This two-acre plot seems to be the one that includes a house later called the Hollenbeck house (non-extant). This house is used as a landmark in identifying and measuring land sales for a number of years. There is a note, at a later time, in another abstract that says the Berry house was formerly the Hollenbeck house. As far as we can tell, the Berry house was on block 23 in the town of Marion.[7] Block 23 is on the west edge of town and would have shared a property line with Timmons' property.

Soon after purchasing his land, Timmons began to sell it off. Most of this purchase was sold off by late spring of 1844. A majority of those who bought land from Timmons stayed around Marion, but some were simply investors including, Frances Sunderland,[8] David Bowser,[9] A.Y. Hull, and Lewis Todhunter, who all lived elsewhere and seem to have been investors from outside the community [*Researched and compiled by Judith Hull, Marion.*]

The 1860 map of Marion shows the location of three early houses in the current survey area, only one of which is still standing (see Figure 5). These were the homes of I.M. Preston, N.M. Day, and Joseph Greene. By 1868, the bird's eye illustration of the study area shows a number of houses, large and small, along 6th Avenue from Linn Street (present-day 9th Street) over to West Street (6th Street) on the original town plat, with scattered homes and the Marion Brewery located along 6th Avenue west to the creek (See Figure 7). At that time, 5th Avenue terminated at West Street and showed only sparse residential

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[4] See also pre-emption certificate No. 2439, U.S. General Land Office Records, dated December 1, 1845, accessed online at www.ancestry.com

[5] History of Iowa From Earliest Times to the Beginning of the 20th Century also Annals of Iowa, Vol. 809, by Howe, Parvin, Lloyd, Huff and Aldrich, page 652.

[6] According to the 1878 History of Linn County, Iowa, page 558, a Joseph Chapman was living in Mt. Vernon, IA about this time. This history says, "As early as 1842, Joseph Chapman is believed to have built a log cabin on the village site of Mt. Vernon, on the south side of Main Street. This cabin later became part of the dwelling of Luke Fish." At this time, this is all we know of anyone by this name during this time period. There is a Nathaniel Chapman that was an active member of the fledgling Marion community in the early 1840's. We do not know if the two men are related. Linn Co. records tell us Nathaniel Chapman and Margaret House married 29 April 1849, in Brown Township, Linn Co., IA. Oxley (1995: 24 and 45) says that on 22 March 1853 Nathaniel Chapman bought the old, temporary frame structure that first housed the Court House (on the SE corner of today's 6th Avenue and 10th Street). He did not own the property very long. This old building survived until shortly before the current library building was erected on this block. He also burned the brick that was used to build the first Congregational Church building (1849-52) at the corner of today's 13th Street and 8th Avenue.

[7] On 12 October 1907, Samuel Durham appears to confirm the Hollenbeck house on Lot 23 in the abstract of 560 6th Avenue.

[8] Frances Sunderland appears on the 1840 census of Cedar County. From abstracts, we know that his wife's name was Elizabeth. We do not know anything else about him at this time.

[9] David Bowser seems to have loaned money and took possession of property for very short periods of time. From abstracts, we know his wife was Ann. His name does not appear after 1846.

development (see Figure 7). Fifth Avenue had been extended west to 1st Street by the 1895 plat map of Marion (see Figure 10).

The 6th Avenue Railroad Corridor

In 1869, the Sabula, Ackley & Dakota (SA&D) Railroad company was formed in Marion to build a road from Sabula in Jackson County west to the Illinois Central Railroad at Ackley via Marion. The Milwaukee & St. Paul Company (in 1882 the railroad became the Chicago, Milwaukee & St. Paul) had just purchased the Western Union Railroad and were anxious to build an Iowa extension. A delegation of Marion citizens visited the railroad managers in Milwaukee and, after negotiations, returned home with a contract between the two railroad companies. The contract called for the SA&D railroad to "do the grading and tying, and the Milwaukee Company was to iron and operate the road." During 1870, the company built twenty miles of railroad between Sabula and Preston[10] in Jackson County. In August of that year, citizens of Marion voted a tax of five percent to aid the railroad, which raised over $60,000 for the cause. The following year, tracks extended to Olin. In December 1872, the tracks reached Marion, and soon after the first trains were running within the corporate limits. The following year a junction with Marion's other railroad, the Dubuque & Southwestern, was completed, and train service between Marion and Cedar Rapids finally became a reality (Western Historical Company 1878:554; Oxley 1995:145-46; Hull 1999:15, 6-7).

Six months earlier, the City Council of Marion passed two ordinances. Ordinance No. 4 granted the Milwaukee railroad the right-of-way along 6th Avenue from its eastern end to 8th Street, and from there to cross streets, grade roads, lay track, and build bridges as needed. Ordinance No. 6 regulated the conduct of the railroad within the corporate limits of Marion, specifically limiting the speed of trains in town to 12 miles per hour, and requiring the locomotive bell to be constantly rung while running on 6th Avenue. The Marion City Council passed these ordinances with the permission of 6th Avenue residents, in front of whose homes the trains would pass. Some of Marion's leading citizens lived on 6th Avenue, and they sacrificed their peace and property to bring the railroad and prosperity to town. Despite the noise and smoke of early locomotives, the west half of 6th Avenue (from 9th Street to the Indian Creek bridge), unlike most in-town railroad corridors, remained a primarily residential street (albeit less elite than it first began) throughout the nineteenth and well into twentieth century (Oxley 1995:145-46, 174; *Marion Register* 1897; Hull 1999:15).[11]

By June 1873, tracks had been laid through the 6th Avenue business section "to a point beyond Busby's lumber shed at 9th Street." Soon after, the *Marion Register* told of "engines thundering past the park and Court house." At 9th Street, the Milwaukee's tracks left 6th Avenue, veering gradually to the northwest, eventually crossing a railroad trestle built in 1881 over Indian Creek nearly parallel to 7th Avenue (Western Historical Company 1878:554; Oxley 1995:145-46, 174; *Marion Register*, 10/6/1897; Hull 1999:6, 7, 9). The west half of 6th Avenue, from 9th Street to the Indian Creek Bridge, was thus railroad track-free, which is the likely reason it has remained residential to the present day (see Figures 10-11). Today, the tracks are gone, but the railroad right-of-way remains starkly visible in aerial views.

The Boulevard

Three years after the Milwaukee railroad arrived, 6th Avenue and the old territorial road to Cedar Rapids received increasing attention. In 1877, travel between Marion and Cedar Rapids was heavy, but

[10] The town of Preston was named for Col. I.M. Preston of Marion. Preston was not only an officer of the SA&D Railroad company, his house and property were located on the south side of Broad Street/Cedar Rapids Road, just west of the Marion city limits. See 1860 and 1869 maps of Marion.

[11] Ordinances No. 4 and No. 6 dealing with the railroad were among the first ordinances passed by the city council; the council revised and renumbered all ordinances in 1897, giving these No. 51 and No. 52 respectively. The old and new numbers were published in the *Marion Register*, October 6, 1897.

frequently difficult and unpredictable. Storms and cold weather often interrupted train service. The only alternative was the old Cedar Rapids road, the condition of which "as regards hills, sand, stones and crookedness" was worse than any other. Marion historian Marvin Oxley described the route in his journals:

> At the top of what became known as 'Twogood's Hill,' the road jogged away to the left, toward the bluffs along Indian Creek. Passing to the left of the 'Stone Barn,' it came to a point on the boulevard again [in Cedar Rapids] about where 27th Street now joins 1st Avenue.... Much of this road was too narrow for two conveyances to pass safely (Oxley 1995:152).

Despite lingering bad feelings over the two towns' county seat struggles, the editors of the *Cedar Rapids Times* began lobbying for a cooperative effort for the construction of "a better road between Cedar Rapids and Marion."

> In making this suggestion, we do not have a two or three hundred feet [*sic*] boulevard, lined with evergreens and cooled by fountains, in view, but simply a good, wide, smooth road as level as practicable and as straight as possible. The shade trees, fountains and street cars may come in due season, but for the present we will be content with a good, plain, practical highway; one that can be traveled over with ease and pleasure at any season of the year, and one that can be used for a street railroad if ever it is wanted for that purpose (*Cedar Rapids Times*, 4/19/1877).

"Let the citizens of Marion and Cedar Rapids get together," the editorial concluded, "and talk this matter over." Marion chose a committee to act with one selected from Cedar Rapids. The Marion committee included at least two landowners along the route who stood to benefit from the road improvement project, namely Col. I.M. Preston (his second house extant at 625 6th Avenue) and A.J. Twogood (house non-extant) (Figures 8-9) (Oxley 1995:207; *Cedar Rapids Times*, 4/19/1877).

Albert J. Twogood hailed from Tompkins County, New York, and settled Marion in the early 1850s where he became a trader in land, livestock and grains. He bought lands extensively both in Linn and Tama counties. He was Marion's leading "drover," gathering together great herds of livestock, and driving them to market, sometimes as far as Chicago, and even farther, to Philadelphia (probably partly via rail). Twogood did not live in the current survey area; however, his house was just west of Indian Creek on the hill nearby where a modern apartment complex is now located. Notable among his investments in Marion was in Marion's first private bank.[12] The original bank proprietors were Robert and Tom Smith, who later lived in Mount Vernon, Iowa. The Smiths began business in 1854, but had little standing capital, although it appears that their bank had some standing in the community. The Smith private bank had been in operation a little over a year when a connection was made with a new and important financier—A.J. Twogood, who is said to have brought something like $20,000 in gold for Iowa investments. The banking firm became Smith, Twogood and Company. A brick building (non-extant) was soon erected on Sixth Avenue, just east of the Courthouse.

The banking firm later became the Twogood & Elliott Bank, which failed in October 1877. Mr. Elliott had been the man in charge during the years just preceding this disaster. Mr. Twogood seems to have lost no friends on account of this failure. The memory of his services in establishing a market for Linn County's farm produce in pre-railroad days had not been forgotten. Twogood continued to live in his Boulevard home until his death in 1899 (Oxley 1995:208). His home was an imposing brick structure located on the road to Cedar Rapids and had been built in 1869 according to Marvin Oxley (1995:139), with the hill on the Boulevard out of Marion long known as "Twogood Hill." Mr. Twogood died at the home of his daughter Mrs. E.C. Preston of Cedar Rapids, Iowa. His old Marion home was later known as the "George Toms property."

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[12] Prepared for the American History and Genealogy Project, Copyright (C) 2001-2003 by Sandra Sanchez, All Rights Reserved. From Judy Hull: This information is nearly verbatim from an 1878 History of Linn County, IA and Marvin Oxley's History of Marion.

In June 1877, the County Supervisors appropriated $20,000 for the construction of the "Marion Boulevard." Work began five days after the appropriation and was completed at the end of September. The relocation began on First Avenue at about today's 27th Street and ended at the summit of "Twogood's Hill" or about today's Armar Drive. In 1877, the *Times* editors, the grading contractor O'Hanlan & O'Harrah, county surveyor Lyman, and a group of citizens made an inspection trip of the Boulevard from Cedar Rapids to the Indian Creek Bridge and reported their findings in the newspaper:

> It is sixty feet wide, as smooth as any street in the city, of easy grade and finished up in a workmanlike manner. The stone culvert is a model of neat and substantial masonry. It is some ninety feet long and so substantially built that if we could live as long as that piece of masonry will last, we would live long enough to see the Boulevard lined with substantial brick business blocks, and palatial residences the entire length of the road from Cedar Rapids to Marion (*Cedar Rapids Times*, 9/27/1877).

The Boulevard was macadamized in 1897-98 and a new concrete and steel through truss bridge was built over Indian Creek in 1908 (Figure 14) (*Marion Register*, 2/8/1899; *Marion Sentinel*, 5/21/1908).

The Cedar Rapids and Marion City Street Railway

Promotion of a steam-powered streetcar line along the new Boulevard began within two years of its completion. Marion wanted a streetcar line desperately, and Cedar Rapids wanted a line serving their fairgrounds east of town. On March 13, 1879, Meredith Davies, well-known Davenport street railway contractor, met with local officials, telling them "ninety days would suffice to get the motor running." A few days later, the Marion and Cedar Rapids Improvement Company was incorporated for the purpose of building a street railway on the streets of Cedar Rapids and Marion, as well as "on the highway between the two cities known as the 'Boulevard.'" At the end of the month, the Marion City Council passed Ordinance No. 6 granting the company for 25 years "the right and authority to construct, maintain and operate a single track street railway" upon 6th Avenue, and to lay track on 6th Avenue from its intersection with 12th Street west to the city limits. The Cedar Rapids City Council passed a similar ordinance. Linn County Supervisors gave their blessing. The estimated cost of the street railway line was over $15,000, and property owners along the Boulevard pledged $5,000 toward the project. Work was begun on the roadbed in Marion in July of 1879 and in Cedar Rapids in the fall. In October, the name of the corporation was changed to Cedar Rapids and Marion City Railway Company, a new president, W. M. Hewitt, took over from John M. Davis. Rail laying proceeded through the early spring, and on April 12, 1880, several hundred people witnessed the first official trip of the steam-powered motor car over the rails (Oxley 1995:225; 240; *Public Service* 1909:87; *Marion Pilot*, 5/23/1895). According to the *Cedar Rapids Times*:

> It is a very neat and attractive little affair, looking just like a small car with frosted windows and a stove-pipe flue coming out of the roof. It make no puffing or noise of any kind from the escape of steam except when it has to put on an extra effort to get over a back track up a hill. But this will be almost entirely done away with when the track is leveled up and in good order. The iron for the entire line is here and it and the ties distributed along the track to Marion; the bridge across Indian creek is well under way and the work along the entire line is being pushed rapidly forward, so that a very short time will see the cars making regular trips between Cedar Rapids and Marion, over the boulevard railway (*Cedar Rapids Times*, 4/15/1880).

The entire roadbed and the Indian Creek Bridge were complete on May 6, 1880. With an original rolling stock consisting of two small secondhand steam motors and four cars, the company attempted to schedule a regular streetcar run every two hours between Cedar Rapids and Marion. The schedule, however, was far from regular. The 6-horsepower engines experienced difficulty with steeper grades, "the machine seeming to 'get out of breath' too quick." Moreover, the hastily laid track began to fall apart,

making any regular schedule impossible. Passengers often got out and pushed when necessary, but nevertheless seemed to enjoy it. The chugging, puffing steam motor frightened many of the horses pulling wagons and other vehicles along the Boulevard, causing many accidents. Over the next year, improvements were made in motive power and new track was laid. The typical Marion trolley consisted of a steam motor pulling a single-truck baggage trailer and a double-truck passenger coach. Passengers paid an average of 18 cents per ride, slightly below the average of 20 cents in other cities (Oxley 1995:240-41; Marion Independent School District 1998:35-36).

Like most horse and steam-powered railways operating around the country, the Cedar Rapids and Marion City Railway was never very profitable, and the business stagnated. In 1884, the company employed 20 people, with annual wages just over $11,000; five years later, the workforce had grown to only 28, with annual wages around $15,000 annually. In late 1890, the entire equipment of the company consisted of two steam motors, two 28-foot-long coaches, one open trail car, one baggage car, one 18-foot, six 12-foot, and one 10-foot horse cars, two snow plows, two flat cars, and nineteen horses and mules (Brewer and Wick 1911a:342-343; Marion Independent School District 1998:36).

In 1891, the street railway company asked for an extension of their franchise as it prepared to convert the railway to electric power. The company reorganized with James L. Bever as president. Over the summer, the Thompson-Huston Co. began the conversion process, laying steel rails and erecting iron poles on 1st Avenue in Cedar Rapids. Two 5-ton, 110-horsepower dynamos were installed, and city cars were ready. In November 1891, the first electric streetcars began operating on Cedar Rapids streets. On December 13, 1891, the first electric streetcar arrived in Marion. Two cars began making regular trips from Cedar Rapids to Marion on January 1, 1892. By the end of the year, 12 miles of electrified track was in operation. From the Marion station at 6th Avenue and 12th Street to Cedar Rapids, a trolley trip took only 17 minutes. The faster electric railway could accommodate nearly 2,200 passengers daily. The new system even cut fares to 5 cents per ride, 13 cents less than the steam-powered railway had charged. Trolley rides between the towns grew quickly in popularity and made the street railway company profitable at last (Oxley 1995:358; Marion Independent School District 1998:36). In 1892, in stark contrast to its steam-powered forerunner, the new electric railway had 81 employees and paid well over $37,000 in total wages. By 1908 the number of employees was 143 with annual wages over $84,000 (Brewer and Wick 1911a:345).

From 1906 to 1909, the Marion Line was entirely rebuilt, with new rails, better grades, new alignment, ballasted track, and its bridge adjoined a new steel and concrete bridge over Indian Creek (see Figures 11 and 15). Extensions and double tracks totaled 12.85 main line miles within Cedar Rapids and 2.8 miles of main line from Kenwood to Marion for a total of 15.65 miles. Within Marion, at its 6th Avenue and 12th Street station, the company opened a new eating house and waiting room, and built a brick car house and freight room (Anonymous 1909:89; Rogers 2009:5-6).

As automobiles began seriously competing with streetcars in the late 1920s, the company struggled to remain solvent. During the 1930s, cities everywhere began replacing trolleys with motorized busses, which could operate on any road. Trolley trips between Marion and Cedar Rapids ended on November 13, 1937, and soon after, the rails were removed from 6th Avenue (Marion Independent School District 1998:36; Hull 1999:24; *Marion Sentinel* 1938).

6th Avenue and Highways through Marion

In the early 1900s, travelers between Cedar Rapids and Marion began to add automobiles to the list of vehicles driven over 6th Avenue and the Boulevard. The many vehicle types did not always co-exist harmoniously. For example, one couple was driving from Cedar Rapids to Marion, "when at Indian creek bridge their horse became frightened at an automobile and street car which passed them at the same time. The buggy was overturned and the occupants thrown out," but not seriously injured (*Marion Register*, 6/1/1909). Accidents like this appear to have been common along the busy thoroughfare in the early automobile age.

To accommodate the increasing and heavier traffic, in 1908 Linn County built a new "Sixth Avenue Bridge," a steel and concrete through truss bridge over Indian Creek, adjoining the streetcar bridge (see Figure 14) (Patterson c.1915; *Marion Sentinel*, 5/21/1908). In 1912, the Boulevard became an important segment along the new Official Transcontinental Automobile Route (later renamed the Lincoln Highway) through Iowa. When first routed through Linn County, the highway entered Marion from the east along 3rd, 4th and 5th avenues before extending west through the heart of the business district on 7th Avenue (one block north of 6th Avenue), the route favored by the majority of the Marion business community (see Figure 16) (*Marion Sentinel*, 8/1/1929, 8/1/1949). Traffic heading southwest into Cedar Rapids, however, had to return to 6th Avenue either by way of 1st Street (the railroad was carried by a bridge over this street) or 7th Street (here there was an overpass that carried the railroad over the street) in order to cross the 6th Avenue bridge over Indian Creek.[13] The route then continued on the Boulevard heading into Cedar Rapids and points west. The c.1915 souvenir booklet of Marion described the Boulevard segment of the Iowa Official Transcontinental Auto Route:

> A macadamized boulevard six miles in length, winding around and over hills and down valleys, affords one of the most delightful and picturesque drives to be found in the entire State. This boulevard is a part of the Transcontinental Auto Route and forms the connecting link between Marion and Cedar Rapids, a thriving wholesale and manufacturing city of great prestige. Tourists who are desirous of making the most picturesque and delightful trip in Iowa, will do well to follow this route. The boulevard is more than a road, it is a wondrous maze of beautiful and charming scenery. It embraces hills, valleys and streams. When the traveler reaches the last he reluctantly bids adieu to Iowa's boulevard of boulevards and the finest section of the Transcontinental Auto Route in the state. Flanking this drive on either side are some of the grandest residential additions and home sites of the twin cities. The Cedar Rapids & Marion City Railway Co.'s track parallels this drive from end to end and the Company provides a twenty minute car service. This section is no doubt destined to become one of the grandest residential places in Iowa (Patterson c.1915).

In 1921, the city established Thomas Park on the southwest corner of 1st Street and 6th Avenue largely as a tourist camp for travelers along the highway, by then renamed the Lincoln Highway. I.N. Kramer and & Son, a local nursery on the Boulevard west of the Indian Creek bridge, donated many of the trees and shrubs for the park (see Figures 12-13) (Patterson c.1915; Strong 1990:169-171; Rogers 2009:9).[14]

In the 1920s, however, the Lincoln Highway was rerouted, bypassing Marion, which had lost county seat status in 1919 (see previous section on the City Beautiful). In the late 1920s and 1930s, the state and federal-aid highway first designated Iowa 28 (then US 161, and later US 151) was routed along the old transcontinental route on 7th Avenue, 1st Street, and over the 6th Avenue bridge to the Boulevard. In 1932, during the Great Depression, an incredible 800 automobiles were crossing the Indian Creek Bridge on the highway into Marion every hour on a normal day (*Marion Sentinel*, 4/7/1932). In 1946-7, construction of a new, wider bridge and highway over Indian Creek allowed traffic to stay on 7th Avenue between the commercial area in Marion and downtown Cedar Rapids, bypassing 6th Avenue completely (*Marion Sentinel*, 4/18/1946, 9/18/1947). Today, 6th Avenue joins 1st Street at its west end and terminates at the 7th Avenue intersection east of Indian Creek (see Figure 2).

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[13] While the 7th Street route between 7th and 6th avenues may have been a local alternative, the 1st Street connection appears to have been the official Lincoln Highway route between 7th and 6th avenues.

[14] This greenhouse business was being operated by Kemble & Co. Florists by 1926 (see Figure 13).

Residential Development in Marion: 5th and 6th Avenues

Original Town Plat

Marion was designated as the county seat in 1838-39 by two Commissioners appointed to the task by the new territorial legislature during its first session. The following spring, during which the Commissioners conducted a rough survey to locate the center of the county (whose lines had not yet been drawn), also saw the arrival of several settlers to the vicinity who would contribute significantly to the establishment of the new community (Western Historical 1878:357-358, 534). The site selected by the Commissioners was a "semi-circular plateau of prairie" enclosed on the west by the timber bordering Indian creek, at the edge of which a huge expanse of prairie rolled out to the east (Brewer and Wick 1911a:461). The prairie throughout Marion Township was dotted with small groves, leading to Marion's nickname as the "Grove City." The location seemed well situated for a settlement, with its abundance of timber, and waterpower supplied by the nearby creek (Brewer and Wick 1911:460; Oxley 1995:29).

In September of 1839, the newly elected Board of Commissioners (a governing body similar to the later Board of Supervisors) held its first meeting, called to order by Sheriff Hosea Gray. After completing its first official act, by appointing John Berry its Clerk, the Board proceeded to formalize the organization of the county, including the designation of the seat of justice by name for the first time, after Revolutionary War General Francis Marion (Brewer and Wick 1911a:358-359, 535).

In the fall of 1839, so many new settlers had arrived in Marion that the Commissioners ordered the surveying of the town and the announcement of lots for sale to the public, in order to finance the building of the necessary public buildings for the growing settlement. The plat laid out by the County Surveyor consisted of fifty-six blocks, laid out in seven rows of eight, each one measuring 250 square feet (see Figure 3). Alleys running were 10 feet wide, while most of the streets were 60 feet wide. The exceptions were the streets surrounding the block designated as the public park, which were 80 feet wide. The park was located just to the north of several lots reserved for the construction of public buildings. Block 56 in the southeast corner of the plat was also set aside, for use as the public cemetery. In November the Board ordered Clerk John Berry to advertise the sale of the remaining lots, 60 by 120 feet, to take place the following month. The town was entered at the land office in Dubuque in February 1840 (Brewer and Wick 1911a:460; Oxley 1995:13-14; Western Historical 1878:534-535.)

In 1842 the first addition was made to the original town plat. When the first general survey was performed by the government, it was discovered that the north line established by the County Surveyor, by running his lines from Cedar County to the east, was at variance with the general survey's section line. In order to solve the discrepancy, a strip of land was added to the north of the original plat, part of which would come to be known as Gray and Greene's addition.

The current survey area includes all of Blocks 24-26 and the south edge of Block 23 of the west-central portion of the Original Town Plat (see Figures 2-3).

Whipple's Addition

Whipple's Addition, on the north side of today's 6th Avenue west of 6th Street, is on land that was part of the original purchase made by Abraham Timmons in February 1843, as noted previously. As with many of the very early investors in the Marion area, we know little of Edmund C. Whipple. There was a Whipple family with grocery and produce stores in nineteenth century Marion, but Edmund is not mentioned as being part of this family. We know that prior to coming to Marion, Whipple had a ferry across the Iowa and Cedar Rivers "opposite the town of Fredonia" in Louisa County.[15] The Iowa Legislature authorized his ferry on 12 January 1846. It was to be located on the road from Columbus City (Columbus Junction today) to Bloomington (Muscatine) where the road crosses the Cedar River. He was

[15] Fredonia, in 2009 a village of about 250 people, is just east and across the Iowa River from Columbus Junction.

to have exclusive use of this ferry for ten years. The 1847 Louisa County tax lists show his age, at that time, as 41 years.

Whipple and his wife, Charlotte, purchased 20 acres of land from the Hulls and Todhunters in November 1852. This purchase did not include the Hollenbeck/Berry land. On 1 December 1854, the Whipples bought all of Block 23 and the vacated West Street for $600. This had been the Hollenbeck/Berry property and was purchased from Robert and Eliza Holmes and Henry and Catherine Ristine. An 1877 court case[16] intimates the original house on the property (what is today 600 6th Avenue) was built by Whipple. It is more likely a house already existed on the property.[17] The house currently at 600 6th Avenue was built in the early twentieth century over the vacated street.

On 26 February 1857, Edmund C. and Charlotte Whipple filed papers for "WHIPPLE'S ADDITION TO MARION" (see Figure 3). The addition included Blocks 1, 2 & 3 and was certified by the state and county. Marion had not yet been incorporated as a town. There had been no provision to handle such local problems as streets, sidewalks or taxes for local needs. Marion was not incorporated as a "city of the second class" until 10 August 1865.[18]

The 1860 U.S. Census listed E.C. Whipple (46 years old), his wife "Charlotta" A. (age 40), and their children: Mary (age 12), Elnore (age 8), and Albert E. (age 3) in Marion. E.C. Whipple was listed as a miller. It is interesting to note that the households listed in the 1860 census around Whipple's listing included two brick masons, John Mentzer and Rueben Grimes, and Christian Martini, a brewer. There were several farmers listed in-between. While not an absolute indication of actual neighboring households because the census takers could have stopped and started at different locations on a given day, oftentimes there are census groupings that reflect real neighborhoods. The fact that there was an early brickyard and brewer in the 6th Avenue study area suggests the possibility that Mentzer, Grimes and Martini were actually neighbors of Whipple. Since there was also an early mill along Indian Creek in the vicinity, Whipple's listed occupation as a miller bears further research in his Marion activities and his specific interest in this area of Marion.

By 1869, Edmund and Charlotte Whipple were in Muscatine, Scott County, Iowa, when they signed a Warranty Deed for the sale of Marion land to William Thompson. The Whipples did not return to Marion. [*Researched and compiled by Judith Hull, Marion*).

Henry Sutzin's First and Second Subdivisions

On 17 September 1876, Henry Sutzin's first subdivision of the Irregular Survey was completed by Samuel Durham. It was platted up against the west side of the Jacquith property (From abstract of 357 6th Avenue). A second subdivision was made on the south side of the first (see Figure 10).

Henry Sutzin was a native of Fairfield County, Ohio, and married there in 1842. In 1855 he was operating a store in partnership with Dr. Ristine in the Union Block on Main Street in Marion. When he returned in 1858 from the Colorado gold fields, he opened a meat market in the basement of the new hotel, the Brick Hotel (later variously known as the Washington Building, the Park Place Hotel, the Daniels Hotel, Balster's Furniture Store, and Park Place Antiques) (Oxley 1946a). Sutzin also served as a township Trustee in the 1860s.

The 1860 U.S. Census listed 39-year-old Henry Sutzin, butcher, as living in Marion with his 40-year-old wife, Elizabeth, and their children (in descending order of age): sons Henry B. (17), John G. (14), and Jacob (12), and daughters Frances (10), Susan (8), Mary (6), and Anna (4). The 1870 U.S. census, listed the household as that of Henry "Sutson" (occupation "C Laborer"--assumed "common laborer"), wife Elizabeth, son John (26 and a harnessmaker), son Jacob (24 and a blacksmith), Anna (20), Susan (19),

[16] Mention of this case is found in the abstract for 600 6th Avenue.

[17] It is more likely any house on this property was built by Lawrence Hollenbeck and later sold to John C. Berry. Property to the west of this land uses the Hollenbeck/Berry house as a marker from which other property was measured, especially during the 1840s.

[18] Oxley, page 99

Mary (15), Anna (12), and Ella (8). By the 1880 U.S. Census, 60-year-old Henry Sutzin, was again listed as a butcher, living in Marion with his 60-year-old wife, Elizabeth, and their daughters "Fannie" (20 and a dressmaker) and "Suzie" (20 and teaching school), "Annie" (18 and also a dressmaker) and "Luella" (16 and in school). By the 1900 Census, Henry was 80 years old and widowed (Census listings accessed at www.ancestry.com, March 2010).

Henry Sutzin died on February 25, 1904, and is buried in Oak Shade Cemetery in Marion. The 1869 plat map of Marion shows at house on land owned by Henry "Sutzan" on the south side of 6th Avenue just west of the first I.M. Preston house (see Figure 6). The Sutzin home also appears to be illustrated on the 1868 bird's eye illustration of Marion (see Figure 7). The location and style of the extant house at 459 6th Avenue appears to conform to the location and look of the Sutzin house represented on Figures 6 and 7, and is believed to be the original Henry Sutzin House built in the 1850s.

Greene's First Addition (1898)

In 1898, Greene's First Addition was made to the City of Marion along 1st Street between 6th and 3rd avenues (see Figure 11). This addition consists of 10 lots between 6th and 5th avenues and 10 between 5th and 3rd avenues (4th Avenue has always terminated at 6th Street because of the angle of 6th and 5th avenues west of 6th Street). The addition was made by George Greene, former Marion resident and Cedar Rapids (and also Marion) developer. An advertisement in the *Marion Register* on April 13, 1898, advertised an auction sale of "lots and acres tracts" in Greene's First Addition to Marion to be held later that month. The ad noted that this addition also included six one-acre lots fronting Marion Boulevard west of the Indian Creek Bridge and "also several beautiful tracts containing from 2 to 6 acres each" (*Marion Register,* April 13, 1898) (Figure 17). The ad further noted that the property on the Boulevard had been part of the Twogood Estate and that work of macadamizing the Boulevard between Kenwood and Marion would soon be completed. S.N. Parsons, of Marion was the local contact for sales (see Figure 17).

However, based on the extant houses in the survey area portion of Greene's First Addition, initial sales must have been very slow. The houses at 115 to 165 6th Avenue (on the south side of the avenue), 501 1st Street, and 130 to 160 5th Avenue (on the north side of the avenue) were all built between the 1920s and 1950s, with one added in the 1970s.

General Development

The earliest development in the study area was a mix of industrial (i.e., the brewery), some commercial (a cobbler shop at the northeast corner of 6th Avenue and 7th Street, which is now an empty lot), and primarily residential development. The persons who chose to live in this neighborhood included some of the town's elite (professionals, developers, and business owners) but also persons from all walks of life. At least one large home (the Marietta Rollins Glass House at 185 6th Avenue) was built by an obviously well-situated widow and her children.

As with many neighborhoods in Marion, a number of properties in the survey area were occupied by railroad employees in the late nineteenth to early twentieth centuries. The 6th Avenue corridor was adjacent to the rail lines and not far from the rail yards and depots and would have been an easy walk to work for the residents of this neighborhood.

The area of the 6th Avenue corridor and the Original Town Plat of Marion was an attractive residential area from an early date because of the close proximity to the main commercial area and being surrounded by many of the earliest industries. Most people lived within an easy walk to their place of business and to stores and the county offices. The extension of the streetcar line along 6th Avenue increased the ability of residents to remain in this neighborhood while being able to take advantage of the educational, recreational, shopping, and work opportunities in the larger city of Cedar Rapids to the west.

Architecture of the 5th/6th Avenue Survey Area

Description

Table 1 (Appendix A) is a descriptive listing and evaluation of the extant properties in the current survey area by address from the east end of each avenue to the west and the cross streets in-between 5th and 6th avenues. Known historical associations are noted on this table by address. Unfortunately, only limited portions of the survey area were ever mapped in detail by the Sanborn Map Company, with most of the area already built up by the time of the later fire insurance maps.

The earliest extant houses in the survey area are built of brick, with most still having exposed brick but others either painted or stuccoed the brick over through the years. Notable examples include: 865 6th Avenue (painted and numerous additions); the Amory Keyes House at 809 6th Avenue (exposed brick, good integrity); 785 6th Avenue (stuccoed and painted); the Joseph Greene House at 630/32 6th Avenue (stuccoed, painted and somewhat altered); the Henry Sutzin House at 459 6th Avenue (exposed brick, fairly good integrity); and the Marietta Rollins Glass House at 185 6th Avenue (exposed brick, fairly good integrity). The styles reflected by these houses include: Greek Revival, Gothic Revival, and Italianate. The brick was likely burned at the nearby brickyard on the west side of Indian Creek at an early day or right on site as the houses were being built.

Houses added as the neighborhood developed in the late nineteenth century were all built of frame, with single and multiple-story examples present. The largest homes reflect the Late Victorian styles of the Italianate and Queen Anne, but most are vernacular expressions rather than high-style, architect-designed examples. One notable example is the second house of Col. I.M. Preston located at 625 6th Avenue (see Figure 8). Preston's earlier home had been located west of West Street (6th Street) and is no longer extant (see Figure 5). His second home is a two-story frame, gable-front-and-wing house that features a bay window and bracketed eave details reflecting influence from the Italianate style of architecture. This house was built in the late 1860s. [Both his original and his second houses appear to be represented on the 1868 bird's eye illustration of Marion; see Figure 7.] Isaac Mosher Preston (born in 1813 in Vermont) learned the carpenter and joiner's trade as a young man. He worked at this business until 1840 when he moved to Iowa City where he studied law with Asa Calkins. He was admitted to the Iowa bar in 1842 and began to practice law in Marion on 26 October 1842. In 1843, he was elected Judge of the Probate and served for six years. In 1845, he was appointed District Attorney for the Eighteenth District, serving two terms. In 1846, he was commissioned a Colonel of the Third Regiment of the State Militia at the time of the Mexican War but was not called to active duty. He was elected to the lower House of the Legislature in 1848 and to the Senate in 1850, serving four years. He was a staunch Democrat. In later years, he became the attorney for Marion's SA&D Railway. Preston, Iowa, was named in his honor. Preston married Mary Jane Facer in 1837, and they had two sons. The Prestons moved to Cedar Rapids in 1878 where I.M. died two years later (Biographical information from *The Western Life-Boat and Journal of Biography* published in Des Moines about 1873. This booklet can be found in the Oxley Cabinet in the Marion Public Library).

Another notable late nineteenth century example is the F.H. Hilliard House at 525 6th Street, which was built in 1895 by Hilliard, who was manager of the Green Bay Lumber Company. This company had purchased the Busby Lumber Company located nearby (but outside of the current survey area). Hilliard was instrumental in moving the yard to 7th Avenue and 13th Street in 1897 (Oxley 1946d:405). Hilliard's Queen Anne style house on 5th Avenue was a good advertisement for the products and construction services available at his lumberyard.

Most of the late nineteenth century examples in the survey area are gable-front-and-wing, front-gable, side-gable, and hip-roofed vernacular types common for the day in Iowa. Some were "dressed up" with Queen Anne and Italianate stylistic details, such as turned posts on porches and window details. Most are modest in detail and design. One example at 868 5th Avenue is a small-scale two-story house that features a mansard roof and second floor windows with projecting hoods distinctive to examples seen elsewhere in Marion (see Rogers 2001, 2002a, 2002b, 2004, 2006, 2007, 2009). This particular version seems to

indicate a particular contractor/builder in the community, who favored or featured this design in his business.

The neighborhood continued to fill in with dwellings in the early twentieth century, with the most popular designs being the Bungalow/Craftsman and Foursquare designs. A few examples of Dutch Colonial and other Colonial Revival designs are also represented. Some older houses were also remodeled in the early twentieth century in the newer styles or updated with Craftsman or Colonial Revival style porches. One example at 336 6th Avenue was an older Queen Anne style cottage originally but, following a fire on the second floor, the house was altered with a lower roofline and the addition of a large Craftsman-style front porch. This house was the home of Tom Cunningham, who owned a meat market in town.

One notable area of development in the early century was a greenhouse and nursery business established by George Hutton on Lots 2-4 of a portion of Lot 13 of the Irregular Survey plat. The Hutton House is at 235 6th Avenue, and his nursery business lasted for more than 40 years.[19] Hutton also served on the Park Commission beginning in 1925. When the greenhouse trade began to dwindle by 1950, the Huttons subdivided and sold their lots, with the houses at 205, 215, and 225 6th Avenue subsequently built on those lots. George Hutton died in 1955.[20]

Infill construction continued in the mid-twentieth century, with some older houses being replaced by newer ones. Some of the infill consisted of houses being built on lots for the first time, such as at the west end of the survey area where Greene's First Addition had been platted in 1898 but did not see much construction until the 1920s-50s. This included the houses noted above that were built after 1950 when Hutton's greenhouse went out of business and the family subdivided the land. Most of the houses added in the survey area after World War II reflected the small-scale cottage and Ranch style that were then in vogue.

The far west end of the survey area, in the area of former 1st Street between 7th and 6th avenues was developed in the modern era with commercial enterprises including a McDonald's fast-food restaurant and the Indian Creek Mall, which is a one-story U-shaped strip mall.

Evaluation

Figure 18 and Table 1 (Appendix A) present the initial results of the survey and evaluation of the properties within the 5th/6th Avenues study area. The strongest reaction that the Principal Investigator encountered while conducting the fieldwork was a pull to the south in the area of the Original Town Plat. Subsequent drive-throughs of this area further confirmed this feeling that if a National Register historic district exists in this area, it is largely within the Original Town Plat, including those portions of 5th and 6th avenues within the current study area but extending south and east outside of this area as well. If nothing else, there is excellent potential for a Multiple Property nomination based on those properties with the higher architectural and historical significance within this early settlement area. Examples within the current survey area that would be eligible under a Multiple Properly nomination format would include: **the Amory Keyes House at 809 6th Avenue; the I.M. Preston House at 625 6th Avenue; and possibly the White/Cheadle House at 657 6th Avenue and the Hilliard House at 525 6th Street.** The Joseph Greene House at 630/32 6th Avenue is of the right vintage and historically significant but may have been too altered to qualify for individual eligibility, which would be required for a multiple property nomination.

The 6th Avenue corridor, while certainly of historical significance is not readily identifiable as a historic district because the mixture of architectural styles and modern infill is not all that distinguishable from the areas around it. As a result, this corridor does not appear to qualify as a historic district; however,

[19] This greenhouse business was not the first established in the area, with the business of Kramer & Son (later Kemble & Co. and even later Peck's) located on the west side of Indian Creek on the north side of the boulevard.

[20] Most of the information on George Hutton comes from his obituary in the *Marion Gazette* and from Marion City Directories.

there are certainly individual properties along this corridor that qualify for individual listing or for listing under a multiple property nomination based either solely on the history of the 6th Avenue transportation corridor or as a combined Original Town Plat/6th Avenue Corridor multiple property nomination. Properties considered individually eligible in either context include: **the Robert Jackson House at 220 6th Avenue; the Marietta Rollins Glass House at 185 6th Avenue; the Henry Sutzin House at 459 6th Avenue; and the I.M. Preston House at 625 6th Avenue, the White/Cheadle House at 657 6th Avenue, and the Amory Keyes House at 809 6th Avenue.**

The Robert Jackson House is also notable for its archaeological potential. This house is located on the former brewery site last operated by George Bauman and burned down in the early 1870s. Jackson, a Marion abstractor (with L.L. Elliot until 1888), town Trustee, City Recorder, City Treasurer, and later Deputy County Treasurer, built this large Italianate-style house in 1883 on the former brewery site. The house is located on a large, deep lot that may still possess intact archaeological evidence of the early brewery.

Other potential archaeological sites in the vicinity but not all within the current survey area include: the former mill sites in Thomas Park and along Indian Creek (the location of the former Indian Creek/Eastern Star Mill has been recorded as 13LN278 by a previous investigation), the railroad corridor that borders the north side of the current survey area, the vacant lots along the north side of 6th Avenue between 7th and 9th streets where several small businesses were once located, and any vestiges that still exist of the former streetcar tracks and bridge and the former Indian Creek Bridge in Thomas Park to the west of the current survey area. While there could be some archaeological remains from the early brickyards and nursery on the west side of the creek and boulevard, this area has been greatly altered through the years to the point that this potential seems low.

Associated Property Types

Property Type: Buildings, Structures, and Sites Associated with the Early Settlement and Development of the City of Marion, 1840s-1860s

a. Description

The property types identified for the early settlement and development of the City of Marion include residential, commercial, and public buildings and outbuildings. Most of the earliest public buildings in Marion were either churches or were related to the designation of Marion as the county seat. Unfortunately, none of the early county seat buildings remain standing, the last extant one having been the old jail building, which was demolished in recent years to make room for the new library building. There are, however, a number of early churches, homes and potentially a few commercial buildings dating from the 1840s-1860s that remain standing in Marion.

b. Significance

The significance of these properties lies in their association with, and representation of, the earliest period of settlement and development of the City of Marion. They reflect not only the historical associations of important businesses, religious institutions, and residents in the community but also reflect important early building industries and builders in the community. Properties may be significant under Criterion A for their historical associations, Criterion B for their direct association with important persons in the community's settlement and development, and/or under Criterion C for their architectural significance of important early buildings, architectural styles or designs, and/or important builders or architects in the community. For the current project, significance under Criterion D, primarily archaeological significance, is not considered but could be achieved by early settlement era properties that are represented solely by archaeological remains or architectural ruins such as early mills and other industries in Marion. The period of significance for this context would be from the 1840s to the 1860s.

c. Registration Requirements

For properties associated with the early settlement and development of Marion, integrity of setting, association, design, materials, and feeling would be of most importance, with integrity of location and workmanship being of lesser importance. It was not uncommon for early settlement era buildings to have been moved around through the years. If moved buildings retain good integrity of design, materials, feeling, setting, and to some extent association, then they would likely meet the registration requirements under this context. If buildings are moved around within a district in association with the up building and evolution of a historic neighborhood, then the actual moving of the moving of these buildings would be considered part of the neighborhood's history and would not detract from the property's potential eligibility.

Individually-eligible properties will need to have a higher degree of integrity in order to be considered eligible under this context and should present much the same appearance as they did during this era. Loss of siding material, the majority of original windows, important stylistic components, and original porches would detract from the property's integrity.

Properties eligible as contributing buildings or structures to a potential historic district can have a lesser degree of integrity and would have to be evaluated within the context of the district's proposed "Period of Significance," which might include years beyond the early settlement era. In those cases, some degree of later alteration or additions to an individual building might have significance rather than be detracting factors from the property's overall integrity. For a building to be considered contributing to a district, it would be desirable to retain as much of its original material and design elements as possible but could include some degree of additions/modifications if they were completed within the district's period of significance and if they reflect other aspects of a district's historical/architectural development, such as changing tastes in architectural styles through the years or an increase in a family's wealth or influence reflected by a remodeling of an older-styled building to be more up-to-date and fashionable in the community.

d. Examples in Project Area

Examples of extant properties within the project area that are associated with the Early Settlement and Development Context include the following (see Figures 11-12; *see also Table 1, Appendix A for National Register evaluations of each individual property*):

313 6th Avenue (57-09974)	Built c.1860	side-gabled (hall-and-parlor)
432 6th Avenue (57-09941)	Built c.1857-70s	gable-front-and-wing (altered)
459 6th Avenue (57-09970)	Built 1850s	Greek Revival brick house
625 6th Avenue (57-09965)	Built c.1866	Italianate gable-front-and-wing house
630-32 6th Avenue (57-09931)	Built c.1857	Greek Revival brick house
785 6th Avenue (57-09959)	Built c.1860	gable-front-and-wing/Gothic Revival brick house
809 6th Avenue (57-09958)	Built c.1856	Greek Revival/Italianate brick house

Property Type: Buildings, Structures, and Sites Associated with Boom Times: the Arrival of the Railroad, 1870-c.1900

a. Description

The property types representative of the boom times that resulted from the arrival of the railroad after 1864 in the City of Marion and include residential, commercial, industrial, and public buildings and outbuildings. Industrial buildings could include those related directly to the railroad, although most of the

railroad-related buildings in Marion are non-extant as well as those related to the various industries that were established in the wake of the railroads arrival in Marion.

b. Significance

The significance of these properties lies in their association with, and representation of, the late nineteenth century boom years of population growth and commercial and residential development in Marion following in the wake of the railroads' arrival in this community. In many ways, this was a peak period of expansion and development in the history of Marion. Properties associated with this context reflect not only the historical associations of important businesses, industries, religious institutions, and residents in the community during this period but also reflect important building industries and builders in the community as they expanded and developed in the late nineteenth century. Properties may be significant under Criterion A for their historical associations with this period, Criterion B for their direct association with important persons in the community's expansion and prosperity during this period, and/or Criterion C for the architectural significance of important buildings, architectural styles or designs, and/or important builders or architects in the community during this boom period of construction. For the current project, significance under Criterion D, primarily archaeological significance, is not considered but could be achieved by properties that are represented solely by archaeological remains or architectural ruins such as late nineteenth century industries or railroad properties in Marion. The period of significance for properties associated with this context would be from the 1870 to c.1900 reflecting the arrival of the railroads and the boom years that followed in their wake.

c. Registration Requirements

For properties associated with the late nineteenth century railroad-related boom in Marion, integrity of setting, association, design, materials, and feeling would be of most importance, with integrity of location and workmanship being of lesser importance.

Individually-eligible properties will need to have a higher degree of integrity in order to be considered eligible under this context and should present much the same appearance as they did during this boom period. Loss of siding material, the majority of original windows, important stylistic components, and original porches would detract from the property's individual integrity. Particularly important for properties built in the architectural styles of the late nineteenth century would be the retention of original stylistic components such as spindle work, decorative shingle siding, and other millwork embellishments popular during this period and representative of Late Victorian tastes and style.

Properties eligible as contributing buildings or structures to a potential historic district can have a lesser degree of integrity and would have to be evaluated within the context of the district's proposed "Period of Significance," which might include years bracketing this boom period. In those cases, some degree of later alteration or additions to an individual building might have significance rather than be detracting factors from the property's overall integrity. For a building to be considered contributing to a district, it would be desirable to retain as much as possible of its original material and design elements from the time it was first built but could include some degree of additions/modifications if they were completed within the district's period of significance and if they reflect other aspects of a district's historical/architectural development, such as changing tastes in architectural styles through the years.

d. Examples in Project Area

Examples of extant properties within the project area that are associated with the railroad boom-times context include the following (see Figures 11-12; *see also Table 1, Appendix A for National Register evaluations of each individual property*):

412 5th Avenue (57-10008)	Built 1870s-80s	side-gabled/Late Victorian influence
660 5th Avenue (57-10000)	Originally built c.1870 according to Assessor record, but was remodeled in the 1910s-20s in the Bungalow/Craftsman style	
690 5th Avenue (57-09999)	Built c.1870	gable-front-and-wing/Italianate influence
720 5th Avenue (57-09997)	Built c.1900	Dutch Colonial/Queen Anne cottage
780 5th Avenue (57-09996)	Built c.1900	hipped cottage
788 5th Avenue (57-09993)	Built c.1870	gable-front-and-wing/Italianate influence
868 5th Avenue (57-09989)	Built c.1887	French Second Empire/Italianate influence
896 5th Avenue (57-09988)	Built c.1870	Italianate
185 6th Avenue (57-04802)	Built c.1872	Italianate brick
220 6th Avenue (57-09952)	Built 1883	Italianate/Classical Revival porch
280 6th Avenue (57-09948)	Built 1890s-1900s	hipped cottage
286 6th Avenue (57-09947)	Built c.1890	foursquare/Colonial Revival influence
312 6th Avenue (57-09946)	Built c.1900	gable-front-and-wing
336 6th Avenue (57-09945)	Built c.1893	Queen Anne cottage/Bungalow remodel
382 6th Avenue (57-09943)	Built c.1900	gable-front-and-wing
420 6th Avenue (57-09942)	Built c.1900	gable-front and wing
440 6th Avenue (57-09940)	Built c.1890	gable-front-and-wing/Italianate influence
594 6th Avenue (57-09934)	Built c.1890	front-gabled cottage/Queen Anne influence
657 6th Avenue (57-09964)	Built 1870s-80s	gable-front-and-wing/Italianate influence
717 6th Avenue (57-09961)	Built c.1875	gable-front-and-wing
753 6th Avenue (57-09960)	Built c.1890	hipped cottage
863 6th Avenue (57-09957)	Built c.1880	gable-front-and-wing
865 6th Avenue (57-09956)	Built 1870s or before	Gothic Revival brick
525 6th Street (57-10001)	Built 1895	Queen Anne/Italianate influence
556 8th Street (57-09992)	Built c.1900	gable-front-and-wing/Colonial Revival

Property Type: Buildings, Structures, and Sites Associated with The City Beautiful: Fulfillment and Loss, c.1900-present

a. Description

The property types representative of the early twentieth-century florescence of the City of Marion would include residential, commercial, industrial, and public buildings and outbuildings but would also include public works and beautification projects such as buildings, sites, structures, and objects related to parks and public works projects in the city.

b. Significance

The significance of these properties lies in their association with, and representation of, the achievement of much of the early promise of Marion in the early twentieth century and the aftermath resulting from the loss of the county seat designation and the decline of the railroads in the mid to late twentieth century. Properties may be significant under Criterion A for their historical associations with this period, Criterion B for their direct association with important persons in the community's early twentieth century achievements and in dealing with reshaping the city in the wake of the county seat and railroad losses, and/or under Criterion C for the architectural significance of important buildings, structures or objects, architectural styles or designs, and/or important builders or architects in the community during the twentieth century. For the current project, significance under Criterion D, primarily archaeological significance, is not considered but could be achieved by properties that are represented solely by archaeological remains or architectural ruins such as early twentieth century park enhancements. The

period of significance for properties associated with this context would be from the c.1900 to the present, although for the purposes of National Register designation, a property would have to be at least 50 years of age or older to be considered eligible unless that property is of exceptional significance.

c. Registration Requirements

For properties associated with the twentieth century development of Marion, integrity of setting, location, association, design, materials, feeling, and workmanship would all be of potential importance given that these properties are more recent in construction and should, therefore, retain a higher degree of integrity.

Individually-eligible properties will need to have a higher degree of integrity in order to be considered eligible under this context and should present much the same appearance as they did when first built. Loss of siding material, the majority of original windows, important stylistic components, and original porches would detract from the property's individual integrity.

Properties eligible as contributing buildings or structures to a potential historic district can have a lesser degree of integrity but should still retain enough original components to still convey a sense of time and place. Because these buildings are more recent in construction, they should be held to a higher standard of integrity than older buildings reflective of earlier periods in the city's development. For a building to be considered contributing to a district, it would be desirable to retain as much as possible of its original material and design elements. Siding replacement will have been the greatest alteration. In this case, the type of replacement siding and its approximation of the original siding should be considered in the evaluation as well as consideration of whether the original siding remains intact underneath the new siding or was removed in the process. Reversibility of siding replacement and other changes should also be a factor in evaluating the integrity of a property within a district.

d. Examples in Project Area

The following are extant examples of properties built during this early twentieth-century period within the current project area (see Figures 11-12; *see also Table 1, Appendix A for National Register evaluations of each individual property*):

296 5th Avenue (57-10014)	Built c.1900	gable-front-and-wing
330 5th Avenue (57-01011)	Built 1916	Bungalow/Craftsman
390 5th Avenue (57-10009)	Built 1918	Bungalow/Craftsman
708 5th Avenue (57-09998)	Built c.1900-10	Queen Anne (Free Classic)
820 5th Avenue (57-09991)	Built 1904	Queen Anne (Free Classic)
115 6th Avenue (57-09986)	Built c.1920	Craftsman cottage/Tudor Revival influence
135 6th Avenue (57-09985)	Built c.1942	Tudor Revival cottage
145 6th Avenue (57-09984)	Built c.1923	Craftsman cottage
235 6th Avenue (57-09979)	Built c.1900-10s	Queen Anne/Colonial Revival
262 6th Avenue (57-09950)	Built c.1913	Bungalow/Craftsman
265 6th Avenue (57-09978)	Built c.1919-21	Bungalow/Craftsman
295 6th Avenue (57-09977)	Built c.1909	gabled double-pile/Colonial Revival
411 6th Avenue (57-09971)	Built 1913	Bungalow/Craftsman
480 6th Avenue (57-09939)	Built 1910s-20s	Bungalow/Craftsman
485 6th Avenue (57-09969)	Built 1910s-20s	side-gabled cottage/Craftsman influence
486 6th Avenue (57-09938)	Built 1922	Bungalow/Craftsman
500 6th Avenue (57-09937)	Built 1922	Bungalow/Craftsman
515 6th Avenue (57-09968)	Built c.1927	Craftsman/cross gabled cottage
525 6th Avenue (57-09967)	Built c.1927	Bungalow/Craftsman
552-60 6th Avenue (57-09936)	Built 1923	side-gabled/Prairie/Craftsman influence

600 6th Avenue (57-09933)	Built c.1910	Tudor Revival/Bungalow/Craftsman influence
662 6th Avenue (57-09930)	Built c.1910	Bungalow/Craftsman
501 1st Street (57-10020)	Built c.1935	Bungalow/Craftsman
540 3rd Street (57-10013)	Built 1922	Bungalow/Craftsman
840 5th Street (57-09990)	Built 1924	Bungalow/Craftsman
510 6th Street (57-10003)	Built 1926	Bungalow/Craftsman
530 6th Street (57-10002)	Built c.1925	Bungalow/Craftsman
520 9th Street (57-09987)	Built c.1910	front-gabled/Colonial Revival/Craftsman influence

The following are extant examples of properties built during the World War II-era and after within the current project area. These properties reflect final neighborhood infill and responses to the housing shortages of that period; *see also Table 1, Appendix A for National Register evaluations of each individual property*):

130 5th Avenue (57-10019)	Built c.1955	front-gabled cottage
140 5th Avenue (57-10018)	Built c.1955	side-gabled cottage/Ranch
200 5th Avenue (57-10016)	Built c.1949	side-gabled cottage/Ranch
270 5th Avenue (57-10015)	Built c.1949	side-gabled/Minimal Traditional
360 5th Avenue (57-10010)	Built 1944	Cape Cod cottage
338 5th Avenue (57-09944)	Built 1956	Ranch
500 5th Avenue (57-10006)	Built c.1955	Ranch
520 5th Avenue (57-10005)	Built 1942	Minimal Traditional
552 5th Avenue (57-10004)	Built 1941	Minimal Traditional/Tudor influence
784 5th Avenue (57-09995)	Built 1946	Tudor Revival
786 5th Avenue (57-09994)	Built c.1940	side-gable cottage
165/167 6th Avenue (57-09983)	Built 1953	Ranch duplex
205 6th Avenue (57-09982)	Built 1956	Ranch
210 6th Avenue (57-09953)	Built c.1960	Ranch
215 6th Avenue (57-09981)	Built c.1950	Ranch
225 6th Avenue (57-09980)	Built 1951	Ranch
260 6th Avenue (57-09951)	Built 1954	Ranch
276 6th Avenue (57-09949)	Built c.1940	Cape Cod cottage
297 6th Avenue (57-09976)	Built 1952	Ranch
299 6th Avenue (57-09975)	Built 1952	Ranch
375 6th Avenue (57-09972)	Built 1943	cross-gabled/Cape Cod/Craftsman influence
575 6th Avenue (57-09966)	Built 1942	Minimal Traditional
620 6th Avenue (57-09932)	Built 1961	Ranch
578 6th Avenue (57-09935)	Built 1948	Ranch
503 3rd Street (57-10012)	Built 1948	Minimal Traditional/Cape Cod

The following represent more modern infill of this neighborhood reflecting commercial development at the far west end of the corridor and apartment building and multi-family housing trends; *see also Table 1, Appendix A for National Register evaluations of each individual property*):

160 5th Avenue (57-10017)	Built 1979	Split-foyer house
480 5th Avenue (57-10007)	Built 1966	Split-level apartments
100 6th Avenue (57-09955)	Built 1979	Commercial fast-food restaurant
345-355 6th Avenue (57-09973)	Built 1968	Split-foyer duplex
675 6th Avenue (57-09963)	Built 1978	Apartment building
115-159 Marion Blvd. (57-09954)	Built 1979	Commercial strip mall
599 7th Street (57-09962)	Built 1971	Apartment building

Conclusions and Recommendations

The intensive survey and evaluation of the architectural resources of the resources in the 5th/6th Avenue survey corridor from 1st Street on the west and 9th Street on the east examined 92 resources, primarily residential in nature. The construction range for these properties is from the 1850s to the present day, with 60 built between 1850 and 1940, 25 built after or during World War II, and 7 added after 1960. Both brick and frame dwellings were represented reflecting influences from the popular architectural styles of the time period in which they were built. Most are modest in size, with a few of the larger dwellings having been built by prominent businessmen and wealthy landowners of the day. Historically, this corridor was tied to the transportation developments of the city beginning with the Territorial Road of the early settlement era, the influx and influence of the railroads in the late nineteenth century, and the impact of streetcars and automobiles on residential living in the late nineteenth to twentieth centuries.

The survey and evaluation resulted in the conclusion that a historic district does not exist along this corridor because the resources are simply too indistinguishable as a grouping from their surrounding neighborhoods. However, there are a number of individually eligible properties that would qualify for National Register listing under one or both of proposed Multiple Property nominations for this area. The first Multiple Property nomination recommended would focus on the 6th Avenue Transportation Corridor. Eligible properties under this MPDF nomination include:

Marietta Rollins Glass House at 185 6th Avenue
Robert M. Jackson House at 220 6th Avenue
Henry Sutzin House at 459 6th Avenue
I..M. Preston House at 625 6th Avenue
White/Cheadle House at 657 6th Avenue
Amory Keyes House at 809 6th Avenue

The second Multiple Property nomination recommended focuses on the Original Town Plat of Marion and would require additional survey and evaluation of the properties south and east of the current survey area. Eligible properties within the current survey area under this MPDF nomination include:

Amory Keyes House at 809 6th Avenue
I.M. Preston House at 625 6th Avenue
possibly the White/Cheadle House at 657 6th Avenue
possibly the Hilliard House at 525 6th Street

It may also be found in an expanded survey of the Original Town Plat that a historic district, or districts, do exist within that area. An informal windshield survey conducted during the current investigation suggested good potential in the area immediately south of the current survey area down to and potentially including Oak Shade Cemetery.

Nominations under the Multiple Property format do require individual eligibility and will require owner consent to the listing. The Marion Historic Preservation Commission should consider first expanding the survey area south to encompass more of the Original Town Plat before pursuing a MPDF under that context, but if property owner interest in the properties eligible under the 6th Avenue Transportation Corridor is such that all six of the identified properties could be listed, then a nomination of that context should be considered in the near future.

While the current survey and evaluation did not result in the definition of a historic district, it certainly gave the residents of this area a stronger sense of a neighborhood and will hopefully foster more interest in the history and historic preservation of the homes in this area.

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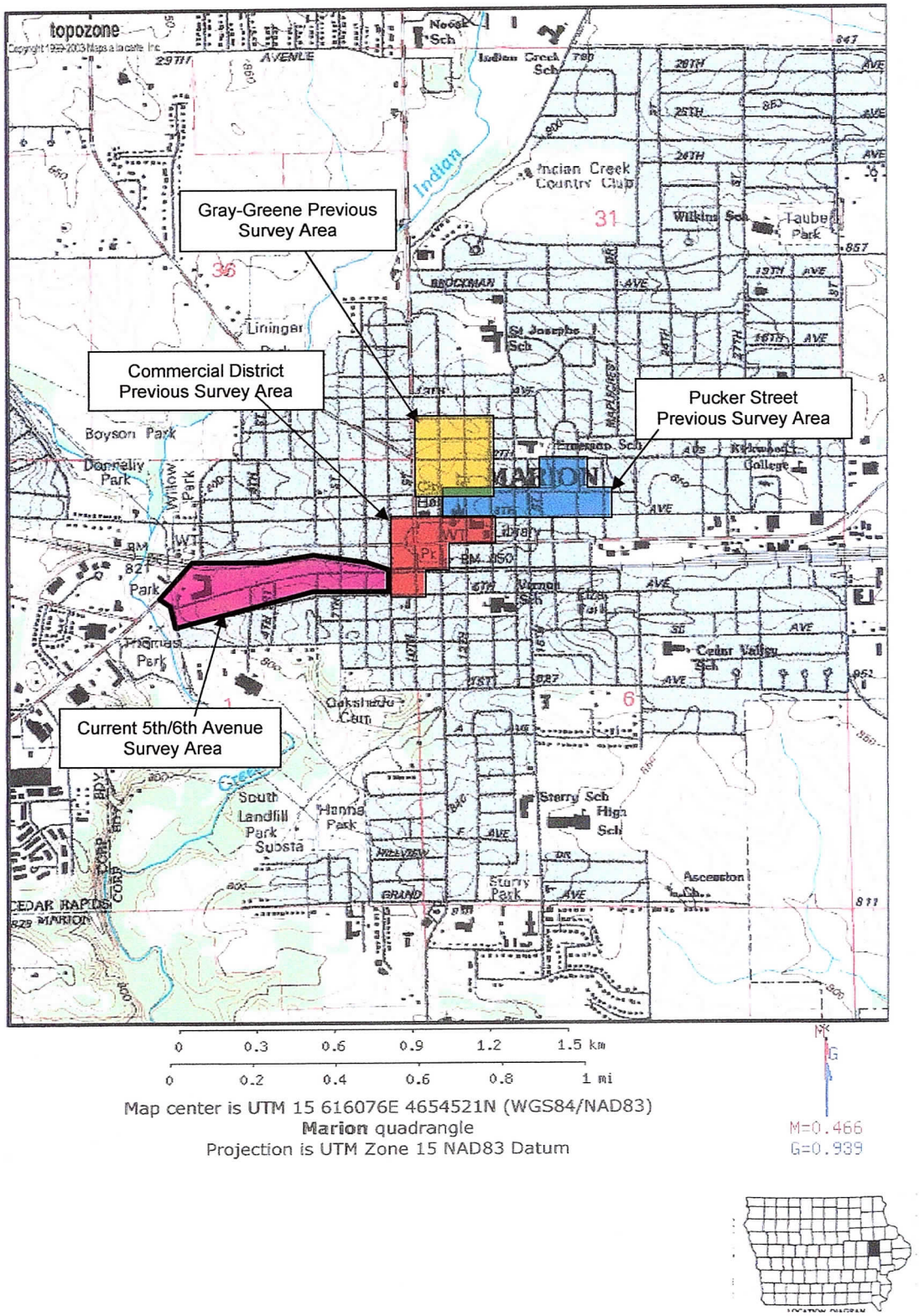
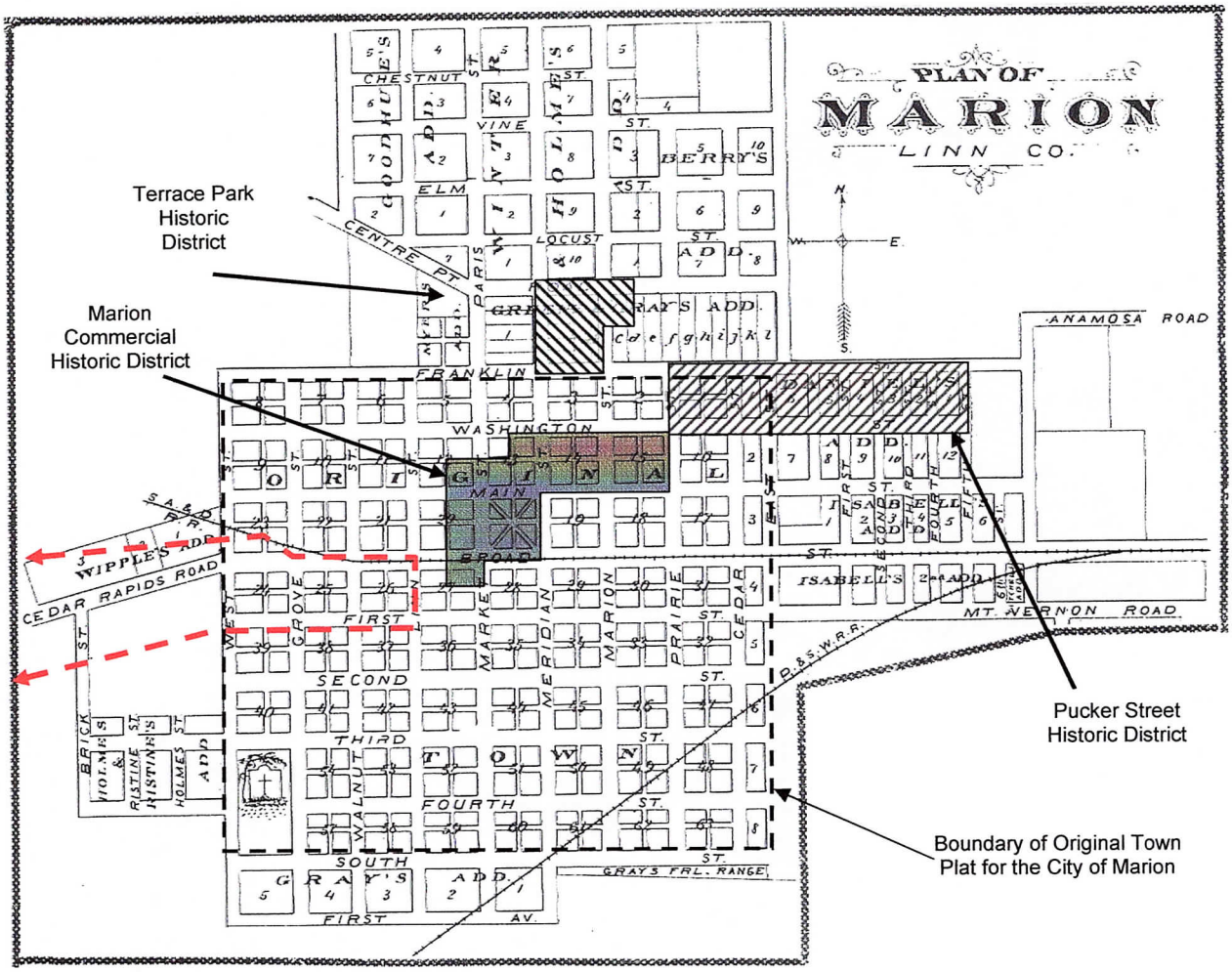


Figure 1. Location of current survey area in relation to previous survey areas
Source: USGS Marion Quadrangle, Topozone.com

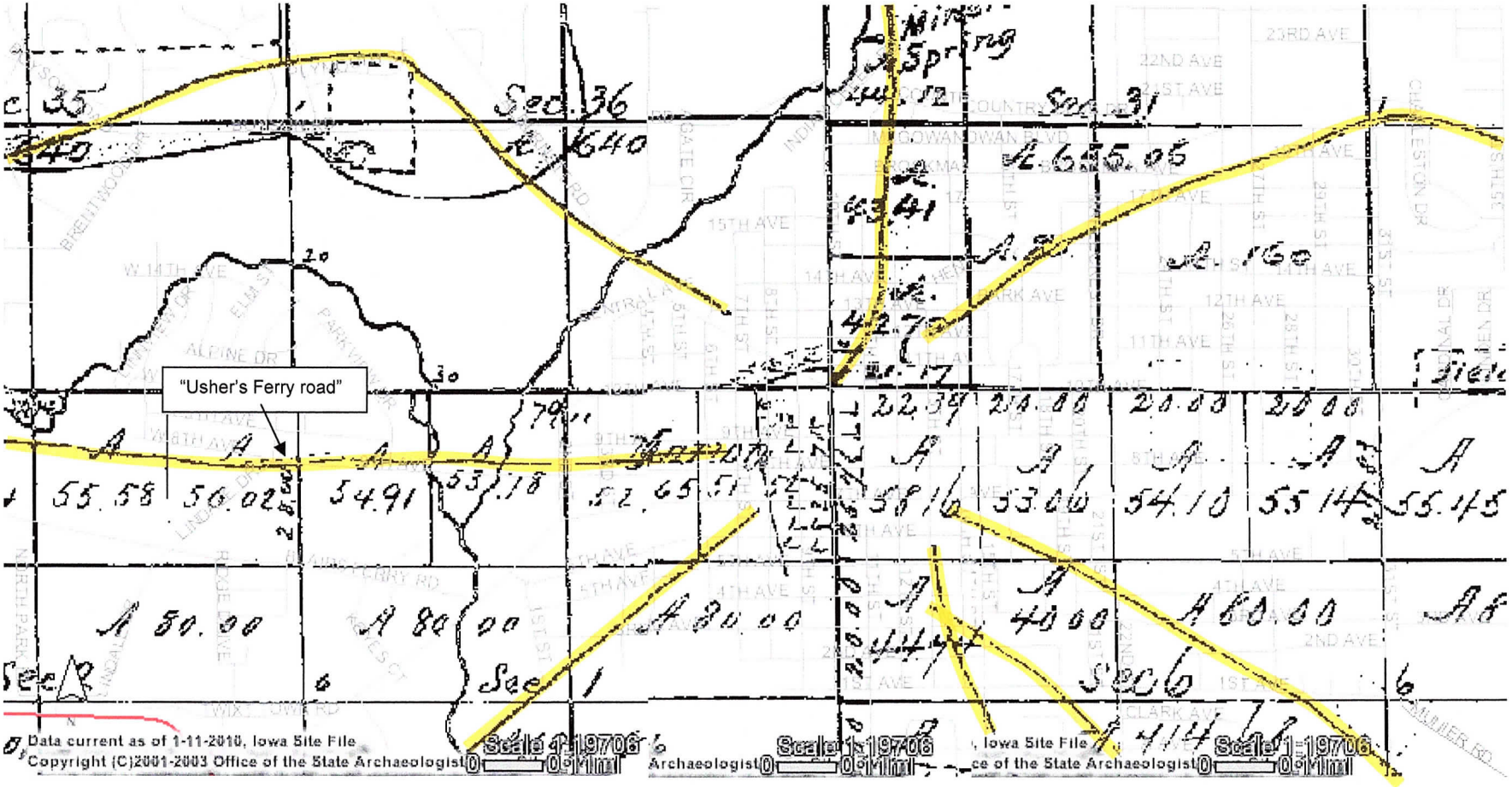


Figure 2. Current plat showing additions to City of Marion in relation to current survey area (black dashed line)
Source: Linn County GIS online mapping service accessed at www.linncounty.org, March 2010



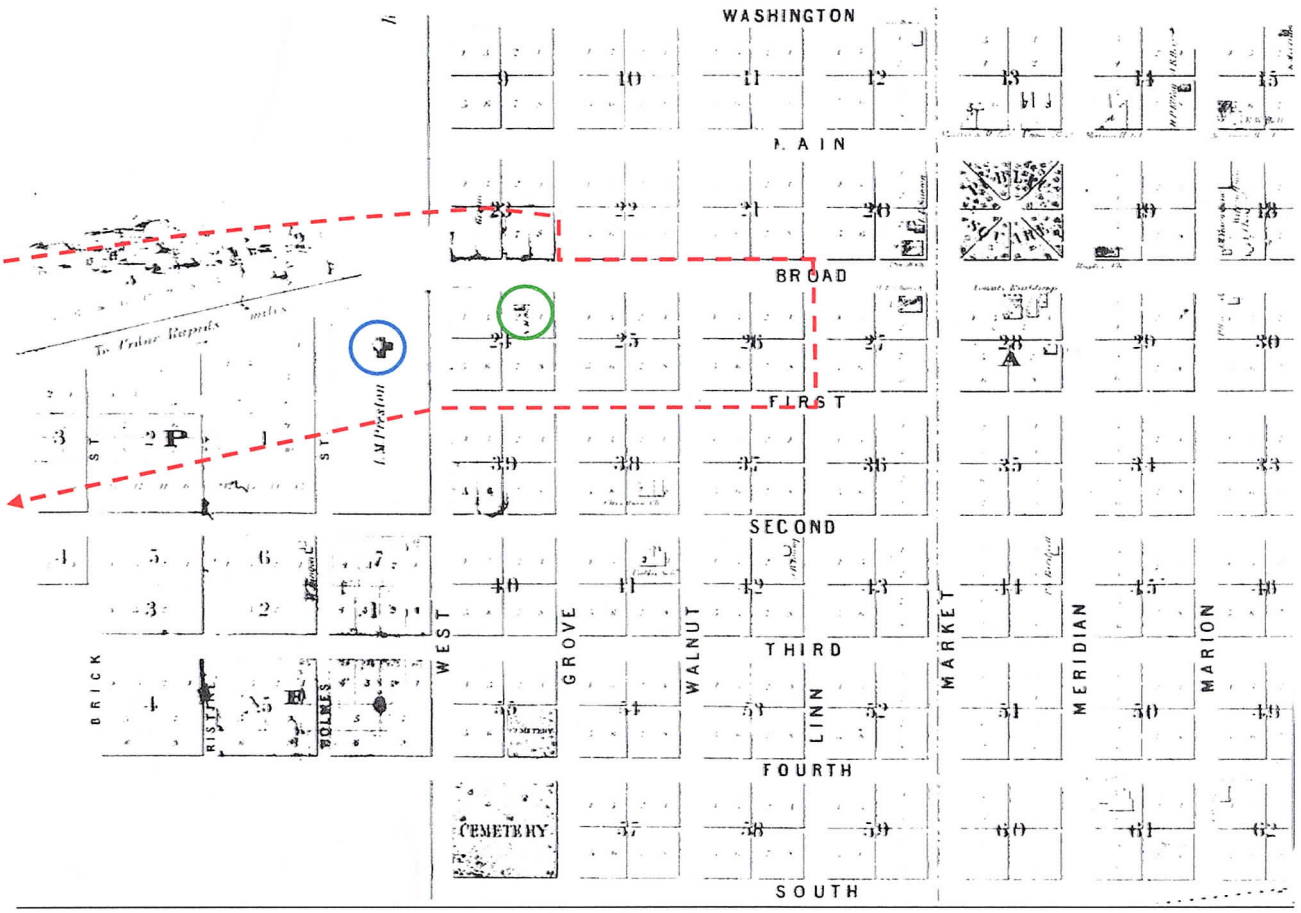
red dashed line = current survey area

Figure 3. Location of of current survey area in relation to previously listed historic districts overlaid on 1875 map of Marion
Source for 1875 map: Andreas 1875



yellow highlights the early roads/trails represented on the GLO plat
black dashed outlines represent improved agricultural fields
Indian Creek represented by sinuous black line in west half of map with a "Mineral Spring" noted north of town
Marion was represented only on the west half of the plat as a black outline with stylized buildings (L-shaped markings) but was not represented on the east half of the plat although it certainly extended into that area at the time (map makers had the option of representing or not representing cultural features and were not always consistent in their renderings)

Figure 4. 1841-42 General Land Office (GLO) original survey plats of Marion and vicinity with modern roads overlaid
Source: United States 1841-42; digitized version obtained from I-Sites Pro 2010



red dashed line = current survey area approximate boundary
blue circle = original I.M. Preston House (non-extant)
green circle = original N.M. Day House (non-extant)

Figure 5. 1860 Map of Marion showing current survey area
Source: Granger 1860

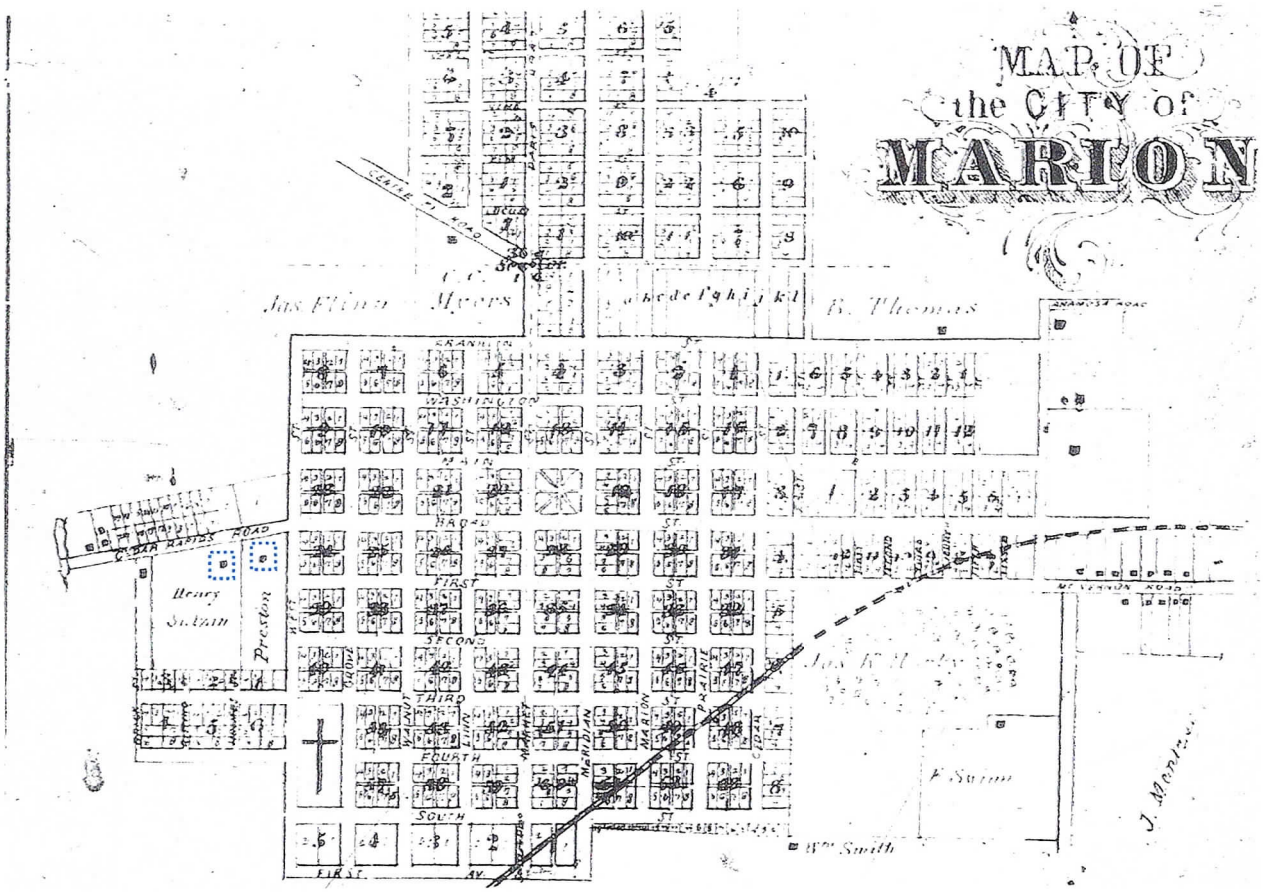
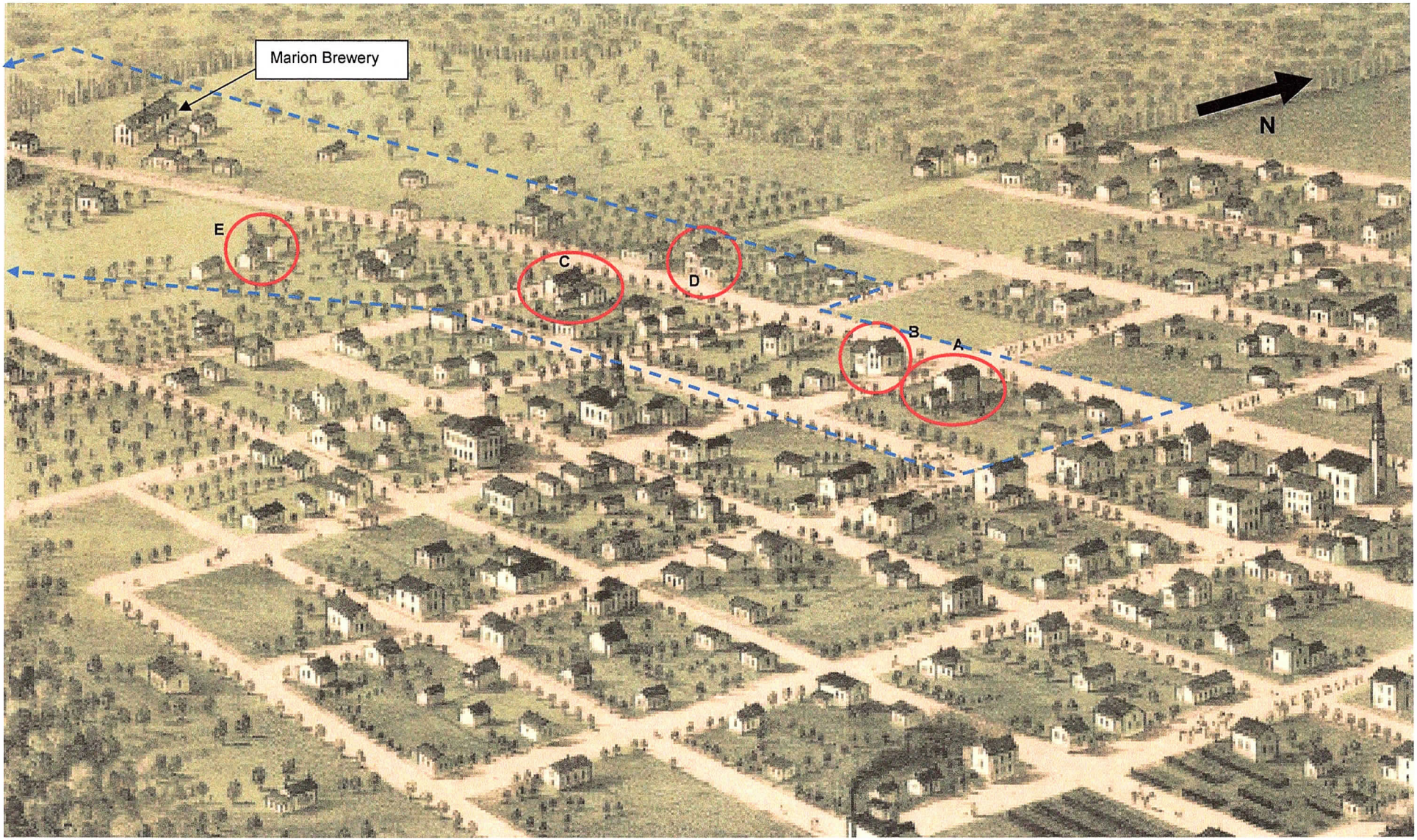


Figure 6. 1869 Plat map of Marion showing current survey area (red dashed line) and location of early residences (blue outlines) of Col. Isaac M. Preston (original house, now non-extant) and Henry Sutzin (extant?).
Source: Thompson and Everts 1869



A = Amory Keyes House, 809 6th Avenue
B = 785 6th Avenue
C = I.M. Preston House, 625 6th Avenue
D = Joseph Greene House, 630-32 6th Avenue
E = Henry Sutzin House, 459 6th Avenue

Figure 7. 1868 Bird's eye illustration of Marion showing project area, with houses circled in red that are extant
Source: Ruger 1868; digital copy obtained from http://memory.loc.gov, March 2010



Figure 8. 1875 illustration of Col. I. M. Preston's second house along 6th Avenue. (This Italianate-style home is extant at what is now 625 6th Avenue.) Source: Andreas 1875

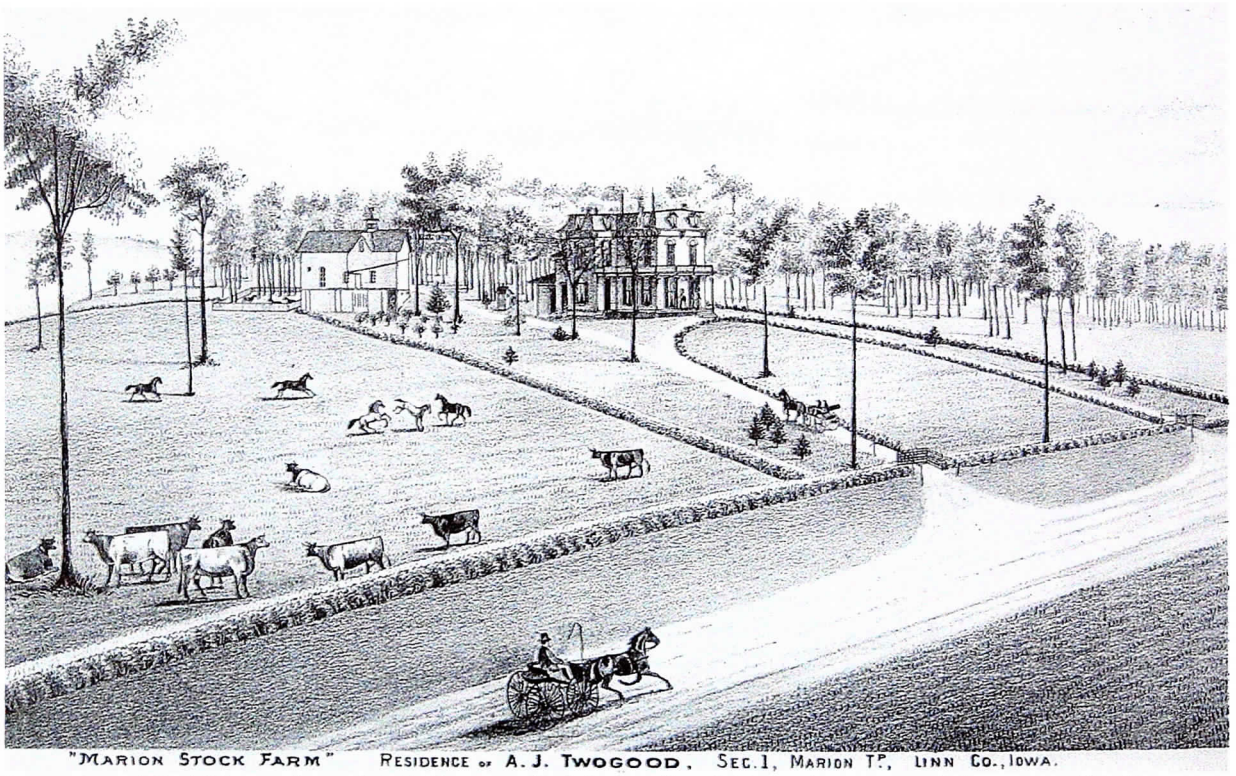


Figure 9. 1875 Illustration of A.J. Twogood's Marion Stock Farm (non-extant) just east of Indian Creek and outside of the current survey area. (The farm was located on a particularly steep grade called "Twogood's Hill,") Source: Andreas 1875

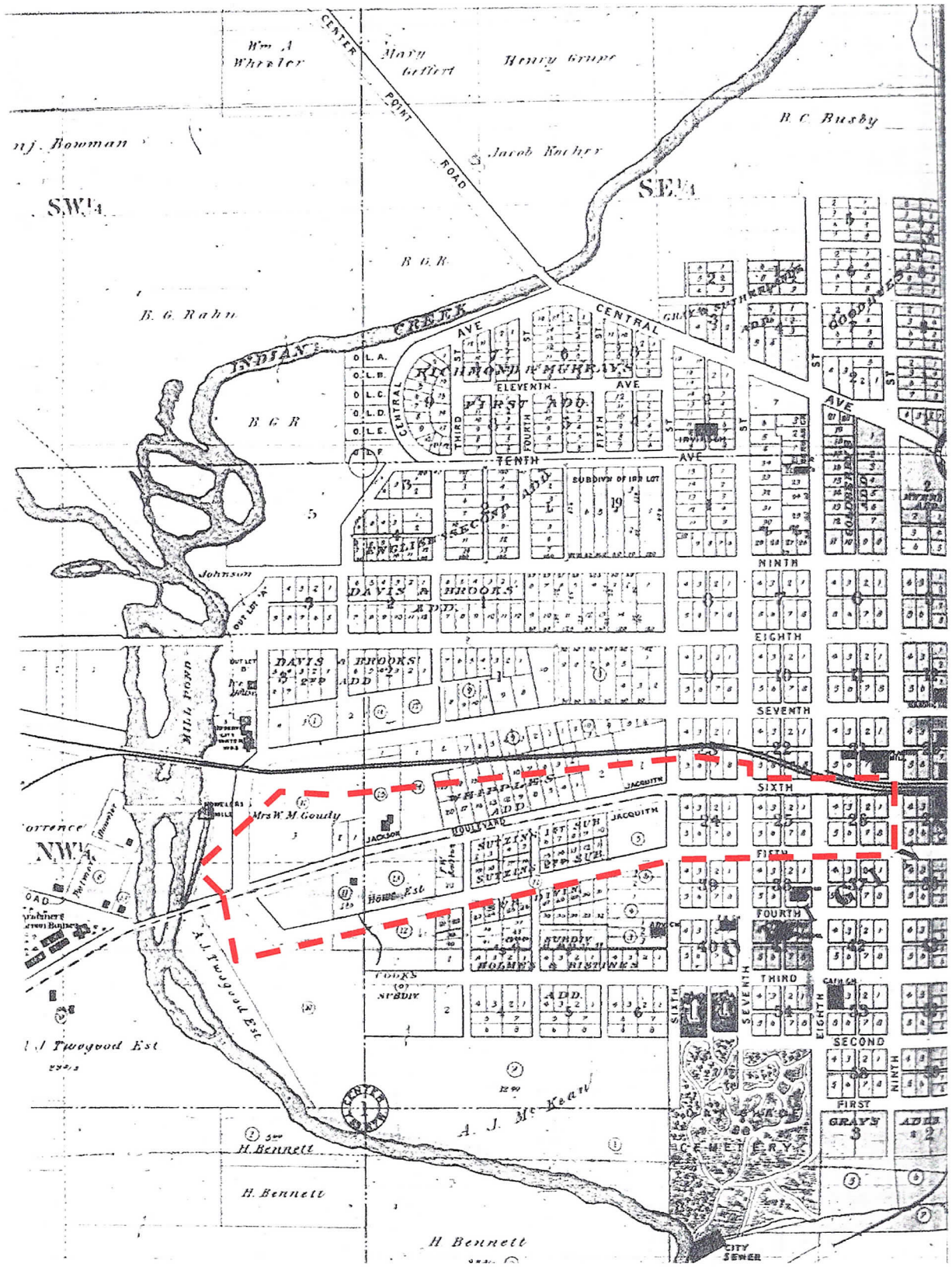


Figure 10. 1895 Plat map of Marion showing current survey area (red dashed line)
Source: Bergendahl 1895

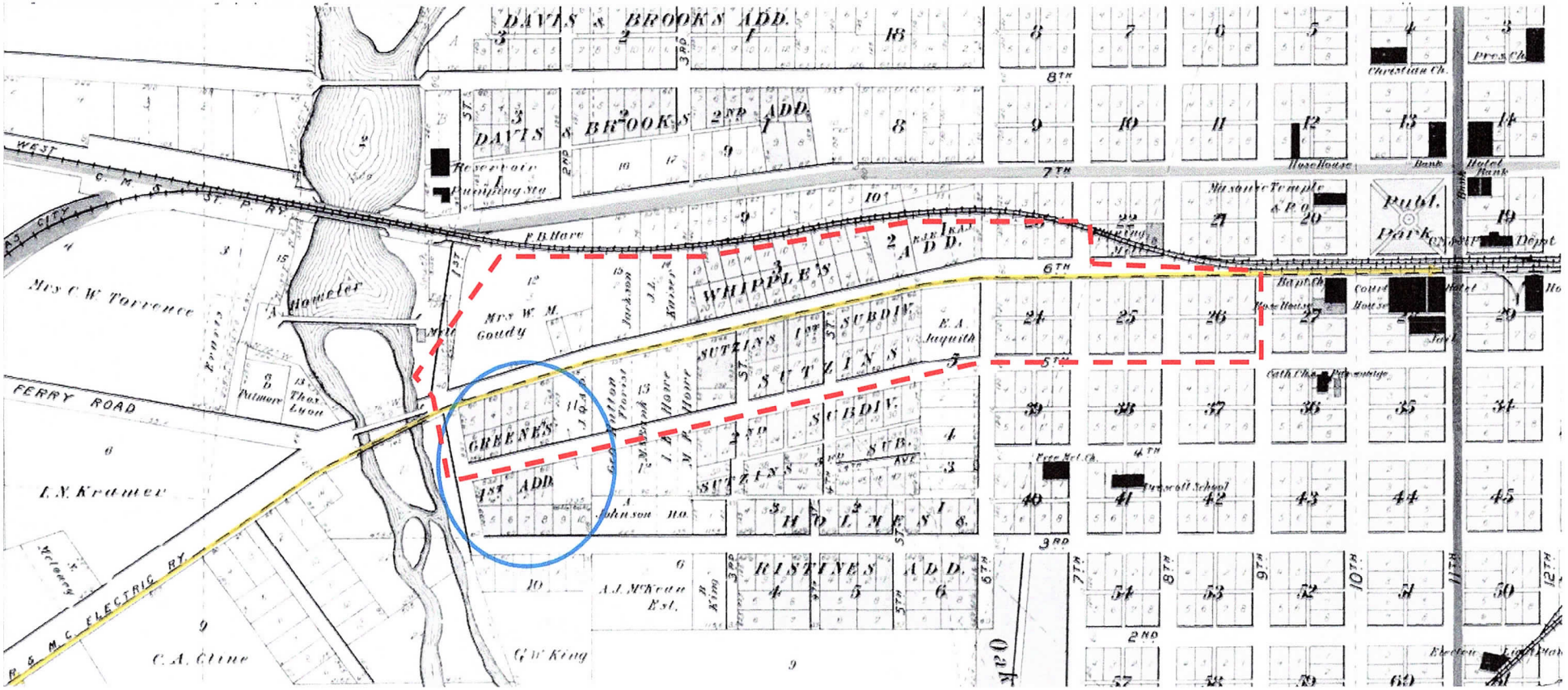


Figure 11. 1907 Plat Map of Marion, showing location of Greene's First Addition (blue circle) on 6th Avenue and the Boulevard and the route of the Cedar Rapids and Marion City Electric Railway line (yellow line) in relation to current survey area (red dashed line).
Source: Iowa Publishing 1907



Figure 12. 1913 Sanborn index map of Marion showing inset detail maps of the Kramer & Son Green House, the Indian Creek Mill, city water works, and the route of 6th, 7th and 8th avenues in the vicinity of Indian Creek
Source: Sanborn 1913

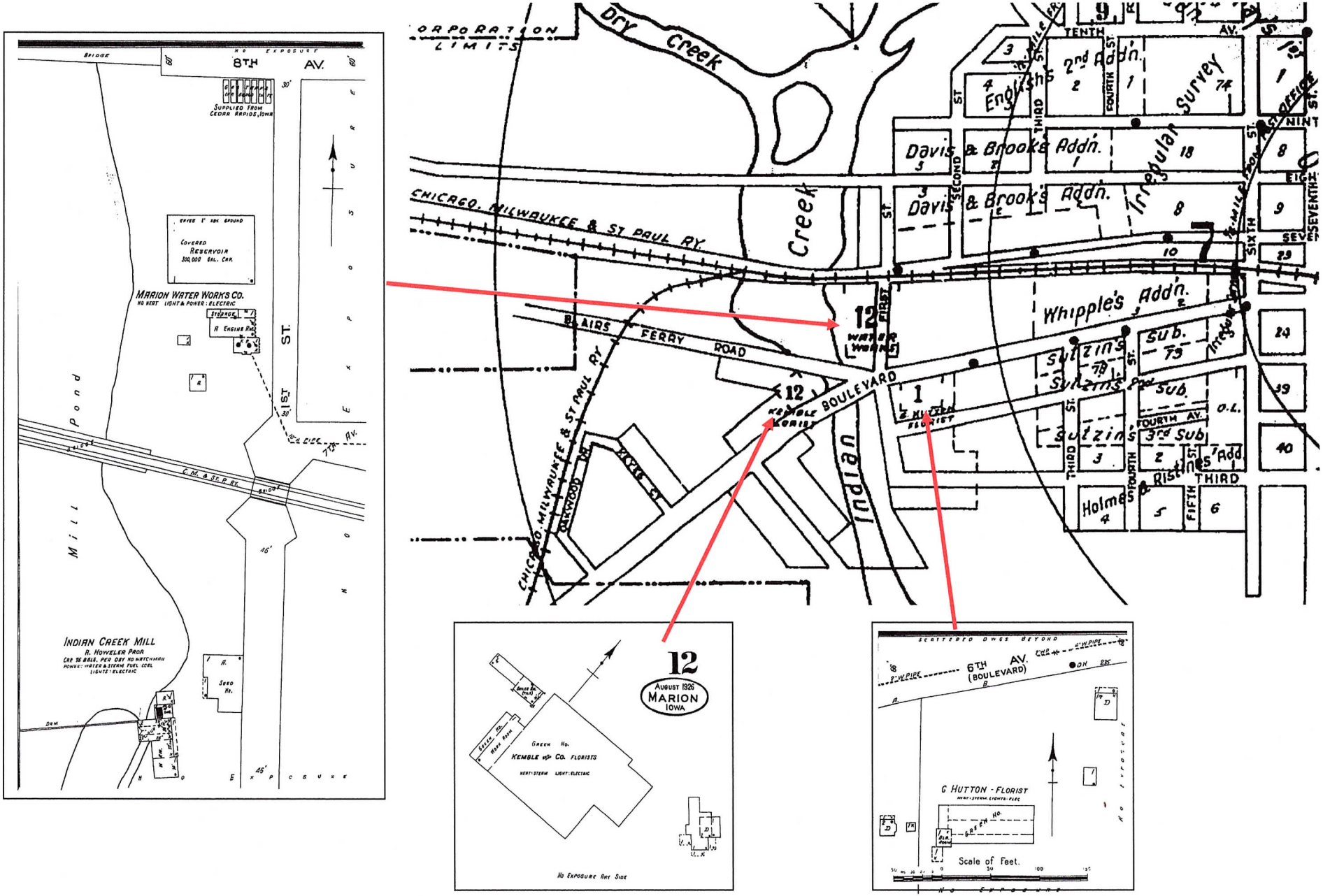


Figure 13. 1926 Sanborn index map of Marion showing west half of survey area and detail inset maps of the Kemble and Hutton greenhouses and the area of Indian Creek Mill and the city water works in the vicinity of Indian Creek
Source: Sanborn 1926

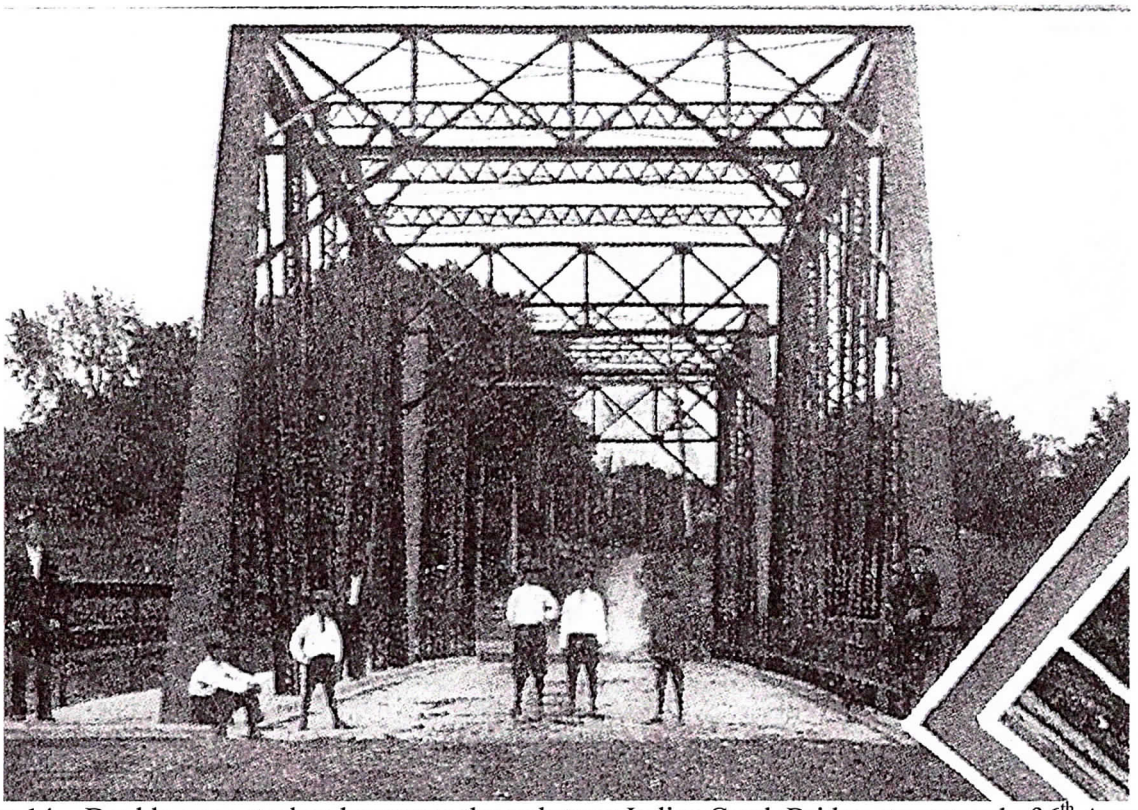


Figure 14. Double-span steel and concrete through-truss Indian Creek Bridge at west end of 6th Avenue, built by Indiana Bridge Co. in 1908 (not extant). (Carried wagons and early automobiles and adjoined the street railway bridge over Indian Creek.) Source: Patterson c.1915



Figure 15. Cedar Rapids and Marion Electric Railway streetcars stopped at the 6th Avenue and 12th Street station in Marion, looking southeast. Source: Patterson c.1915

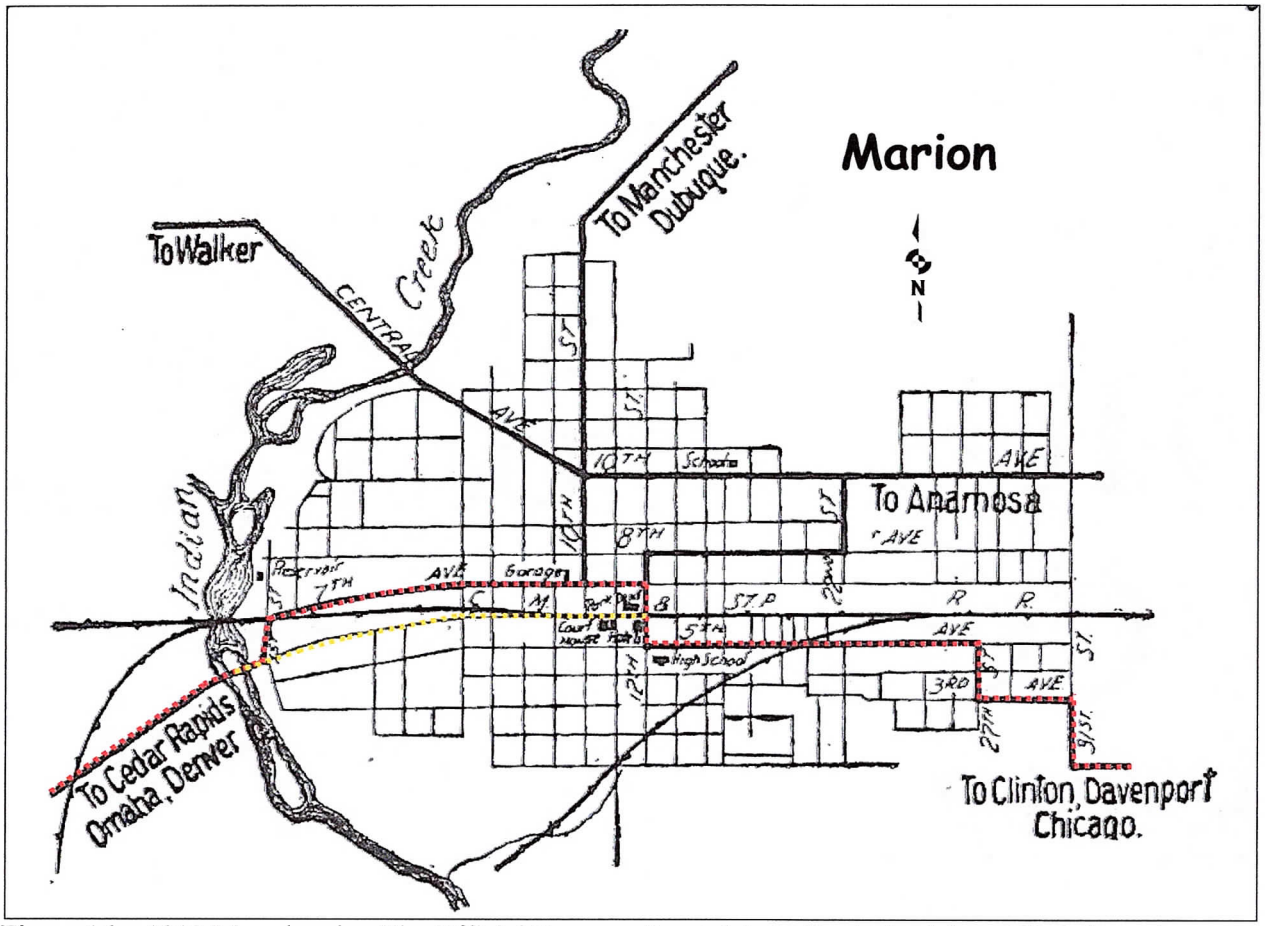
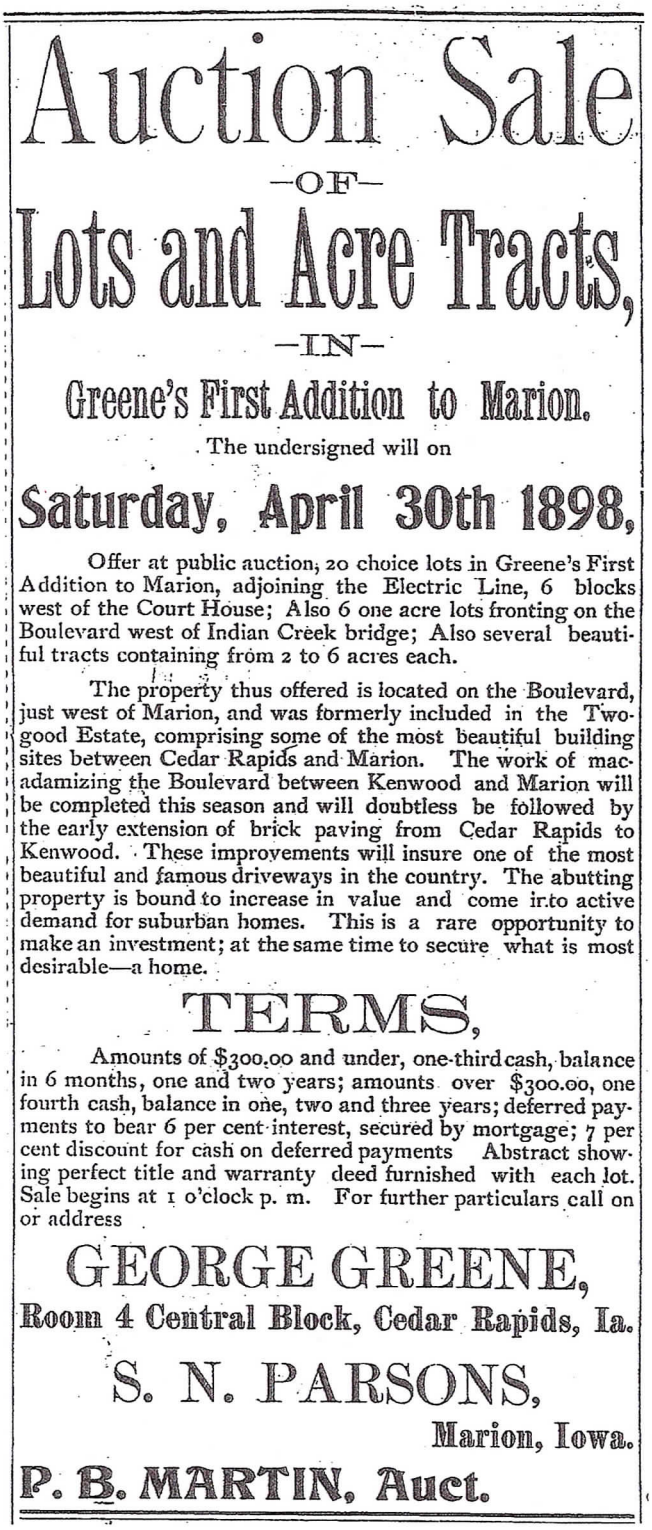


Figure 16. 1912 Map showing The Official Transcontinental Auto Route (*red dotted line*) through Marion. (Most of 6th Avenue (*yellow dotted line*) was bypassed by this route. At the city limits, however, the auto route turned on 1st Street and followed 6th Avenue across the Indian Creek bridge to the Boulevard). Source: Huebinger 1912



Auction Sale

—OF—

Lots and Acre Tracts,

—IN—

Greene's First Addition to Marion.

The undersigned will on

Saturday, April 30th 1898,

Offer at public auction, 20 choice lots in Greene's First Addition to Marion, adjoining the Electric Line, 6 blocks west of the Court House; Also 6 one acre lots fronting on the Boulevard west of Indian Creek bridge; Also several beautiful tracts containing from 2 to 6 acres each.

The property thus offered is located on the Boulevard, just west of Marion, and was formerly included in the Twogood Estate, comprising some of the most beautiful building sites between Cedar Rapids and Marion. The work of macadamizing the Boulevard between Kenwood and Marion will be completed this season and will doubtless be followed by the early extension of brick paving from Cedar Rapids to Kenwood. These improvements will insure one of the most beautiful and famous driveways in the country. The abutting property is bound to increase in value and come into active demand for suburban homes. This is a rare opportunity to make an investment; at the same time to secure what is most desirable—a home.

TERMS,

Amounts of $300.00 and under, one-third cash, balance in 6 months, one and two years; amounts over $300.00, one fourth cash, balance in one, two and three years; deferred payments to bear 6 per cent interest, secured by mortgage; 7 per cent discount for cash on deferred payments Abstract showing perfect title and warranty deed furnished with each lot. Sale begins at 1 o'clock p. m. For further particulars call on or address

GEORGE GREENE,

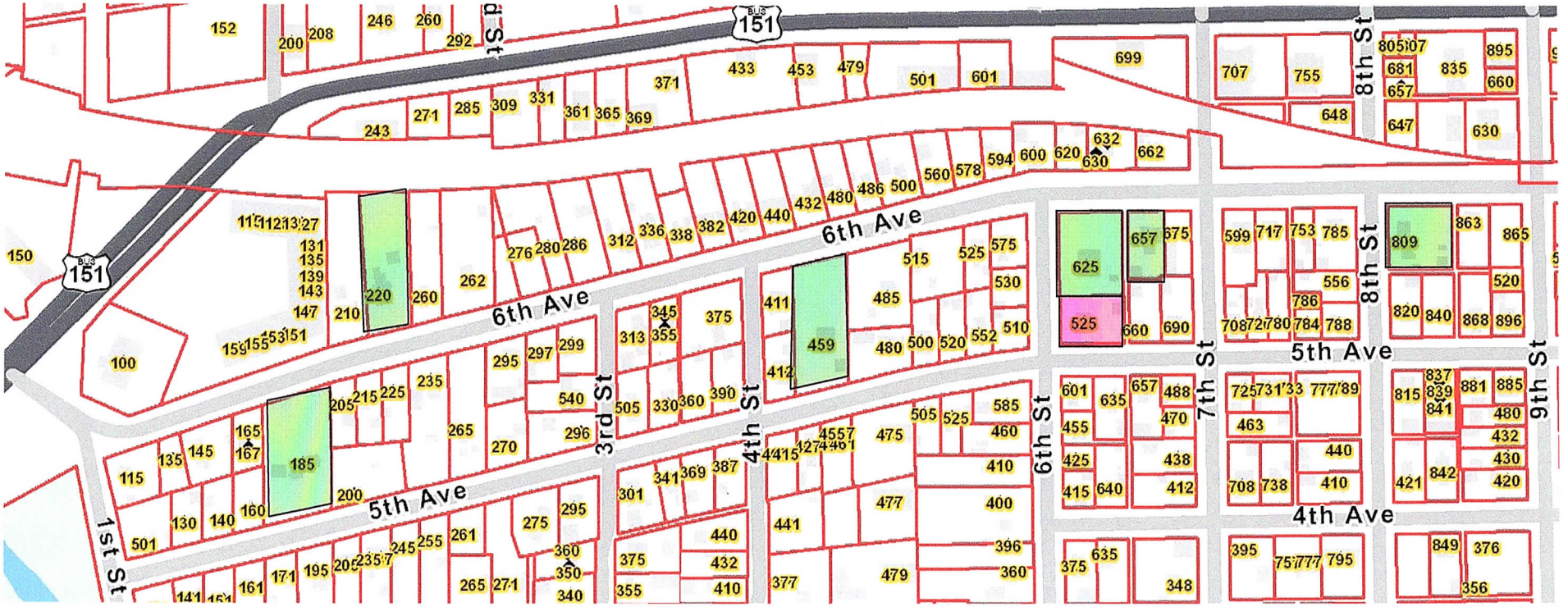
Room 4 Central Block, Cedar Rapids, Ia.

S. N. PARSONS,

Marion, Iowa.

P. B. MARTIN, Auct.

Figure 17. Advertisement for lot sales in Greene's First Addition in 1898. [This addition was located partly on "Twogood's Hill" on the Boulevard, east of the Indian Creek bridge. In this advertisement, former Marion resident and Cedar Rapids developer George Greene touted the addition's proximity to the newly macadamized Boulevard as well as to the interurban electric trolley line.) Source: *Marion Register*, April 13, 1898



= Individually eligible properties eligible under potential Original Town Plat MPDF and/or potential 6th Avenue Corridor MPDF, or simply as stand-alone nominations

= Additional property that may be eligible under potential Original Town Plat MDPF **within current survey area**

Figure 18. GIS Map showing results of current survey and evaluation of the 6th Avenue district survey area
Source for base map: Linn County GIS accessed at http://gis.linncounty.org/, March 2010

APPENDIX A:

Table 1. Description and Evaluation of Properties Inventoried in Current Survey Area

Table 1. Description and Evaluation of Properties Inventoried in Current Survey Area

Address	Inventory Number	Building Type or Style	Year Built	DESCRIPTION	EVALUATION/ HISTORY
662 6th Avenue	57-09930	Bungalow/Craftsman	1910 (A)	1-story frame bungalow has a brick foundation, exterior walls clad in what appears to be metal siding, and a side-gabled roof with a Craftsman-influenced shed dormer. Recent addition being made to east side. Detached garage was built in 1940 (A).	not individually eligible; could be considered contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area
630-632½ 6th Avenue	57-09931	Greek Revival	c.1857 (Abstract summary) 1880 (A)	2-story gable-front-and-wing house displays features of the Greek Revival style. Exterior walls painted/stuccoed brick (although assessor record says it is a frame building). Prominent front gable has a symmetrical three-rank façade with the front door at the east endwall. Front door and windows have been reduced and replaced with modern door and windows. The elegant molded cornice with cornice returns, an important Greek Revival feature, is intact. The side-gabled wing, if original to the house, looks greatly altered. The house was subdivided into three apartments in the 20th century and remains so today. A detached garage built was built around 1900, with another detached garage added in 1983.	not individually eligible in current state; potential historical significance; could be considered contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area. Thomas and Sarah McKean House or more likely: Joseph and Eliza Greene House; Greene House was depicted on 1860 Map border & 1868 bird's eye illustration
620 6th Avenue	57-09932	Ranch	1961 (A)	1-story frame house with concrete foundation, exterior walls clad in metal siding, and a low-pitched hip roof with overhanging eaves. Façade features a typical Ranch-style tri-part picture window. Detached garage built in 1961 (A).	not individually eligible, less than 50 years of age; would be non-contributing to a district based on the Original Town Plat if future surveys identify such a district in this area
600 6th Avenue	57-09933	Tudor Revival cottage; also Bungalow/Craftsman influence	1910 (A)	1½-story asymmetrical frame house with a clay tile block foundation veneered with brick above ground and exterior walls clad in steel siding. A hip-roofed sunroom bumps out from the façade of the house. The steeply-pitched roofline, the brick chimney offset on the west side of the house, and the round-arch entry porch hood reflect influence from the Tudor Revival style of architecture, while the multi-pane windows, shed dormer, and wide eave overhangs show influence from the Bungalow/Craftsman style of architecture. A detached garage was added in 1983 (A).	not individually eligible but warrants some further research into potential significance; not located within any identified historic district

Address	Inventory Number	Building Type or Style	Year Built	DESCRIPTION	EVALUATION/ HISTORY
594 6th Avenue	57-09934	Front-gabled cottage/Queen Anne influenced	1890 (A)	2-story frame house with stone foundation, exterior walls clad in narrow-width wood siding, and a front-gabled roof. Full-width front porch has Queen Anne spindle posts but deck is a modern concrete pad; front door and windows have flat molded crowns. Attached garage is addition.	not individually eligible and not located within any identified historic district
578 6th Avenue	57-09935	Ranch	1948 (A)	1-story Ranch with concrete foundation, exterior walls with modern metal siding. Displays typical Ranch features such as asymmetry and a low-pitched side-gabled roof. Modifications have included siding and window replacements and conversion of a former attached garage into living space.	not individually eligible and not located within any identified historic district
552/60 6th Avenue	57-09936	Side-gabled house with Prairie/Craftsman influence	1923 (A)	2-story frame house has brick-veneered foundation and exterior walls clad in asbestos shingle siding. The side-gabled roof has a shed dormer that breaks slightly above the front eave, but the windows are below on the main body of the second level of the house. The full-width front porch has been enclosed, although it may have been enclosed originally. Modifications have included the application of the replacement siding and replacement windows. A detached garage was built in 2006.	not individually eligible and not located within any identified historic district
500 6th Avenue	57-09937	Bungalow/Craftsman	1922 (A)	1½-story house has rusticated concrete block foundation, exterior walls clad in narrow-reveal vinyl siding, and a broad side-gabled roof covered with asphalt shingles and having a front-gabled dormer on front roof slope. Bungalow/Craftsman stylistic details include the wide eave overhang and exposed rafter ends and the half-height square posts on tapered piers on the enclosed front porch. The windows appear to be replacements. A detached garage was added to the property in 1998 (A).	not individually eligible and not located within any identified historic district
486 6th Avenue	57-09938	Bungalow/Craftsman	1922 (A)	1½-story house has a rusticated concrete block foundation, exterior walls clad in wood siding, and a front-gabled roof with exaggerated flared eave overhang. Shingle siding in the front gable ends and upper story on the sides. The full-width front porch features front-gable roof, full-height tapered columns, and a distinctive cut board railing. May have some window replacements. A detached garage was added c.1930 (A).	good integrity but not individually eligible
480 6th Avenue	57-09939	Bungalow/Craftsman	1910s-20s (O) 1890 (A)	1½-story house has a masonry foundation, exterior walls clad in vinyl siding, and a broad side-gabled roof with a shed dormer on the front roof slope. The front porch is a modern enclosure, with the front door and windows all modern replacements, with some even modifying the	not individually eligible and not located within any identified district

Address	Inventory Number	Building Type or Style	Year Built	DESCRIPTION	EVALUATION/ HISTORY
				original window openings. Bungalow/Craftsman stylistic influence evidenced in wide eave overhang and shed roof dormer. A detached garage was added in 2004.	
440 6th Avenue	57-09940	Gable-front-and-wing	1890 (A)	1-story gable-front-and-wing house has masonry foundation and exterior walls clad in wood and asbestos shingle siding on the main body of house but with the façade now largely covered by a later shed-roofed, stained wood-sided addition that presents a modern look to the house. Exterior brick chimney was added to the side. Other modifications include reduced and replaced windows. A later garage is attached to rear of house.	not individually eligible and not located within any identified historic district
432 6th Avenue	57-09941	Gable-front-and-wing/Italianate influence	c.1857-70s (Abstract summary and census data) 1890 (A)	2-story house with rusticated masonry block foundation, exterior walls clad in vinyl siding, and has a gable-front-and-wing configuration with wide eave overhang. Bay window on front gable end has Italianate-style brackets. Craftsman-style front porch, with piers and tapered columns, is enclosed. Tall narrow 1/1 double-hung windows; may have some remnant 2/2 windows. Detached garage added in 1946 (A).	may not possess sufficient architectural significance for individual eligibility, but warrants further research into construction history before a final determination of ineligibility is made; of particular interest is whether it can be documented that the house was built in the late 1850s. It is not located within any identified historic district.
420 6th Avenue	57-09942	Gable-front-and-wing	1900 (A)	1-story gabled cottage with masonry foundation and exterior walls clad in wood siding. The nearly full-width Craftsman-style porch with extended front gable is enclosed and likely a later addition to the façade. An inset porch on side has wrought iron replacement posts. A gabled ell section is located toward the rear of house. Attached garage was later addition.	not individually eligible and not located within any identified historic district
382 6th Avenue	57-09943	Gable-front-and-wing	1900 (A)	2-story house with stone foundation, exterior walls clad in vinyl siding, and has a gable-front-and-wing configuration. Both gables are somewhat steeply pitched, with paired tall windows beneath each. Windows appear to be modern 1/1 replacements. An angled, 1-story bay window is located on gabled side of the wing. House may be older than Assessor date. Enclosed front porch is modern addition or extensive remodeling. Detached garage was built 1972 (A).	not individually eligible and not located within any identified historic district
338 6th Avenue	57-09944	Ranch	1956 (A)	1-story Ranch-style house has a tile block foundation, exterior walls clad in wood siding, and a low-pitched pyramidal hip roof with overhanging eaves. A small central entry porch has a half-hip roof supported by simple	not individually eligible and is not located within any identified historic district

Address	Inventory Number	Building Type or Style	Year Built	DESCRIPTION	EVALUATION/ HISTORY
				posts. Detached garage was built 1956 (A).	
336 6th Avenue	57-09945	Cross gabled (Queen Anne Cottage originally); remodeled following fire to have a more Bungalow/Craftsman style	c.1893 (O) 1900 (A)	1-story house with a masonry foundation, exterior walls clad in recently applied vinyl siding, and a front-gabled roof. Massive, stylish Craftsman screened-in, wrap-around front porch, with brick piers and tapered columns was added after house was remodeled following fire in second floor, which also resulted in a reduced roofline from the original look. Detached garage was built 2008 (A).	not individually eligible, but may have historical significance Tom Cunningham House
312 6th Avenue	57-09946	Gable-front-and-wing	1900 (A)	1-story gable-front-and-wing house with masonry foundation and exterior walls clad in vinyl siding. Paired windows are located on each gable end. Front porch is enclosed, and shed roof addition is located in rear. Detached garage was built 1945 (A).	not individually eligible and not located within an identified historic district
286 6th Avenue	57-09947	Foursquare with Colonial Revival detail	1890 (A)	2-story frame house with concrete block and stone foundation, exterior walls clad in asbestos siding, and a hip roof with wide eave overhang. Symmetrical façade has small central front entry porch with pedimented overhang that is a later addition. One-story wing on east side has half-hip roof. Detached garage was built 1930 (A).	not individually eligible and not located within an identified historic district
280 6th Avenue	57-09948	Hipped cottage	1890s-early 1900s (O) 1920 (A)	1-story frame cottage with masonry foundation, exterior walls clad in vinyl siding, and a truncated hip roof with central brick chimney. Small central entry porch has pedimented overhang, flanked by a shuttered double-hung sash window on the west side and a replacement picture window with metal awning on the east. Small addition on east side. Carport added in 1967. Detached garage c.1935.	not individually eligible and not located within an identified historic district
276 6th Avenue	57-09949	Cape Cod cottage	1940 (A)	1-story frame house with concrete foundation, exterior walls clad in wood siding, and a side-gabled roof. Side gabled roofline and symmetrical façade reflects a simplified Cape Cod Cottage house type. Façade has a central front door flanked by two 1-over-1 double-hung sash windows.	not individually eligible and not located within an identified historic district
262 6th Avenue	57-09950	Bungalow/Craftsman	c.1913 (Abstract summary) 1900 (A)	1½-story frame house with rusticated concrete block foundation, exterior walls clad in dark red siding (unknown material but probably not original), and a side-gabled roof with a central gabled dormer. Multi-paned central front door (no porch) is flanked by two wide multi-paned sidelights. On each side of the door is one triple (or ribbon) window comprised of three 9/1 double-hung sash windows. The dormer features two side-by-side 9-light windows. Detached garage was built 1950 (A).	not individually eligible and not located within an identified historic district George and Lettesia Kaiser House

Address	Inventory Number	Building Type or Style	Year Built	DESCRIPTION	EVALUATION/ HISTORY
260 6th Avenue	57-09951	Ranch	1954 (A)	1-story frame house with concrete foundation, exterior walls clad in slate shingles, and a side-gabled roof with overhanging eaves. Façade features 3-part picture window. Remaining windows are small-sized, rectangular, single-pane open-out windows set in upper portion of wall area. Shed-roofed front porch overhang is supported by wrought iron posts. Overall stylistic influence is the Ranch style.	not individually eligible and not located within an identified historic district
220 6th Avenue	57-09952	Italianate with Classical Revival porch	1883 (Abstract summary) 1880 (A)	2-story asymmetrical frame house with stone foundation, exterior wood siding, and massive truncated hip roof. Italianate details include a 2-story bay window on the east side, decorative brackets beneath eave overhang, decorative frieze, pilasters, and molded window crowns. One-story wrap-around porch with 3/4-height posts on masonry piers is an early 20th c. Classical Revival-style remodel or replacement of original porch. Detached garage was built 1997 (A).	Individually Eligible Robert M. Jackson House Property also has potential archaeological significance as former brewery (burned 1873)
210 6th Avenue	57-09953	Ranch	1960 (A)	1-story frame Ranch-style house with a concrete foundation, exterior walls clad in slate shingle siding, and a low-pitched hip roof with eave overhang. Façade features 3-part picture window. Detached garage built 1960 (A).	not individually eligible and not located within an identified historic district
115-159 Marion Blvd.	57-09954	Commercial strip mall	1979 (A)	Modern commercial building: retail center (Indian Creek Mall)	not eligible, modern infill
100 6th Avenue	57-09955	Commercial restaurant	1979 (A)	Modern commercial building: drive-up fast-food restaurant (McDonald's)	not eligible, modern infill
865 6th Avenue	57-09956	Gothic Revival	c.1870s or before 1900 (A)	1½-story steeply-pitched, side-gabled brick house features paired steeply-pitched gabled wall dormers and central ridgeline chimney. Steep pitch of the roof and dormers evokes influence from the Gothic Revival style of architecture but is a vernacular side-gabled cottage otherwise. Exterior brick has been painted white, with vertical board siding (also painted white) applied over the wall area of the front dormers. Each gable contains a single 1/1 double-hung sash window. Later additions include: a one-story enclosed Craftsman-type enclosed front porch addition and a large two-story gabled roof addition to the rear that includes an attached garage.	not individually eligible due to extensive alterations, but may have some historical significance; could be contributing to a district based on the Original Town Plat if future studies define a district to include this location
863 6th Avenue	57-09957	Gable-front-and-wing	1880 (A)	1½-story frame house has a masonry foundation (appears to be quarry face stone blocks), exterior walls clad in vinyl siding, and a gable-front-and-wing configuration. Simple front porch with wooden supports is modern remodeling/replacement. A paired window on front-gable has two tall narrow 1/1 double-hung sashes set in a slightly	not individually eligible but could contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area

Address	Inventory Number	Building Type or Style	Year Built	DESCRIPTION	EVALUATION/ HISTORY
				projecting cantilevered rectangular bay window with hood and bracketed sill. Detached garage was built c.1900 according to Assessor but is likely more recent in age.	
809 6th Avenue	57-09958	Greek Revival with some Italianate influence	c.1856 (Abstract summary) 1890 (A)	Two-story brick house has a front-gabled orientation consistent with the Greek Revival style. It has a stone and brick foundation and a moderately pitched front-gabled roof. Decorative wooden brackets located beneath the eaves are attached with square nails and, if not original, are certainly historic in age. Double-wide front door at east end wall is beneath a canopy overhang supported by massive scrolled console brackets showing some Italianate influence. The three-rank façade and pedimented window crowns recall details of Greek Revival front-gabled houses. The hip-roof rear wing (likely built at the same time) has at least one 4/4 double-hung sash window and several Greek Revival-style attic story windows beneath the eaves. Sometime during the first half of the 20th century, the house was subdivided into apartments and remains so today. A porch was also removed from the side of the house. Detached garage built in 1930, with Assessor record indicating an older "barn" with a loft on the property built c.1880. According to the current owner, this barn is the historic carriage house for the property and would certainly be contributing to the property.	Individually Eligible; would also be contributing to a potential Original Town Plat historic district if one is defined to include this location in the future and/or under potential multiple property nominations based on the 6th Avenue Corridor and/or the Original Town Plat Amory and Louisa Keyes House
785 6th Avenue	57-09959	Gable-front-and-wing with Gothic Revival influence	1860 (A)	1½-story brick house, with a stone foundation, and exterior brick walls covered in stucco and painted. A small triangular window is located at the front gable peak and what appear to be three attic story windows are located beneath the east side eaves as well as the steep pitch of front gable roof show some influence from the Gothic Revival style. The first story windows appear to have been reduced and replaced in the early 20th century. A one-story addition is located on the west side. A full-width Craftsman-type front porch is an early 20th c. remodeling or replacement. Detached garage was built 1976 (A).	not individually eligible but would contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area
753 6th Avenue	57-09960	Hipped cottage	1890 (A)	Small, 1-story frame cottage with a stone foundation, wood-sided exterior walls, and a truncated hip roof that flares out to the slightly overhanging eaves. Three-rank symmetrical façade has a central front door with a modern metal canopy is flanked by two tall narrow 1/1 double-hung sash windows with flat molded crowns. Two half-hip roof additions line up behind the main house.	not individually eligible but would be contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area

Address	Inventory Number	Building Type or Style	Year Built	DESCRIPTION	EVALUATION/ HISTORY
717 6th Avenue	57-09961	Gable-front-and-wing	c.1875 (Abstract summary) 1850 (A)	1½-story gable-front-and-wing house with a masonry block foundation, exterior walls clad in vinyl siding. Front gable is somewhat steeply pitched. Windows appear to be replacements. A one-story shed roof porch is positioned in the ell, covering the full-width of the wing. The porch is supported by a single turned spindle post at the corner and a simple but decorative open railing. Detached garage was built 1940.	not individually eligible Samuel & Emily C. Smoyer House
599 7th Street	57-09962	Apartment building	1971 (A)	Modern apartment building.	not eligible; modern infill
675 6th Avenue	57-09963	Apartment building	1978 (A)	Modern apartment building. Garage was built c.1900.	not eligible; modern infill
657 6th Avenue	57-09964	Gable-front-and-wing/Italianate influence	1870s-80s (Abstract summary) 1865 (A)	This 2-story gable-front-and-wing house has a stone foundation and exterior walls clad in narrow reveal vinyl siding. Italianate-influenced features include: tall, narrow windows with multi-paned double-hung sashes (2/2, 4/4, and 6/6) and one-story shed roof porch with chamfered posts and cut trim spandrels. No brackets under eave overhang; not known if had brackets originally.	Potentially individually eligible; historical significance Anna Stone White House or Dean and Lucy Cheadle House
625 6th Avenue	57-09965	Italianate/gable-front-and-wing	c.1866 (Abstract summary) 1900 (A)	2-story gable-front-and-wing Italianate style house has wood siding. Front gable has bay window on first floor and triple window with flat decorative crown mold on second floor. Wing has enclosed front porch that is an early 20th c. Craftsman-type remodel or replacement. Open entryway in porch is flanked by pilasters and leads to front door in ell. Open eaves have paired decorative scroll cut brackets beneath. Exterior brick chimney is located on gabled end of wing. Windows include 1/1, 2/2, and 6/6 windows, some of which are replacements.	Individually Eligible, architectural and historical significance Col. I.M. Preston House
575 6th Avenue	57-09966	Minimal Traditional	1942 (A)	1-story house has a concrete block foundation faced with brick, exterior walls clad with vinyl "drop" siding, and a side- gabled roof with two front gables positioned off-center. Eaves are close. Windows are 1/1 double-hung sash and flanked by modern metal or vinyl shutters. Front door is located at the center of projecting salt-box gabled vestibule. Front entry is small: brick steps, landing, low wrought iron railings. Attached garage was built 1942.	not individually eligible and not within an identified historic district William E. and Alma L. House
525 6th Avenue	57-09967	Bungalow/Craftsman	c.1927 (Abstract summary) 1925 (A)	2-story Bungalow/Craftsman with a masonry foundation, exterior walls clad with stucco and brick veneer (one half-story high across lower façade), and a side-gabled jerkinhead or clipped gable roof with a prominent front-facing shed dormer. Dormer has two side-by-side ribbon	not individually eligible and not located within an identified historic district Martha V. and Harry L. Mellish House

Address	Inventory Number	Building Type or Style	Year Built	DESCRIPTION	EVALUATION/ HISTORY
				windows and wide eaves with triangular knee braces beneath. Integrated, partial width front porch is on east side of façade. Porch is supported by two tapered columns of brick with concrete caps. The porch has been screened-in. On the west side, a ribbon window matching those on dormer balances the façade. An exterior brick chimney stack is located on the west gabled side. Windows appear to be replacements. A detached garage matching the style of the house was added c.1935 (A).	
515 6th Avenue	57-09968	Craftsman cross-gabled	c.1927 (Abstract summary) 1914 (A)	2-story Craftsman house has a clay tile block foundation faced with brick veneer above ground, horizontal wood(?) siding, and a cross-gabled roof. Enclosed front porch is raised and full-width with a half-hip roof supported by three tapered columns. Between each column in front are two ribbon windows composed of three fixed multi-paned windows. On each side of the porch is one multi-paned ribbon window. All other windows have molded crowns. First floor west side windows appear to be multi-paned double-hung sash. Second floor windows are 1/1 double-hung sash. Exterior brick chimney is located on the west side. Detached garage built c.1965 according to the Assessor, although extant garage looks older and matches the Craftsman style of house.	not individually eligible and not located within an identified historic district
485 6th Avenue	57-09969	Side-gabled cottage with Craftsman influence	1910s-20s (O) 1880 (A)	1½-story house set back from 6th Avenue has a masonry foundation, exterior walls clad in vinyl siding, and a broad low-pitched side-gabled roof with wide eave overhang and knee bracket brackets underneath. A small integrated porch is located on the east corner of the façade. Also on the façade is a newer ribbon window, flanked by modern green shutters. West side windows appear to be older, but are also flanked by green wooden shutters. Two small gabled and shed roof additions are located on the west side. Above the west façade corner is an interior brick chimney stack. Detached garage was built c.1950.	not individually eligible and not located within an identified historic district Griffith House
459 6th Avenue	57-09970	Greek Revival	1850s (based on Hull's Sutzin biography) 1860 (A)	1-story Greek Revival side-gabled house is set well back from 6th Avenue, indicating a larger surrounding property when first built. It has a brick foundation, exterior walls of pinkish brick (sandblasted?), and a side-gabled roof. In the rear is an original gabled addition, giving the entire house a T-shape. The five-ranked façade displays the rigid symmetry of the Greek Revival style, as well as other features, including a cornice band, full-height pedimented	Individually Eligible, historical significance Henry and Elizabeth Sutzin House

Address	Inventory Number	Building Type or Style	Year Built	DESCRIPTION	EVALUATION/ HISTORY
				front porch supported by two replacement posts (although the shadow outline of the older posts is visible on the wall flanking the front door); two tall 1/1 double-hung sash replacement windows on each side of the porch; and a formal front door with enframement, side lights, and full transom. A detached garage was built 1998.	
411 6th Avenue	57-09971	Bungalow/Craftsman	1913 (A)	1½-story Craftsman house located on corner of 6th Avenue and 4th Street. It has a rock-faced concrete block foundation, exterior walls clad in horizontal wood siding painted white, decorative shingle siding in gable ends, and a broad, low-pitched side gable roof that has been recently covered with a blue standing-seam metal roof. A prominent front-facing shed dormer has four side-by-side, 6/1 double-hung sash windows and shingle siding on walls. The full-width integrated front porch is raised and somewhat deep. It is supported by four full-height square columns with a low open railing between. Beneath the porch is a central front door, flanked by two ribbon windows, each composed of three 6/1 double-hung sash windows. Detached garage was built 1997 (A).	Potentially individually eligible; warrants further research into history and construction
375 6th Avenue (*aka 357 6th Ave*)	57-09972	Cross-gabled cottage/Cape Cod, Craftsman influence	1943 (A)	1 ½ -story cross-gabled house faces 4th Street but also has a 6th Avenue address. It has a masonry block foundation, wood-sided(?) exterior walls painted blue with white trim, and a cross-gabled roof with an interior brick chimney stack at the central ridgeline. Windows are paired or single 8/1 double-hung sash. A centered, 8-light front door has a flat slight wooden overhang.	not individually eligible and not located within an identified historic district Rathbun House
345-355 6th Avenue	57-09973	Split-foyer duplex	1968 (A)	Split-foyer frame duplex has a concrete foundation, wood sided exterior walls (with brick veneer on the raised first level), and a hip roof. A large wooden deck with ramp is located on the east side. House is a two-family duplex.	not eligible, modern infill
313 6th Avenue	57-09974	Side-gabled (Hall-and-Parlor)	1860 (A)	1½-story hall-and-parlor house with a masonry foundation, exterior walls clad in vinyl siding, and a side-gabled roof. Full-width, one-story front porch has a shed roof and is an early 20th century remodel or replacement. Four 3/4-height classical columns on pedestals and an open railing are Classical Revival features. The centered front door is flanked by two tall 1/1 double-hung sash windows. Two of the same windows are centered on each gabled side, one on each level. There are three additions at the rear of the house: a small half-hip roof addition on the southeast corner and two gabled additions set perpendicular to the	not individually eligible and not located within an identified historic district G. Henry and Lottie White House

Address	Inventory Number	Building Type or Style	Year Built	DESCRIPTION	EVALUATION/ HISTORY
				house and each other. Detached garage was built 1974 (A).	
299 6th Avenue	57-09975	Ranch	1952 (O) 1957 (A)	1-story Ranch-style house has a concrete foundation, exterior walls clad in pale yellow vinyl siding, and a low-pitched side-gabled roof. Eaves only slightly overhang, but façade features typical Ranch-style asymmetry and tri-part picture window. Brick chimney offset on east gable end.	not individually eligible and not located within an identified historic district. Henry L. and Martha V. Mellish (second home in survey area; see 525 6th Ave.)
297 6th Avenue	57-09976	Ranch	1952 (A)	1-story Ranch-style house has a concrete foundation, exterior walls clad in blue vinyl siding, and a low-pitched side-gabled roof. Widely overhanging eave in front creates a shallow full-width integrated porch supported at corners by slender modern wood posts. Stone chimney stack is located on west gabled side. Detached garage was built 1999 (A).	not individually eligible and not located within an identified historic district
295 6th Avenue	57-09977	Gabled double pile/Colonial Revival influence	c.1909 (Abstract summary) 1880 (A)	2-story house with masonry foundation, vinyl-sided exterior walls, and a side-gabled roof with a prominent projecting center gabled wall dormer with cornice returns and flared eave overhang. Full-width, one-story front porch with a flat roof has been enclosed All windows appear to be replacements. A detached garage was built c.1930 (A).	not individually eligible and not located within an identified historic district Leslie M. and Elizabeth Snyder House
265 6th Avenue	57-09978	Bungalow/Craftsman	c.1919-21 (Abstract summary) 1900 (A)	One-story bungalow is set well back from 6th Avenue. It has a masonry foundation, exterior walls clad in very narrow reveal lapped wood siding, and a low-pitched side-gabled roof. Open front porch has brick piers surmounted by paired half-height columns and a round-arched entry beneath a front-gabled projecting roof. A detached garage was added c.1925 according to the Assessor. A concrete address post is an interesting detail in the front yard.	not individually eligible and not located within an identified historic district John and Effie Reimers House
235 6th Avenue	57-09979	Queen Anne/Colonial Revival	c.1900-10s (O) 1918 (A)	2-story house with a masonry foundation, exterior walls clad in vinyl siding, and a front-gabled roof with a cross-gabled second story overhanging bay on the east side and a second bay window on the west side. On the west side is a small gabled dormer. A full-width, one-story porch has been enclosed. In the rear of the house is a one story addition. Windows are modern replacements. Front porch has been completely modernized. May have had Queen Anne and/or Colonial Revival decorative details originally.	not individually eligible and not located within an identified historic district George and Olga Hutton House
225 6th Avenue	57-09980	Ranch	1951 (A)	1-story Ranch-style house has a smooth concrete block foundation, wood-sided(?) exterior, and a low-pitch hip roof with wide overhanging closed eaves. Façade features typical Ranch-style asymmetry and tri-part picture window. Detached garage was built 1954 (A).	not eligible and not located within an identified historic district; part of Hutton property subdivided after nursery business closed

Address	Inventory Number	Building Type or Style	Year Built	DESCRIPTION	EVALUATION/ HISTORY
215 6th Avenue	57-09981	Ranch	c.1950 (O) 1945 (A)	1-story Ranch-style house has smooth concrete foundation, white vinyl-sided exterior walls, and a low-pitched side-gabled roof. Front eave partially overhangs façade, including front door and tri-part picture window. Detached garage was built 1958 (A).	not eligible and not located within an identified historic district; part of Hutton property subdivided after nursery business closed
205 6th Avenue	57-09982	Ranch	1956 (A)	1-story Ranch-style house has concrete foundation, exterior walls clad in blue siding (material unknown), and a low-pitched pyramidal hip roof with overhanging closed eaves. Windows include fixed picture windows and open-out hopper type windows. A one-story addition and attached garage were built along with house in 1956 (A).	not eligible and not located within an identified historic district; part of Hutton property subdivided after nursery business closed
185 6th Avenue	57-04802	Italianate	c.1872 (Abstract summary) 1888 (A)	This L-shaped Italianate brick house is two stories with a stone foundation and a cross-hipped roof and is set well back from the street. A two-story bay window is located on the east side, and a one-story brick addition with a wide bay window across the front and a half-hip roof is on the west side. A partial width, one-story front porch is across the wing and has an open railing and turned posts with spandrels and other trim (probably not original). Façade windows are tall and narrow with 2/2 double-hung sashes, and pedimented crowns. All façade windows (except the first floor windows of the wing and the bay window of the addition) are flanked by white shutters.	Individually Eligible Marietta Rollins Glass House; also historically associated with Louisa and John Dutton
165/167 6th Avenue	57-09983	Ranch duplex	1953 (A)	1-story Ranch-style duplex has a concrete foundation, wood(?) siding, and a low-pitched pyramidal hip roof with slightly overhanging closed eaves.	not eligible and not located within an identified historic district
145 6th Avenue	57-09984	Craftsman cottage	c.1923 (Abstract summary) 1935 (A)	1-story house with a tile block and brick foundation, wood-sided exterior walls, and a low-pitched side-gabled roof. A central dormer with no visible windows surmounts a small central front porch with square wooden posts. On each side of the front door is a ribbon comprised of three 4-over-4 double-hung sash windows. Exterior brick chimney is located on the east side. An addition is located in the rear. Detached garage was built 1950 (A).	good integrity, but not individually eligible and not located within an identified historic district
135 6th Avenue (aka 125 6th Avenue)	57-09985	Tudor Revival cottage	c. 1942 (O) 1940 (A)	1½-story Tudor Revival cottage has a concrete foundation, exterior walls clad in vinyl siding, and a side-gabled roof. Tudor Revival features include a single, dominant, asymmetrical front gable that contains the front door and entry vestibule with a multi-light window; 8/8 double-hung sashes on the east façade and at each side gable peak; a smaller gable located on the east gabled end; and a large exterior stone chimney is located on west gabled side.	not individually eligible and not located within an identified historic district Roland and Alma Henderson House

Address	Inventory Number	Building Type or Style	Year Built	DESCRIPTION	EVALUATION/ HISTORY
115 6th Avenue	57-09986	Craftsman cottage with Tudor Revival influence	c.1920 (A)	2-story house with brick foundation, vinyl-clad exterior walls, and side-gable roof with prominent shed dormer in front and rear, giving the house an overall Craftsman form. One-story enclosed porch on east side. Façade is symmetrical, with a central front door beneath a Tudor Revival style round-arch bracketed door hood. The front door is flanked by two 6/6 double-hung sash windows. The shed dormer contains a small square fixed 4-light window flanked by two 1/1 double-hung sashes. An exterior brick chimney is located on the west gable end. Detached garage was built 1932 (A).	not individually eligible and not located within an identified historic district
520 9th Street	57-09987	Front-gabled, Colonial Revival/Craftsman influence	1910 (A)	1½-story house has a long rectangular footprint with the short side facing 9th Street. It has a concrete block foundation, exterior walls clad in asbestos siding, and a front-gabled roof with shingled cornice returns reflecting some Colonial Revival stylistic influence. The full-width Craftsman-type front porch has a hip roof, three full-height square columns spaced unevenly, and a low railing. Porch access steps are off-center, as is the front door. Placed off-center to the other side is a somewhat wide 1/1 double-hung sash window. A single fixed window is located above the porch roof at the gable peak. Windows are likely replacements.	not individually eligible but would be considered contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area
896 5th Avenue	57-09988	Italianate	1870 (A)	2-story asymmetrical Italianate-style house has a stone foundation, exterior walls clad in vinyl siding, and a low-pitched hip roof. A wide, one-story porch with slender square posts and open railing wraps around the southeast corner of the house and is a replacement or remodeling. On the east side is a partial width, two-story projecting bay with a cross-hipped roof. Windows are tall and narrow 2/2 double-hung sash; second story windows are flanked with black shutters. A small one-story bay with the same 2/2 window is located on the west side. A one-story addition is located in the rear. Side has three-part cottage windows inserted at a later date on first level. House has been subdivided into a two-family apartment and appears to have been multiple family apartments at least by the early to mid-20th century. A detached garage was built c.1900 according to the Assessor.	not individually eligible unless found to have historical significance; would be considered contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area

Address	Inventory Number	Building Type or Style	Year Built	DESCRIPTION	EVALUATION/ HISTORY
868 5th Avenue	57-09989	Second Empire/Italianate cottage	1887 (Abstract summary) 1870 (A)	2-story Second Empire-style house has a stone foundation, exterior walls clad in wood siding, and a straight mansard roof. A low-pitched pyramidal hip roof may have been added over the original, perhaps flatter roof top. On the steep lower slope of the mansard roof are two rather steeply pitched gabled dormers with distinctive straight brackets on the façade; two more of these dormers are on the west side, and one is on the east side. A one-story, full-width raised porch is supported by two classical columns at each corner with open railing between is an early 20th c. remodel or addition to the house. Entry to the porch is on the east side at the top of the steps, marked by a half column and the east side column. Beneath the porch the first floor façade is three ranked, with the front door to the east, and two tall narrow windows in the center and to the west. A small one-story bay is located on the first floor of the west side. The rest of the windows appear to be tall 1/1 double-hung sashes.	not individually eligible; would be considered contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area Asahel and Phebe Aldrich House
840 5th Avenue	57-09990	Bungalow/Craftsman	1924 (A)	1½-story Craftsman-style house has a concrete foundation, exterior walls clad in horizontal replacement siding (material unknown), and a low-pitched side-gabled roof. A prominent shed dormer has two paired windows, each comprised of two multi-pane over single pane double-hung sash windows. One-story, partial-width front porch is enclosed and has a side-gabled roof that extends beyond the east end wall. Porch features the front door on one side and at least three paired windows (two on the façade, one on the wrap-around east side). On the west side of the house façade is another matching paired window. An exterior brick chimney located on the east gable end extends up through the wide overhanging eave.	not individually eligible but could be considered contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area
820 5th Avenue	57-09991	Queen Anne (late version; probably Free Classic variant originally)	1904 (Abstract summary) 1910 (A)	2-story late Queen Anne-style house, with a stone and brick foundation, exterior walls clad in narrow-width wood and decorative shingle siding, and a front-gabled roof with pent gabled ends. The front gable features wood-shingled detailing and a "Palladian" type of window detail. Cottage window on façade. Large shed dormer with altered windows is located on the east side and smaller gabled dormer with balcony is on the west side. On the first floor of the east side of the house is a shallow one-story cantilevered bay with a half-hip roof. A similar bay is at the rear of the house. Originally this house had a large front porch that was later removed, with a shingled shed	Potentially Individually Eligible if historically significant because loss of porch is problematic to the integrity for individual eligibility; would be considered contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area

Address	Inventory Number	Building Type or Style	Year Built	DESCRIPTION	EVALUATION/ HISTORY
				roof overhang added to the façade in its place. Detached garage was built 1997 (A).	Don W. and Lillian Rathbun House
556 8th Street	57-09992	Gabled-front-and-wing/Colonial Revival	c.1900 (O) 1870 (A)	2-story gable-front-and-wing house with a stone and brick foundation and exterior walls clad in vinyl siding. A one-story open porch is located at the southeast corner. A one-story bay is on the north side. A one-story side-gabled addition at the rear of the house. Front gable end features cornice returns. Detached garage was built 1935.	not individually eligible; but would be considered contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area
788 5th Avenue	57-09993	Gable-front-and-wing with Italianate influence	c.1870 (O) 1890 (A)	1½-story house has a stone foundation, exterior walls clad in wood siding, and a gable-front-and-wing configuration. A shed roof addition is located on the west side of the front gable. One-story bay window on the first floor of the front gable. One-story half-hip roof porch across the wing has been enclosed and is an early 20th c. remodeling or replacement. Windows all appear to be replacement 1/1 double-hung sashes. House has been subdivided into a two-family apartment.	not individually eligible; would be considered contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area
786 5th Avenue	57-09994	Side-gabled cottage	1940 (A)	1½-story house with a concrete foundation, wood-sided exterior walls, and a steeply pitched side-gabled roof. This house sits back on an alley behind 784 5th Avenue and may be a garage conversion.	not individually eligible; could be potentially contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area
784 5th Avenue	57-09995	Tudor Revival	1946 (A)	2-story house with a concrete block foundation, exterior walls clad in asbestos siding, and a side-gabled roof. Roof is steeply pitched toward the façade and moderately pitched toward the rear. Two shallow, projecting, layered front gables are on the west side of the façade and a shed dormer with two multi-paned windows is on the other side. The front door is located on the east side of the layered gables. On the gabled façade is a paired window comprised of two 6/1 double-hung sash windows. An identical paired window is located on the east side of the façade. At the gable peak is a 1/1 double-hung sash window. On the west side is an exterior brick chimney.	not individually eligible; could potentially be considered contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area
780 5th Avenue	57-09996	Hipped cottage	1900 (A)	1-story pyramidal hip-roofed cottage has a masonry foundation, exterior walls clad in vinyl siding, and a moderately-pitched pyramidal hip roof with a hipped-roof rear ell. A small gabled dormer with a blind window is centered on the façade slope. Nearly full-width front Craftsman-type porch has four square column supports. Small scroll bracket details are modern additions. Façade	not individually eligible; could be considered contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area

Address	Inventory Number	Building Type or Style	Year Built	DESCRIPTION	EVALUATION/ HISTORY
				has three-ranked fenestration, with a central front door flanked by two tall 1/1 double-hung sash windows, each with molded enframement. Detached garage was built 1930 (A).	
720 5th Avenue	57-09997	Dutch Colonial/Queen Anne cottage	c.1900 (O) 1870 (A)	1-story gambrel-roofed house has concrete block foundation, exterior walls clad in vinyl siding, and a front gambrel roof with a rear cross gable. Both gambrel and gable ends have cornice returns. Windows on façade include a large fixed cottage window with an upper Queen Anne-type stained glass panel and a tall 1/1 double-hung window. Detached garage was built 1930 (A).	not individually eligible; could be considered contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area
708 5th Avenue	57-09998	Queen Anne (Free Classic)	c.1900-10 (O) 1915 (A)	2-story house with a rusticated stone or concrete foundation, exterior walls clad in narrow-width wood siding, and a side-gabled roof with cross-gabled pent-roofed rounded bay window on the facade. A pent roof (a Queen Anne feature) encloses the main roof gable ends. A one-story partial-width front porch is enclosed and has classical column supports at each corner, typical of the Free Classic subtype. Some windows may have been covered over and the upper porch level of the front porch likely had a railing that is now gone. Some of the windows also appear to be replacements. Detached garage was built 1930 (A).	not individually eligible, but may have some historical significance and could be considered contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area
690 5th Avenue	57-09999	Gable-front-and-wing/Italianate influence	1870 (A)	2-story gable-front-and-wing house front-gabled house has rear addition. Masonry foundation and exterior walls clad in horizontal metal siding and Permastone veneer. Although altered, the house displays Italianate influence, especially in the first floor rectangular bay window with a triple window (three 1/1 double-hung sashes), decorative panels across the base, and a bracketed flat cornice. The paired window at the front gable peak is comprised of two tall, narrow 1/1 double-hung sash windows. An open porch across the wing has modern wrought iron posts and railing. Beneath the porch, the front door is close to the ell and is balanced by another tall 1/1 double-hung sash window. Detached garage built 1940 (A).	not individually eligible, but could be considered contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area
660 5th Avenue	57-10000	Bungalow/Craftsman	1910s-20s (O) 1870 (A)	1-story bungalow has a masonry foundation and a broad, low-pitched front-gabled roof. Enclosed front porch is placed off-center and displays Craftsman details, such as column-on-pier supports at the corners and a solid railing. House is clad with narrow-reveal vinyl siding. Detached garage was built 1978 (A). Could be an older house that	not individually eligible; could be considered contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area

Address	Inventory Number	Building Type or Style	Year Built	DESCRIPTION	EVALUATION/ HISTORY
				was remodeled in the Bungalow/Craftsman style in the early 20th century.	
525 6th Street	57-10001	Queen Anne with some lingering Italianate influence	1895 (Abstract summary) 1900 (A)	2-story L-shaped gabled house has a rock-faced masonry foundation and exterior walls clad in narrow-reveal vinyl siding. Façade features bay window and a small-scale rounded wrap-around porch. The porch railing features distinctive curved balusters, while the posts are round Classical columns. Windows are single or paired, flanked by shutters. Brackets at eave overhang on house and bay windows show some lingering Italianate influence. Enclosed sleeping porch on rear corner of house. Gabled rooflines flare at the eaves. Decorative shingle siding in gable ends. Detached garage was built 1940 (A).	Individually Eligible; could be contributing to a district based on the Original Town Plat, if future surveys identify such a district to include this area F.H. and Nettie Hilliard House
530 6th Street	57-10002	Bungalow/Craftsman	1925 (A)	1.5-story bungalow faces east and has a tile block/brick veneered foundation, exterior walls clad in metal siding, and a side-gabled roof. Prominent shed dormer contains ribbon window of three 6/1 double-hung sash windows. Integrated, enclosed front porch has brick piers with columned supports at each corner. An exterior brick chimney is located on north gabled side. Detached garage was built 1956 (A).	not individually eligible and not located within an identified historic district
510 6th Street	57-10003	Bungalow/Craftsman	1926 (A)	1.5-story bungalow faces east and has a brick veneered foundation, exterior walls clad in vinyl siding, and a side-gabled roof with two prominent shed dormers, one in front and one in the rear. The front dormer appears to have three double-hung sash windows. An integrated front porch is fully enclosed, with half-story brick piers at each corner. Front door is centered and has a bracketed pediment door hood. The south side door has a similar bracketed door hood. The front door is flanked by two paired 1/1 double-hung sash windows. Windows on the south side are mainly 3/1 and 6/1 double-hung sash.	not individually eligible and not located within an identified historic district
552 5th Avenue	57-10004	Minimal Traditional with Tudor influence	1941 (A)	1½-story house with a concrete foundation, exterior walls clad in metal siding, and a side-gabled with two front facing gables positioned off-center. Roof pitch is intermediate and decorative detailing is minimal. Front door is centered in the smaller front facing gable and slightly recessed beneath a small front porch with decorative metal supports and a flat metal roof. Front door is flanked by a single window on the west side and a paired window on the east. A single window is also located at the peak of larger front facing gable. Windows are all 1/1	not individually eligible and not located within an identified historic district

Address	Inventory Number	Building Type or Style	Year Built	DESCRIPTION	EVALUATION/ HISTORY
				double-hung sash. Detached garage was built 1950 (A).	
520 5th Avenue	57-10005	Minimal Traditional	1942 (A)	1½-story house with a rusticated concrete block foundation, exterior walls clad in horizontal siding (material unknown), and a side-gabled roof with a prominent front-facing gable on the west side of the façade. Roof pitch is intermediate and decorative detailing is minimal. Front door is centered within the front-facing gable and is slightly recessed. Front door is flanked by a single 8/1 double-hung sash window on the west side and a paired window comprised of two 6/1 double-hung sash. A single window is also located in the front gable peak. Detached garage was built 1979 (A).	not individually eligible and not located within an identified historic district
500 5th Avenue	57-10006	Ranch	1955 (A)	1-story Ranch-style house has a concrete foundation, exterior walls clad in wood siding, and a side-gabled roof, with the short gable end facing 5th Avenue. Eaves are overhanging on the long sides, but rake is close. Integrated front entry porch is on the southeast corner front facing gable. To the west of the porch is a ribbon window of three sliders. Another single slider window is located beneath porch roof. Interior brick chimney is wide. Detached garage was built 1996 (A).	not individually eligible and not located within an identified historic district
480 5th Avenue	57-10007	Split Level apartments	1966 (A)	Split Level condominium has a concrete foundation, exterior walls clad in composition siding, and a low-pitched side-gabled roof. Centered front entry is recessed. Modern detached garage is also side-gabled.	ineligible; modern infill
412 5th Avenue	57-10008	Side-gabled house, with Late Victorian detail	1870s-80s (O) 1920 (A)	2-story house has a stone foundation with poured concrete above ground, exterior walls clad in asbestos siding, and a side-gabled roof. Roof pitch is on the steep side. A one story side-gabled roof addition with an integrated open front porch is located on the north gabled end. One entry door is located beneath the porch, the other on the east side. A one-story bay window is located on the north side of the first floor of the main house façade. Bay contains three 1/1 double-hung sash windows. The rest of the windows appear to single 1/1 double-hung sash, with some reduced modern windows as well. House has been subdivided for two families. A detached garage was added in 1984 according to the Assessor.	not individually eligible and not located within an identified historic district
390 5th Avenue	57-10009	Bungalow/Craftsman	1918 (A)	1½-story single-family residence has a masonry foundation and exterior walls clad with faux drop vinyl siding. Broad front-gabled roof is covered with asphalt shingles and features two shed-roofed dormers on the roof slopes. In	not individually eligible; not located within any identified historic district

Address	Inventory Number	Building Type or Style	Year Built	DESCRIPTION	EVALUATION/ HISTORY
				addition to residing, other modifications have included window replacements and replacement of the front-gabled portico porch posts with metal posts. It also appears possible that the house could have originally fronted 4th Street, with the shed-roofed appendage on the east side having been the original front porch. At some point, this porch was made into interior space, with the front entry perhaps shifted to its current location off center on the south side. Detached garage was built 1970 (A).	
360 5th Avenue	57-10010	Cape Cod cottage	1944 (A)	1½-story house with a concrete foundation, exterior walls clad in siding (material unknown but may be aluminum siding), and a steeply pitched side-gabled roof. Detached garage was built 1940 (A).	not individually eligible and not located within an identified historic district
330 5th Avenue	57-10011	Bungalow/Craftsman	1916 (O) 1908 (A)	1-story house has tile block/brick-veneered foundation, exterior walls clad in wood shakes, and features clipped-gable rooflines on main house and projecting open front porch. Front porch has half-height tapered posts on brick piers and railing. Two gabled dormers are located on the east and west slopes. Rectangular bay window on side. Roof has wide eave overhang and exposed rafter ends. Detached garage built in 1948 according to Assessor; however, it matches the style of the house and was likely built around 1916 when the house was built.	good integrity but appears to be individually eligible unless some historical significance is found by further research; not located within an identified historic district
505 3rd Street	57-10012	Minimal Traditional/Cape Cod	1948 (A)	1-story house a concrete foundation, exterior walls clad in metal or vinyl siding, and a side-gabled roof. The eaves overhang the central front door and a fixed picture window. An attached garage was built c.1948 according to the Assessor. It is attached to the house by a side-gabled hyphen structure.	not individually eligible and not located within an identified historic district
540 3rd Street	57-10013	Bungalow/Craftsman	1922 (O) 1890 (A)	1-story front-gabled bungalow has rusticated concrete block foundation, exterior walls clad in wood lapped siding, and a front-gabled roof. The projecting front-gabled porch shows Craftsman details in the half-height square posts set on brick piers and decorative wood railing. The rooflines of the house and porch have some eave overhang. The windows are multi-pane over single pane Craftsman-type windows original to the house construction as is the front door. Later additions to side of house include an attached garage.	not individually eligible and not located within an identified historic district George and Alice Busby House

Address	Inventory Number	Building Type or Style	Year Built	DESCRIPTION	EVALUATION/ HISTORY
296 5th Avenue	57-10014	Gable-front-and-wing	c.1900 (O) 1913 (A)	2-story house with a rusticated masonry foundation, exterior walls clad in vinyl siding, and a gable-front-and-wing roofline. Craftsman knee-brace bracketed porch hood overhand added over front doorway replacing older porch. Brick chimney on side wall. Detached garage was built 2002 (A).	not individually eligible and not located within an identified historic district
270 5th Avenue	57-10015	Side-gabled cottage/Minimal Traditional	c.1949 (O) 1950 (A)	1-story house has a concrete foundation, exterior walls clad in metal siding, and a side-gabled roof with a prominent cross gable on the west side balanced by an open partial width front porch. Detached garage was built 1975 (A).	not individually eligible and not located within an identified historic district
200 5th Avenue	57-10016	Side-gabled cottage/Ranch	c.1949 (O) 1955 (A)	1-story house has a concrete block foundation, exterior walls clad in siding (material unknown), and a side-gabled roof. A single-stall garage is in the basement level, which is banked into the slope and partially exposed. A stone slab retaining wall lines the sunken driveway.	not individually eligible and not located within an identified historic district
160 5th Avenue	57-10017	Split Foyer House	1979 (A)	Split-foyer house has a concrete foundation faced with bricks or a concrete brick treatment, exterior walls clad in wide wood(?) siding, and a side-gabled roof.	not eligible; modern infill
140 5th Avenue	57-10018	Side-gabled cottage/Ranch	1955 (A)	1-story side-gable cottage with a concrete foundation, exterior walls clad in siding (material unknown), and a modern wood deck added to front. Detached garage was built 1956 (A).	not individually eligible and not located within an identified historic district
130 5th Avenue	57-10019	Front-gabled cottage	1955 (A)	1-story cottage with a concrete foundation, exterior walls clad in vinyl siding, and a front-gabled roof. Metal awning over front door, with large picture window insert to left. Distinctive stone chimney on west side. Detached garage was built 1998 (A).	not individually eligible and not located within an identified historic district
501 1st Street	57-10020	Bungalow/Craftsman	1935 (A)	small-scale 1-story bungalow with a concrete foundation, exterior walls clad in vinyl siding, and a clipped-gable (jerkin-head) roof with a secondary clipped-gable roof on projecting enclosed porch. Rooflines have wide eave overhang and exposed rafter ends. Windows appear to be 1/1 double-hungs that are likely replacements of the original Craftsman-type windows. Detached garage was built 1960 (A).	not individually eligible and not located within an identified historic district

APPENDIX B:

HADB FORM

Historical Architectural Data Base

Data Entry Form for Studies and Reports

Doc. No.: 57-100

Source of Study: ☒ Certified Local Government Project ☐ Section 106 Review & Compliance Project
☐ Historical Resource Development Program Project ☐ Other

Project Reference #: _____

Authors/Editor/Compiler/Originator:
Rogers, Leah D., Jennifer Price, and Judith Hull

Author Role: ☒ Consultant ☐ Private Researcher/Writer ☐ Teacher ☐ Student
☐ Project employee/volunteer ☐ Site Administrator ☐ Other: _____

Title of Work:
Intensive Architectural and Historical Survey and Evaluation of the 6th Avenue District of the City of Marion, Linn County, Iowa

Year Issued: 2010

Type of Work Performed:
(*check one only*)

Survey:
- ☐ Windshield survey minimum level documentation
- ☐ Reconnaissance survey to make recommendations for intensive survey(s).
- ☒ Intensive survey
- ☐ Mixed intensive and reconnaissance survey

Plan:
- ☐ Planning for Preservation/Survey
- ☐ Community Preservation Plan

Property Study:
- ☐ Iowa Historic Property Documentation Study
- ☐ Historic American Building Survey (HABS)
- ☐ Historic American Engineering Record (HAER)
- ☐ Management or Master Plan
- ☐ Historic Structure Report
- ☐ Feasibility/Re-use Study
- ☐ Architectural/Engineering Plans and Specs.

National Register:
- ☐ Multiple Property Documentation Form

Other (e.g., private research, school project, video): _____

Intensive Architectural and Historical Survey and Evaluation of the 6th Avenue District of the City of Marion, Linn County, Iowa 57-100

Kind of Work Produced:
(fill in one section only: Report or Monograph or Chapter, etc.)

Report: Published/produced by: Tallgrass Historians L.C.

Place issued: Iowa City, IA

Client: Marion Historic Preservation Commission and the City of Marion, IA

If applicable, include:

Series Title: _____

Volume #: _____ Report #: _____

Monograph: Publisher Name: _____

Place: _____

Chapter: In: _____ First pg. #: _____ Last pg. #: _____

Journal: Name: _____ Vol. _____ No. _____ Pages: _____ to _____

Thesis: Degree (check one): ☐ Ph.D. ☐ LL.D. ☐ M.A. ☐ M.S. ☐ B.A. ☐ B.S.

Name of College/University: _____

Paper: Meeting: _____

Place: _____

Other: _____

Geographic Scope of Study:

☒ City/town ☐ Township(s) ☒ County ☐ Region of Iowa ☒ Statewide ☐ Other: _____

State:	IA	__	__	__
County:	Linn	_____	_____	_____
Town:	Marion	_____	_____	_____
Township:	83N	____	____	____
Range:	R7W	___	___	___

Time Focus: (check any decades that receive particular attention)

☐ before 1830 ☐ 1830s ☐ 1840s ☒ 1850s ☒ 1860s ☒ 1870s ☒ 1880s ☒ 1890s

☒ 1900s ☒ 1910s ☒ 1920s ☒ 1930s ☒ 1940s ☒ 1950s ☒ 1960s ☒ 1970s ☒ 1980/later

Keyword: (Index of any subjects, topics, or people given prominent attention in the report)

City of Marion	Linn County
county seat	historical development
transportation corridor	Territorial Road
Lincoln Highway	architecture
6th Avenue	5th Avenue
brick houses	frame houses
Late Victorian	Early 20th Century Revivals
Bungalow/Craftsman	Ranch style