JUN 2 4 2013

FINAL
Intensive Survey and Evaluation of the Downtown Commercial District, City of Manning, Carroll County, Iowa

Certified Local Government Grant

HADB #14-017

Prepared for
Manning Historic Preservation Commission
and the
State Historical Society of Iowa

Prepared by
Tallgrass Historians L.C.
Leah D. Rogers, Principal Investigator, and
Jennifer A. Price, Research Associate
2460 S. Riverside Drive
Iowa City, IA 52246

June 2013

FINAL
Intensive Survey and Evaluation of the Downtown Commercial District, City of Manning, Carroll County, Iowa

Certified Local Government Grant

HADB #14-017

Prepared for
Manning Historic Preservation Commission
and the
State Historical Society of Iowa

Prepared by
Tallgrass Historians L.C.
Leah D. Rogers, Principal Investigator, and
Jennifer A. Price, Research Associate
2460 S. Riverside Drive
Iowa City, IA 52246

June 2013

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

All phases of the project were conducted under the direction of
Leah D. Rogers, Principal Investigator
with the assistance of the
Manning Historic Preservation Commission,
Local Volunteers, Property Owners, and
Research Associates, Jennifer A. Price and Cindy L. Nagel of Tallgrass Historians L.C.

Abstract

A total of 54 buildings were inventoried with the project survey area, with an additional six properties inventoried outside of that survey area because of local interest and to determine if the district boundary should extend south of Highway 141. Of the total 60 properties, three had been previously inventoried. All of the properties were evaluated and/or re-evaluated for the current study for contributing or non-contributing status in a commercial district and/or individual eligibility for listing in the National Register of Historic Places.

It was determined that a National Register-eligible historic commercial district is present, with the strongest boundary encompassing both sides of Main Street from 6th to 2nd streets (excluding the block between 4th and 6th on the east side of Main Street) and includes one property along Center Street and three properties on the north side of 3rd Street. Within this boundary are 22 contributing buildings and 8 non-contributing buildings, or 30 total properties. This boundary does exclude some interesting historic properties including the egg drying plant, the wagon shop, the hospital complex, and the bowling alley. However, in order to draw in those properties, an expanded district boundary would include an additional 9 non-contributing buildings just to gain 5 contributing buildings. Such an expansion is not recommended unless there are compelling historic preservation needs for those buildings. That said, if the hospital complex remains standing, most importantly the original Wyatt Memorial Hospital building, then it is recommended that a boundary expansion be considered to at least draw in the hospital buildings. Of the other buildings within that potential boundary expansion, only the bowling alley retains good integrity. However, to draw in just the bowling alley on the west side may be too much of a gerrymandered boundary to be recommended.

Additionally, while currently some of the more extensive Bavarian-theme storefronts are non-contributing, some consideration in the future should be given to re-evaluation of these storefronts if this theme proves to be enduring and significant in time. The ordinance was in place for 31 years and did have a major effect on the look of the commercial district. Therefore, once these storefronts start to achieve the 50-year age criterion, they could be considered contributing to an amended district.

The recommended period of significance for the commercial district nomination is from 1885 (date of the oldest extant building in the district; 307 Main Street) to the 1960s (or the 50-year cut-off for National Register consideration). The end date of the period of significance should be set at the time of nomination.

Of the six additional properties inventoried outside of the survey area boundary, only two are likely individually eligible. These are the William Ohde Funeral Home and Residence at 108 1st Street and the 1913 CM&StP Railroad bridge. The Stahl House at 417 Elm Street is considered potentially individually eligible. The other three properties—the Auditorium, the Municipal Light Plant, and the American Legion Hall—all have integrity concerns with the windows on all having been reduced and/or infilled in the modern era. At present, individual eligibility for any or all of these appears doubtful given the extent of the window/door alterations and that these alterations have involved masonry infill and not just simple window cover-ups.

Table of Contents

Abstract	i
E. Statement of Historic Contexts	**1**
Railroads and the Town of Manning	2
The Railroad and Manning's Building Boom	11
Manning: Agricultural Center	14
Manning's Town Improvements	20
Manning Adapts to the Automobile	22
Manning's German Heritage	24
Architecture of the Downtown Commercial District	25
F. Associated Property Types	**29**
Property Type I: Buildings, Structures, and Sites Associated with Manning's Railroad Boom Town Era, 1881-early 1900s	29
Property Type II: Buildings, Structures, and Sites Associated with Evolution of the Manning Downtown Commercial District, 1910s-1960s	30
G. Geographical Data	**31**
H. Summary of Identification and Evaluation Methods	**31**
Research Design	31
Architectural Property Evaluations and Recommendations from Current Study	35
I. Major Bibliographic References	**51**
Appendix A: Historic Fire Insurance Maps of the Current Study Area	**53**
Appendix B: List of Previously Inventoried Properties in the City of Manning, Iowa	**64**
Appendix C: HADB Form	**71**

Original color digital photographs, black and white prints, photograph log sheets, and Iowa Site Inventory forms completed during this project curated at the State Historical Society of Iowa, Des Moines. Copies are also curated by the Manning Historic Preservation Commission, Manning, Iowa.

Intensive Survey and Evaluation of the Downtown Commercial District, City of Manning, Carroll County, Iowa

E. STATEMENT OF HISTORIC CONTEXTS

The following historic contexts are based on a number of secondary sources supplemented with examination of historic plat maps and atlases, historic photographs, and oral history concerning the development of the City of Manning and its commercial district. The current survey area is bounded by 2nd Street on the north, Elm Street on the west, Center Street on the east, and Highway 141 on the south (Figure 1). In addition, several properties on the south side of Highway 141 were examined to determine whether the historic district boundary should be extended beyond Highway 141 or terminate at the highway, while several others were added throughout town because of local interest. In total, the survey area encompasses approximately 22 acres (excluding the few buildings examined on the south side of Highway 141) and 60 buildings (including the additional six buildings outside of the designated survey area).

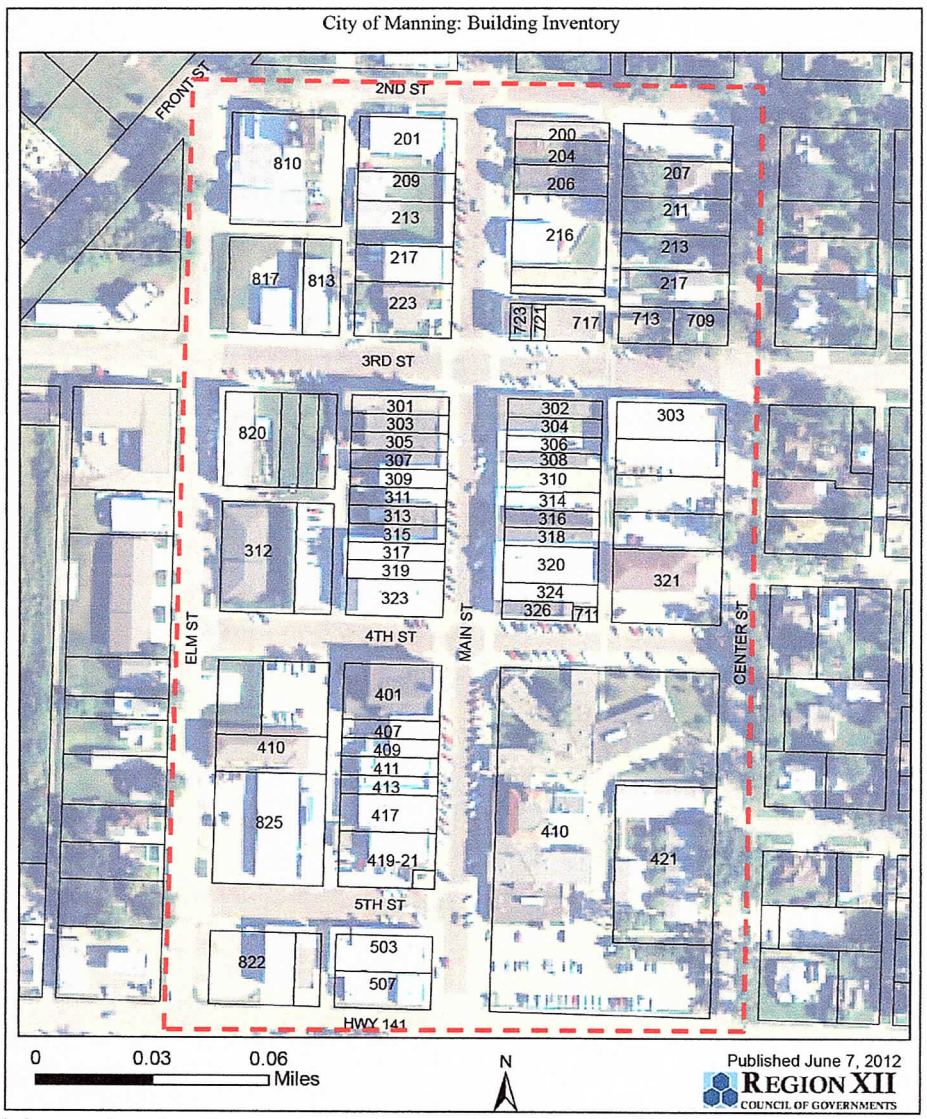


Figure 1. Aerial map showing the current survey area boundary (red dashed outline) and the addresses of the buildings within that boundary. Source: Region XII Council of Governments, June 7, 2012.

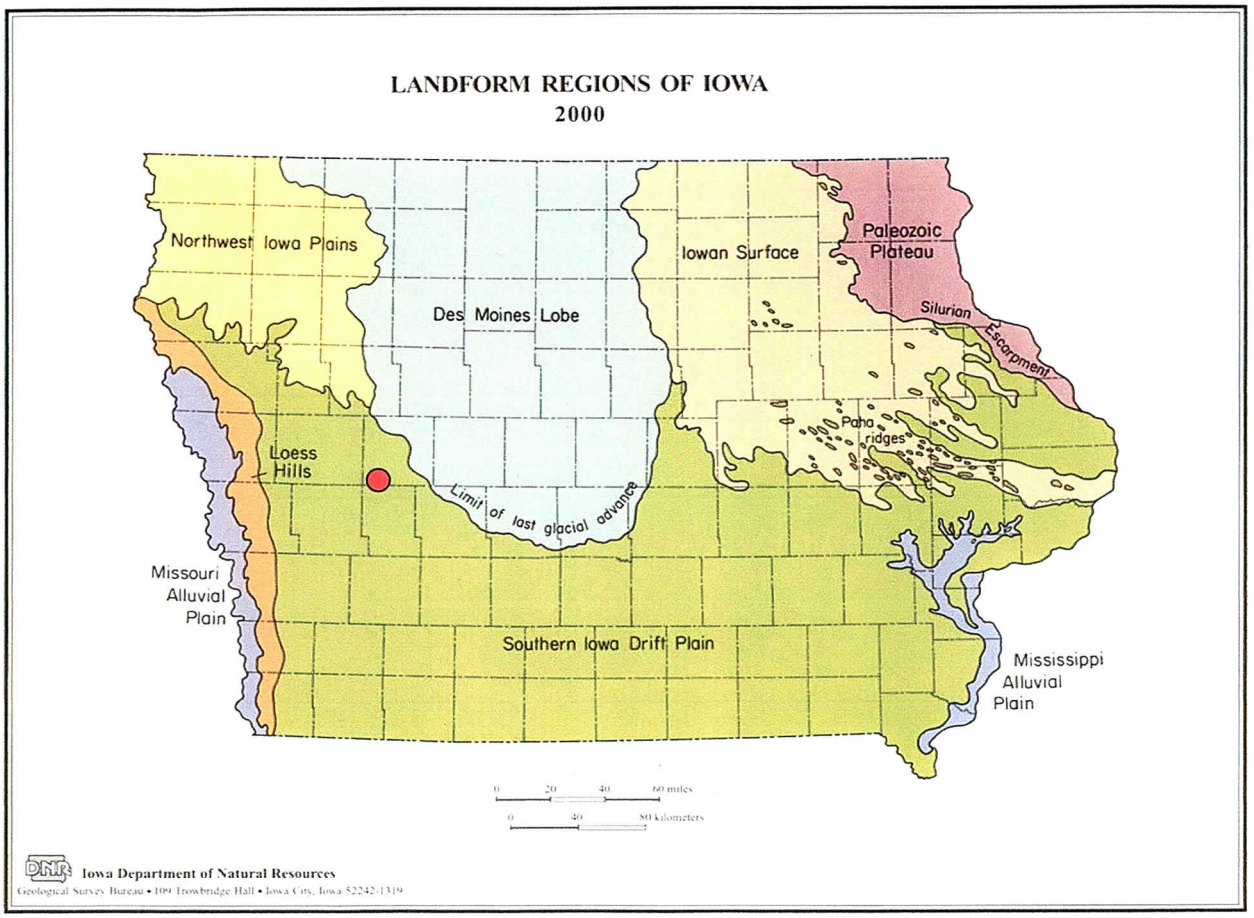


Figure 2. Landform regions map of Iowa showing general location of Manning (red dot). Source: Iowa Department of Natural Resources, 2000.

Railroads and the Town of Manning

When Carroll County was first organized in the 1850s, more than 88,000 acres of its land had been obtained by the state as right-of-way for an anticipated transcontinental railroad. After the Civil War, which had brought all railroad building to a halt, the Chicago & North Western (C&NW) became the first railroad to build across Iowa reaching Council Bluffs in 1867. There the C&NW connected with the Union Pacific, creating the nation's first transcontinental railroad. Even though the railroad traversed the width of Carroll County, many communities were just too far away to benefit, and growth remained slow (History Book Committee and Art Rix, ed. 1981:8).

By 1880, the C&NW and the Chicago, Milwaukee & St. Paul (CM&StP) railroads were both preparing to build new lines through Carroll County. Prominent citizens of Carroll, the county seat, had convinced the C&NW to build the Iowa Southwestern, a branch line running from the main line at Carroll through the southwestern part of the county to Harlan in Shelby County. A second branch running from Manning southeast to Audubon was also planned. One of the citizens responsible for the branch line was Carroll attorney O.H. Manning, who had served as state representative in the Iowa Legislature and had been chair of the House Committee on Railroads. In 1881, Manning worked directly for the railroad as attorney for the Iowa Southwestern branch and as local representative of the Western Town Lot Company (a subsidiary of the C&NW). After the surveyors selected Section 17 in Warren Township as the junction point for the two branches of the Iowa Southwestern, O.H. Manning purchased the SW quarter for the

Western Town Lot Company and platted a new town along the east side of the West Nishnabotna River just northeast of the confluence of Willow Creek with the river in the southwest corner of Carroll County (Figure 3). The new town was to be "situated on a commanding eminence, overlooking a beautiful country of rolling hills and winding valleys, rich beyond measure in soil and agricultural resources" (Iowa Publishing 1906:111). The town was soon named in honor of Manning, who was elected lieutenant governor of Iowa later that year (History Book Committee and Art Rix, ed.1981:8; Robb 1900:1-3; Maclean 1912:241).

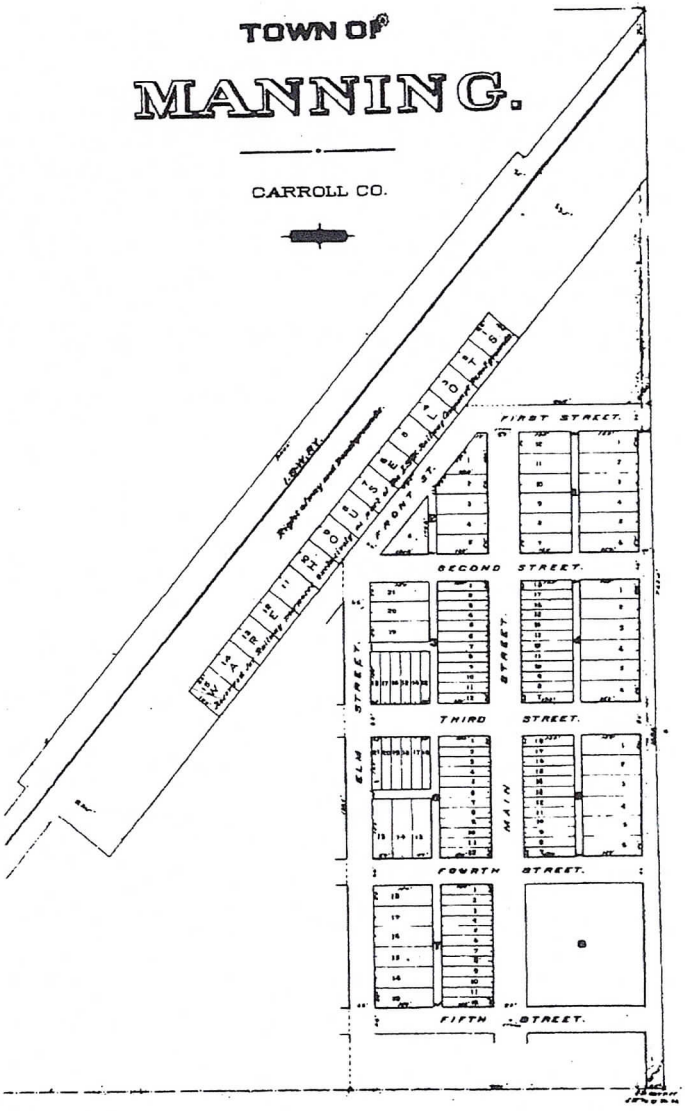


Figure 3. Original Plat of the Town of Manning as it was platted along the Iowa Southwestern Railway. Source: History Book Committee and Art Rix, ed.1981

Meanwhile, the Chicago, Milwaukee & St. Paul Railway was also building its main line across Iowa, south of, and parallel to, the C&NW. In 1881, the CM&StP had selected its route through the southern townships of Carroll County, a trajectory that made it necessary to cross the Iowa Southwestern branch line at the brand new town of Manning. The original Milwaukee line entered Manning at the south edge of the present-day city park (History Book Committee and Art Rix, ed. 1981:9) (Figures 4-5).

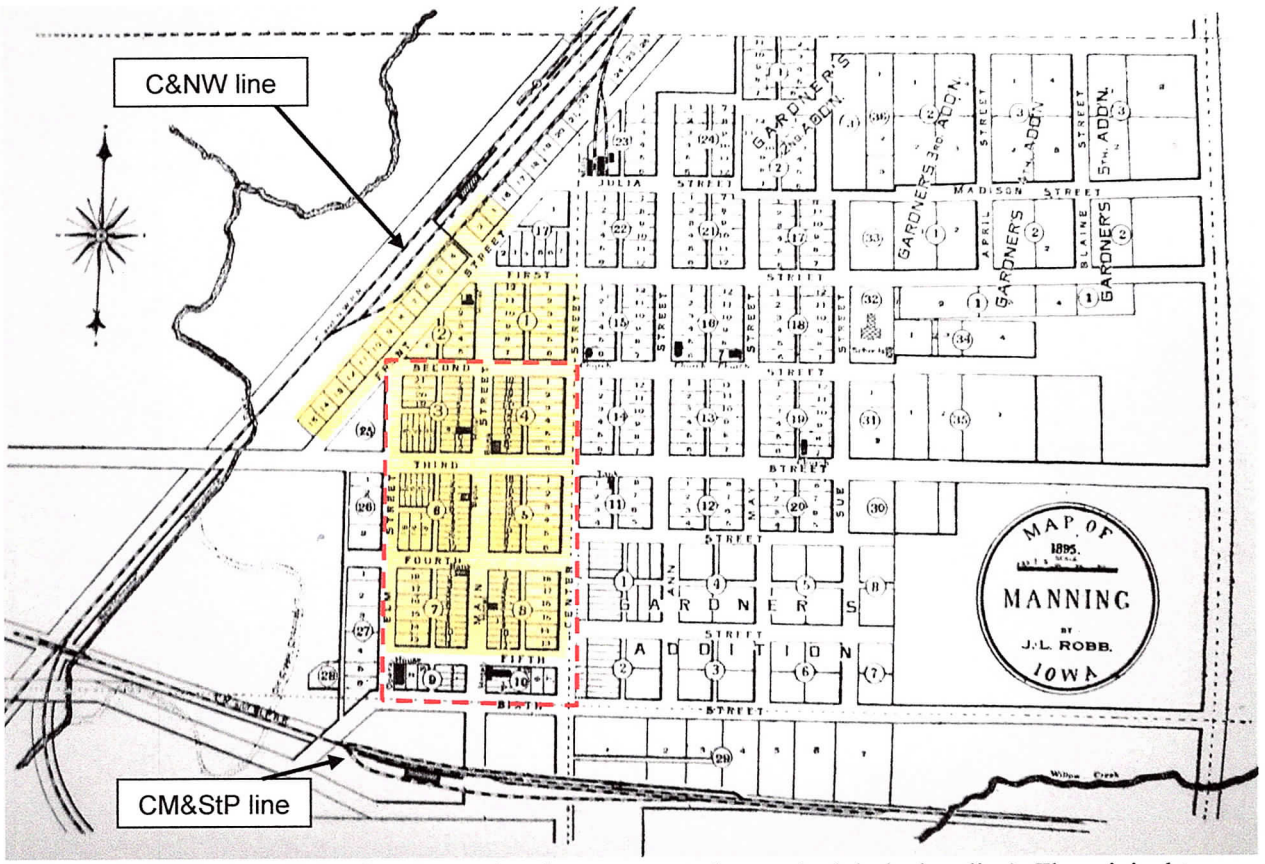


Figure 4. 1895 Map of Manning, Iowa, showing current study area (red dashed outline). The original town plat is shaded in yellow and included a frontage along the C&NW rail line. Source: Robb 1900



Figure 5. Modern hillshade terrain map showing the higher elevation of Manning at the confluence of the river and creek. Source: Iowa Geographic Map Server accessed at http://ortho.gis.iastate.edu/, 01/2013.

In the summer of 1881, the C&NW built railroad facilities at Manning including a substantial yard and comfortable depot,[1] which the *Manning Monitor* described in its very first issue on November 17, 1881 (see also Figure 6):

> Entering the town from the north, on the North-western, the attention of the visitor is attracted by the extensive yard the company has laid out; and lengthy switches; the substantial section house and out buildings built for the maintenance of the road and the accommodation of business, while the depot, which is a building two stories high, furnished good accommodation for the traveling public and a comfortable home for the agent, E.C. Wilbur and his family (quoted in Robb 1900:24).

The first trains ran the same year, "with common box cars having seats nailed in and windows cut out of the sides for passenger service" (History Book Committee and Art Rix, ed.1981:8).

The depot and rail yards of the C&NW are no longer extant. The area of the former rail yards is now largely grass covered and unused and may have some archaeological potential from the railroad's use of this property. The depot and rail yards of the CM&StP in Manning are also no longer extant. Their former location is now part of the city park on the south side of Highway 141 west of Main Street. The former location of the elevator and corn cribs located east of the CM&StP depot was later the site of the high school gymnasium, which is now used as the community recreational center (Sanborn 1886, 1927).



Figure 6. Photograph of the tracks, depot, and other facilities of the Chicago & North Western Railroad at Manning, Iowa, circa 1918. Source: Carroll County, Iowa, IAGenWeb Project website, accessed 4/9/2012.

Railroads, "Manning Fever," and Boom Town Development

The town plat was filed, and on July 28, 1881, lot sales began, some of which were purchased by residents of nearby towns who had caught what one newspaper dubbed "the Manning fever" (*Atlantic Daily Telegraph*, 8/16/1881). By mid-August, "four buildings were in the process of erection" (History

[1] The 1886 Sanborn fire insurance map of Manning shows the Chicago & North Western combination freight and passenger depot located just northwest of Front and First streets.

Book Committee and Art Rix, ed.1981:12). The first building completed was a combination grocery and hardware store, saloon, and doctor's office. The daily train brought building and other materials and made Manning a boom town. In September 1881, one northwest Iowa newspaper predicted:

> This new town of Manning will have 800 inhabitants by Christmas. Lots are selling rapidly. Fifty-three lots are already sold, and, as the company requires buildings on each lot to the value of $400, nearly $25,000 will be spent in the town for improvements within the next six months. There is already talk of incorporating the town and giving it a mayor and city government (*Algona Republican*, 9/7/1881).

By the end of the year, the population had grown to 515, and the business district of Manning contained 112 buildings, 69 of which were business blocks and the remainder dwellings. Main Street was 1,300 feet long, and, according to the town's newspaper, was "nearly a solid front from one end to the other, on both sides" (*Manning Monitor*, 12/29/1881, reprinted 8/16/1956).

> Stated in another form, there are 104 25-foot lots, fronting on Main street, and 63 of these are now occupied by buildings, besides there are ten or twelve business houses on other streets. There are, in the main, good sized buildings, the dwellings will compare favorably with those of other new towns. The railroad buildings are good and the yards extensive. The work on both the Audubon branch and the Milwaukee is being pushed to the utmost, and by May we shall have connection in five directions (ibid.).

On February 17, 1882, Manning citizens voted overwhelmingly for incorporation. I.W. Callamore was elected Manning's first mayor, along with other city officials and members of the first town council. The town council met for the first time on May 15, 1882 (Robb 1900:8, 26; History Book Committee and Art Rix, ed.1981:15).

After just one year, Manning had grown considerably, with most of the credit going to the town's excellent railroad connections. The profits made from the C&NW Railroad's freight business averaged more than $4,500 per month, while its passenger business made over $6,000 for the year (*Manning Monitor*, 12/29/1881, reprinted 8/16/1956).

> A year ago Manning was but an unsolved problem; today she is an established town of 900 people, (which number is rapidly increasing) with busy merchants and tradesmen, and streets crowded with loaded teams from the rich country that surrounds her on every side. One year ago she had one branch road, with one train a day, bringing in the passengers and freight together.
>
> Today she has that branch turned into a thoroughfare, the Iowa Southwestern, and branching again within the limits of the town; besides the main line of the great Chicago, Milwaukee & St. Paul Railway, which also passes through the incorporation, and while we write, is constructing a fine depot and freight house immediately at the end of Main street. Both these roads give us close and direct communication with Chicago, Des Moines and Council Bluffs, and with Carroll our county seat, Audubon, Harlan and the fine new towns on the line of the Milwaukee (*Manning Monitor*, 11/23/1882, reprinted 8/16/1956).

"There is not a more lively street in the country," the *Manning Monitor* declared in 1882, "than Main street, Manning, and it is not a fitfull life, either. Everybody is wide awake and ready for business. It is a very difficult matter to find a man to do a day's work. All are busy" (*Manning Monitor*, 11/23/1882, reprinted 8/16/1956). In just one year, then, Manning offered residents and visitors an array of goods and services similar to those found in older established communities. In November 1882, Manning contained one bank, one newspaper, four hotels, a restaurant-bakery and two confectionaries, three groceries, six dry goods & general stores, three millineries, two drug stores, a jewelry store, two furniture dealers, a clothing store, five hardware stores, two implement dealers, two harness and saddle shops, four lumber

dealers, a coal dealer, at least half-dozen saloons (operating outside the state prohibition law), six grain dealers, a flour and feed exchange, three livery barns, two veterinarians, two dentists, four physicians, seven lawyers, one real estate agency, two dressmakers, a photographer, five builders and contractors, four painters, a machine shop, three blacksmiths, two wagon makers, two barbers, numerous dray and delivery services, a flour mill, a broom factory, a shoe shop, and two second-floor meeting halls (*Manning Monitor*, 11/23/1882, reprinted 8/16/1956; see also Robb 1900:107-8).

Figure 7 is a mid-1880s photograph of buildings along Main Street in Manning showing typical "boom town" type construction. This type is most often of frame construction with extra height imparted to a building's façade by the use of a "false front," or a rectangular pediment that hides the gabled roof behind. This gives each building the appearance of being larger than they were in reality. The block of buildings in the photograph is located on the east side of Main Street between Third and Fourth streets. None of these frame buildings survive.



Figure 7. Circa 1885 Photograph of "Block Five, Facing Main Street, Looking North" reproduced from a photograph then in the possession of Dr. T.S. McKenna. Source: Robb 1900:13.

Over the next 30 years, the population of Manning grew slowly, but steadily. In 1890, the town claimed 1,133 residents; in 1900, 1,169; and in 1910, 1,434. Building in Manning's business district continued apace. By 1912, Manning was the second largest town in Carroll County (Maclean 1912:241-2).

In 1903, when the Chicago & Great Western Railway built their line from Fort Dodge to Council Bluffs, the railroad made Manning one of the stations along the route. The company built a passenger depot (non-extant) at West Third Street (Figures 8-9).

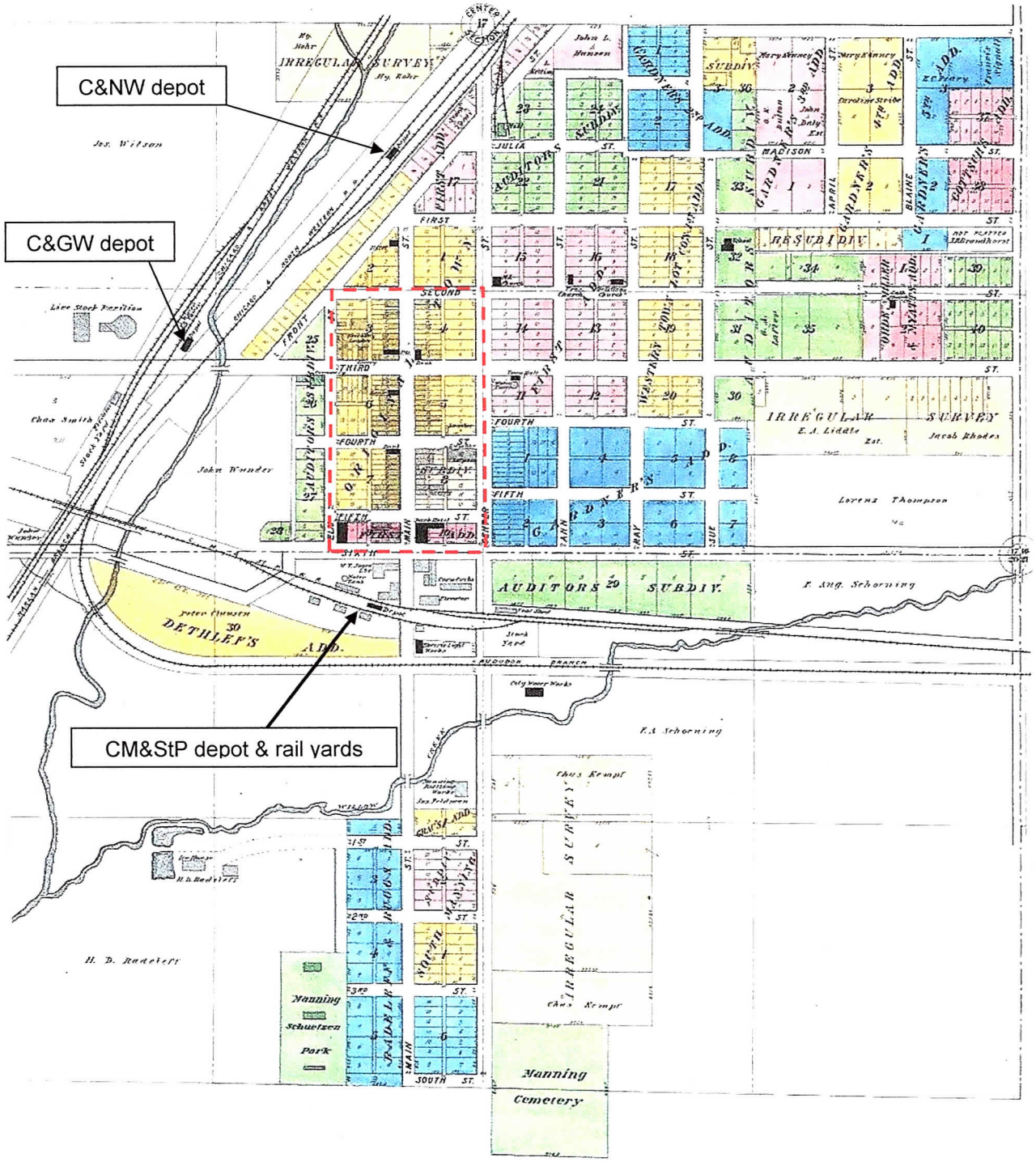


Figure 8. 1906 Map of the Town of Manning showing current survey area (red dashed outline).
Source: Iowa Publishing 1906:51



Figure 9. Chicago & Great Western Railway depot, Manning.
Source: University of Iowa, accessed at www.digital.lib.uiowa/railroadiana, 4/9/2012

In 1913, increased traffic caused the Milwaukee to construct major realignments and build new track along its main line across Iowa. In Manning, the Milwaukee relocated its tracks to the north side of town, where the railroad built a new depot (Figures 10-11) (History Book Committee and Art Rix, ed.1981:9). This depot is also non-extant.



Figure 10. Chicago, Milwaukee & St. Paul Railway depot, Manning, built along relocated line in 1913.
Photograph taken in 1962. Source: University of Iowa,
accessed at www.digital.lib.uiowa/railroadiana, 4/9/2012.

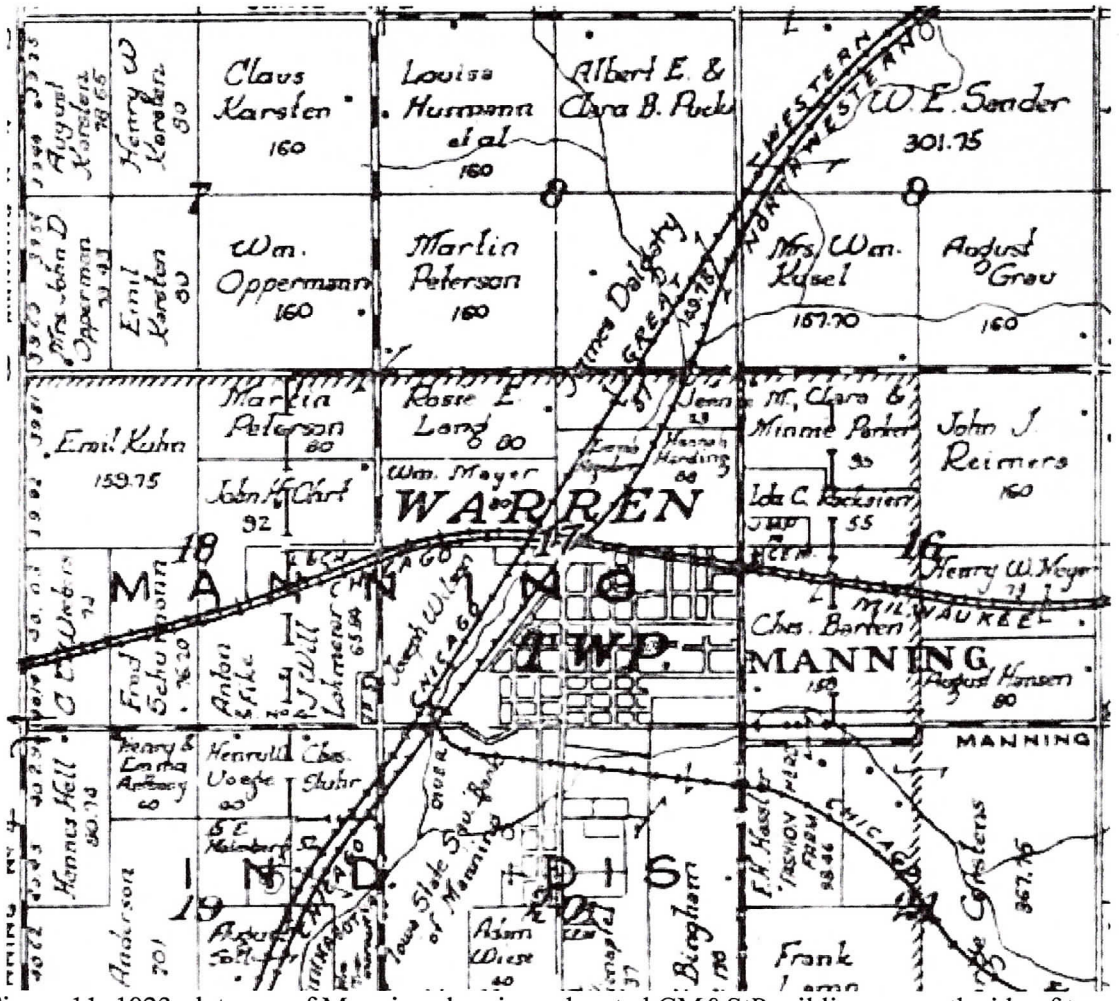


Figure 11. 1923 plat map of Manning showing relocated CM&StP rail line on north side of town. Source: Anderson 1923.

The relocated line also involved the construction of a large trestle bridge to cross the Nishnabotna River. This bridge is still standing (Figure 12). During World War II, security guards were stationed at each end of the bridge to prevent sabotage (History Book Committee and Art Rix, ed.1981:8).


Figure 12. Current photograph of the CM&StP railroad trestle bridge built in 1913 along the north line at Manning. Photograph is looking to the north and was taken by Tallgrass Historians L.C., 5/9/2012.

With three major railroad trunk lines and tracks extending in five directions, Manning featured nearly unparalleled railroad transportation facilities for a town its size (see Figure 10). In 1916, for example, the Official Railway Guide listed the following passenger trains through Manning:

Chicago & Northwestern RR	3 trains each way
Chicago Great Western RR	3 trains each way
Chicago Milwaukee & St. Paul RR	5 trains each way

Many freight trains traveled the lines through Manning as well (History Book Committee and Art Rix, ed.1981:9).

The railroad industry in general declined during the early twentieth century due to increasing competition from the new automobile and truck modes of transportation. Increasingly, patronage and revenue of the railroads decreased.

> The railroad still tried to woo passengers by placing in service streamlined trains such as the Milwaukee's Midwest Hiawatha which raced through Manning at nearly 100 MPH! In spite of this, the railroads were forced to curtail the frequency of service compared to the booming years of early construction (History Book Committee and Art Rix, ed.1981:10).

As a result, when lines got damaged by floods and washouts, increasingly the railroads would abandon lines rather than repair them. Often the railroads that lost lines would then secure the rights to use other lines. This happened in Carroll County when the C&NW lost its line in a 1930s washout and secured trackage rights over the Great Western's line from Carroll to Manning. Similar flooding in 1940 closed the Manning-Harlan line, with traffic again shifted to the Great Western's line (ibid.).

By the early 1950s, the C&NW was forced to abandon their run from Manning to Audubon because of declining revenue. There was a slight revival in the mid-1950s when the Union Pacific Railroad "agreed to run their Streamliners through Iowa on the Milwaukee Road" (ibid.). The Streamliners roared through Manning during the night time, with limited local passenger and freight service provided by the Great Western. By the mid-1960s, local passenger and freight service ceased altogether on both the Great Western and the Milwaukee. "With the advent of Amtrak in 1971, passenger trains through Manning became a memory with exception of the American Freedom Train in 1976 and possibly an occasional Amtrak detour" (ibid.).

In 1968, the Great Western was absorbed by the C&NW. Today, only the 1913 relocated Milwaukee line remains in place, the tracks and buildings of the other historic rail lines through Manning having been removed in the late twentieth century. The 1913 Milwaukee line is now part of the Bayard Subdivision of the Burlington Northern Santa Fe (BNSF) Railroad.

The Railroads and Manning's Building Boom

The railroads made lumber and other building materials readily available for Manning's new lot owners. Carpenters, masons, and drayman found ready employment, and buildings began to rise almost immediately. Before Manning was settled, timber was virtually non-existent in the area, the town site having been located in open prairie grasses. Timber for lumber would have been scarce, and cut dimension lumber would have been readily available shipped from eastern Iowa over the new rail lines. Thus, many of the earliest buildings in Manning were built of wood. Lumberyards to distribute the lumber sprang up in town located near each rail line's depot. In Manning these included the lumberyards of the Green Bay Lumber Co., the Hoffman & Son Lumber Co., and the D. Joyce Lumber Co. (later known as the W.T. Joyce Lumber Co.). The Green Bay Lumber Co. was located near the C&NW depot

along Front Street near 1st Street and had a lumber shed at the corner of Elm and 3rd streets. The Joyce Lumber Co. was located near the CM&StP depot on the south side of town. The Hoffman & Son lumber shed was located at the corner of 4th and Center streets just east of Main Street near the town center and had their main yard located along a siding of the C&NW rail line along Front Street by the 1920s when this business was the Hoffman Bros. Lumber Co. The Green Bay Lumber Co. was also located along this same siding (Sanborn 1886-1935, see Appendix A). These lumber businesses also would have provided crews to construct buildings and plans for building construction.

The construction of the town's early commercial buildings of wood made them susceptible to fire, particularly since the buildings were often built side by side and with adjoining walls. A succession of fires in the 1880s and the 1890s reshaped the look of Main Street and destroyed most if not all of the earliest frame commercial buildings. As in most towns, the earliest frame buildings were often rebuilt in masonry, which in Iowa, was typically brick. Masonry construction, while not fire proof, was certainly more resistant to fire than frame construction.

There was at least one local brick manufactory that operated on a small scale in the nineteenth century in Manning. This was located north of Manning on a farm in the vicinity and was operated by the Long family.

> Mr. Long had a kiln and made bricks. They were not as hard as the modern brick, but many of them were used in the basements and some of the walls of the buildings on Main Street. Clay for these bricks was hauled from southwest of Manning because of its better consistency (History Book Committee and Art Rix, ed.1981:10).

However, the railroad also made higher quality brick more easily accessible by shipping in bricks from manufactories in the region and from out of state. The bricks used for street paving and the higher fired face brick used on many of the Main Street building facades would have come from outside of Manning.

In the 1920s, there was a cement block factory at 320 Madison, which was torn down in 1925 after the plant had ceased operations. William Wyatt operated the plant (History Book Committee and Art Rix, ed.1981:230).

Saloons and Prohibition

As a railroad boom-town, Manning's population has supported saloons since the year the town was platted. That first year, railroad workers and building laborers descended on the town to help lay track, build rail facilities, and construct the first homes and businesses in town. Saloons provided not just alcoholic beverages but social space for the working men. Despite statewide prohibition being enacted in July 1884, and not easing until the passage of the Mulct Act of 1894, Manning had six saloons doing business in commercial buildings along Main Street in 1886 (Figure 13). By 1899, Manning still had four saloons: Feldmann's Place (opened in 1886) (Figure 14); The Orient (opened in 1894); The Manning Exchange (opened in 1896); and The Corner Saloon (opened in 1896) – each one the exclusive dispenser of a particular brewer's product (Robb 1900:129; Clark 1917). The fire insurance maps from 1899 also showed two beer storage buildings next to the CM&StP railroad tracks on the south side of town (Sanborn 1899, see Appendix A).

It was not unusual for the various limiting and prohibition actions in Iowa in the late nineteenth century to have been unevenly enforced across the state, particularly in areas where German and Irish immigrants dominated the population. In Manning, German immigrants were among the earliest settlers of this area and came to dominate the ethnic heritage of this town. Their presence likely led to a blind eye being

turned to infractions of the state's prohibition attempts. Thus, six saloons could openly operate in 1886 in Manning despite the statewide prohibition of the sale and manufacture of beer in the state.



Figure 13. Henry Ewoldt's Great Western Saloon at 409 Main Street ca. 1905. Source: http://www.davidkusel.com/manning125/street/west7.htm, 2012.



Figure 14. Main Street in Manning, ca. 1905, showing location of Feldmann's Place; one of four (or five) saloons in town at the time. Source: http://www.davidkusel.com/manning125/street/west7.htm, 2012.

In 1908, eight saloons occupied commercial space in downtown Manning (Sanborn 1908, see Appendix A). In 1909, the Iowa Legislature passed the Moon Law, a prohibition law limiting the number of saloons to one per 1000 inhabitants in a city or town. Enforcement of the Moon Law over the next three years cut the number of saloons in Iowa by more than half, reducing them from over 1,600 in 1908 to about 740 in 1912 (Clark 1917:50). In Manning, the Moon Law forced six of Manning's seven saloons out of business, leaving John Frahm the sole saloon operator in town (*Humboldt Independent*, 1/11/1912). However, business must have been brisk, because in May, "Frahm moved into the new building that has been fitted up for his saloon and is now well located with plenty of room to take care of his customers" (*Carroll Times and Sentinel*, 5/16/1912). Located at the corner of Main and 3rd streets (extant), Frahm's "Horseshoe Bar" claimed to be "the largest bar west of the Mississippi" (*The Manning Monitor*, 8/16/1956). A large ice house, which serviced Frahm's business, was located at the rear of the building (ibid.; Sanborn Map 1913, see Appendix A).

In 1919, nationwide prohibition was enacted forbidding the manufacture, sale, importation, or exportation of alcohol under the 18th Amendment to the U.S. Constitution. During Prohibition, Frahm's Horseshoe Bar in Manning kept its place on Main Street by becoming a soft drink parlor (Figure 15).

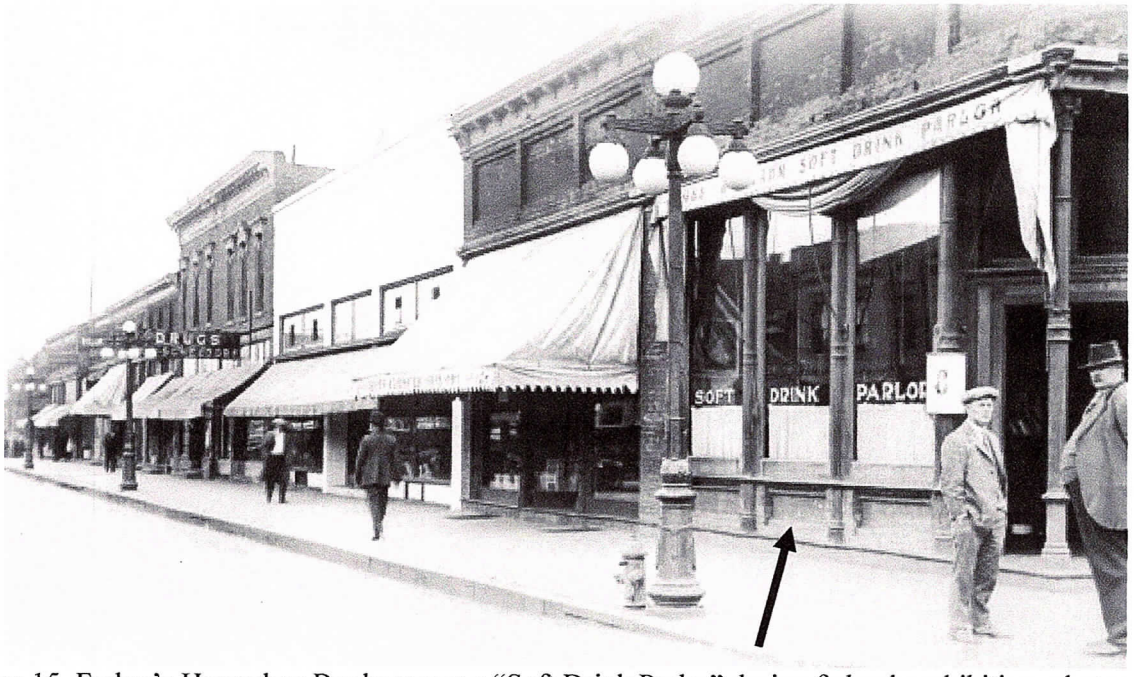


Figure 15. Frahm's Horseshoe Bar becomes a "Soft Drink Parlor" during federal prohibition, photograph c.1922. Source: http://www.davidkusel.com/manning125/street/west7.htm, 2012.

Nationwide prohibition was finally repealed in December 1933 under the 21st Amendment, and in Manning saloons slowly reclaimed their place on Main Street. By 1956, Manning once again had six taverns serving the community (*Manning Monitor*, 8/16/1956).

Manning: Agricultural Center

Before 1881, farmers in and around the southwest corner of Carroll County area encountered much difficulty getting their crops and livestock to market. Some drove their cattle herds to the nearest railroad 15 to 20 miles away; others hauled their harvested crops by wagon team to railroad terminals at Coon Rapids, Arcadia, or Westside. Once in place, the three railroads through Manning provided excellent local

shipping connections to markets large and small. As a result, Manning thrived as a commercial and shipping center.

Manning was located in the general agricultural region defined as the Western Livestock region in Iowa (Figure 16). This region is one of three primarily meat-producing regions in Iowa where large amounts of hilly, untillable land more conducive to livestock pasturing than the planting of row crops (Soike 1974: 157). Hogs and cattle came to predominate the livestock raised in these regions.

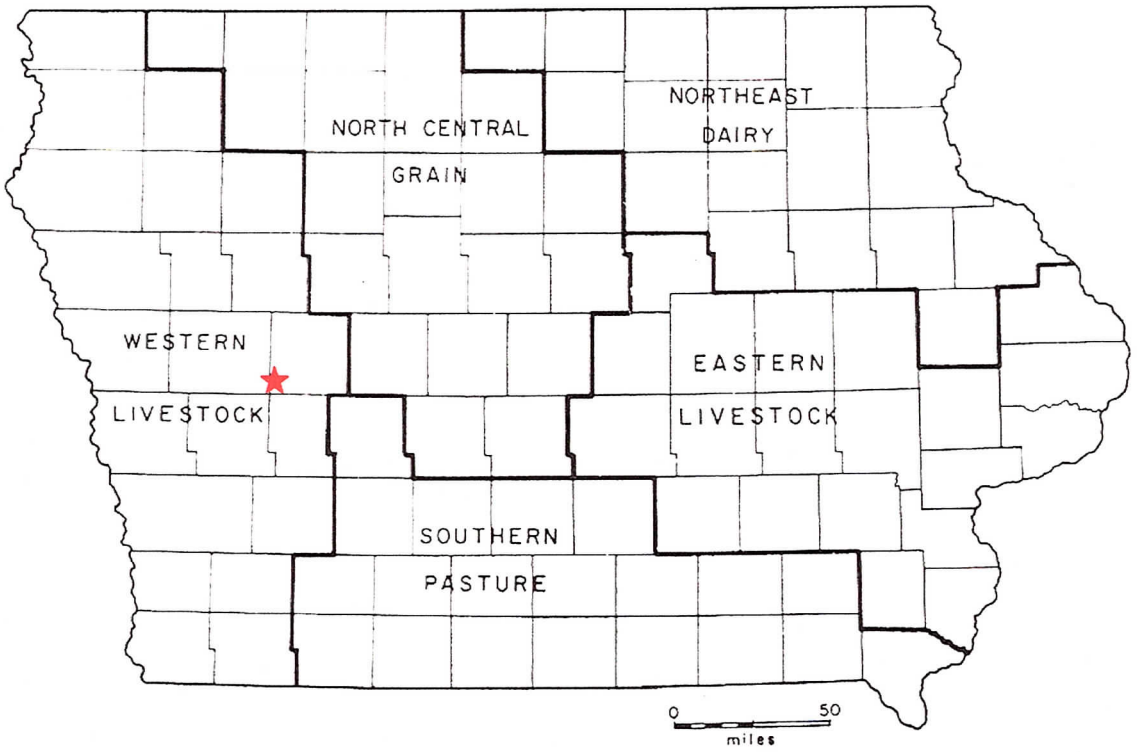


Figure 16. Agricultural Regions of Iowa, showing location of Manning (red star) in the Western Livestock Region. Source: Soike 1974:155.

Manning's location in the midst of a rich farming region caused its commercial businesses and industries to cater to the agricultural needs of area farmers and their customers. Grain elevators towered above the railroad yards at the northwest and south sides of town. The businesses lining Main Street offered farmers tools and machinery for cultivation, while other businesses and industries focused on processing, storage, and marketing for agricultural products.

Most of Manning's agricultural-related businesses catered more to the grain side of agriculture with numerous corn cribs and grain elevators having been fixtures along each of the town's rail lines from an early date. Poultry and egg packing plants were also important among Manning's agricultural businesses. However, hog and cattle buyers were also part of Manning's history from an early day.

Livestock Sale Barns

The Manning Livestock Sale Barn built in 1906 was located north of 3rd Street and west of the Great Western depot. This octagonal-shaped structure succumbed to fire in 1935. By 1927, there were extensive stock yards along the C&NW rail line on the west side of town (Sanborn 1927, see Appendix A). Among the notable early twentieth century purebred hog raisers in the Manning vicinity was Fred Hassler, whose

farmstead just east of Manning was listed in the National Register of Historic Places in 2000 as the Leet/Hassler Farmstead District (Rogers 2000).[2] Fred Hassler and others in the area were known for breeding Poland China and Duroc Jersey hogs. Other breeders included Emmons and Wiese, G.W. Hockett, Emil Dreher, Lyden and Sons, Bob Halford, Bill Timmerman, and E.F. Escher (History Book Committee and Art Rix, ed.1981:219-20).

In the wake of the 1935 fire, which destroyed the Manning Livestock Sale Barn, the Manning Sales Company was formed and built a sale barn north of the Doud Milling Company in Manning. This operation dealt in all manner of livestock as well as general merchandise in its auctions. In 1946, the sale barn was sold to Joe Bluml, who operated a hog buying station. The sale barn was eventually sold to the Manning Mill, with the sale barn subsequently torn down. A third sale barn was built in Manning in 1973 (History Book Committee and Art Rix, ed.1981:220).

Grain Elevators

In the fall of 1881, Harvey Bell and M. Winter opened the first grain warehouse just south of the C&NW depot. The following year, Madison L. Freelove bought wheat, W.H. Hockett bought corn, Newton F. Spear bought flax seed, and Ben Brookfield established a general grain-buying business. In 1882, A. Stevens moved from Aspinwall to establish a grain warehouse near the Milwaukee yards and Ulery L. Patton moved his elevator from Albion to Manning near the C&NW rail yards. The Patton Elevator operated until 1896, when Patton and his son D.W. became managers of a new North Western elevator being built by a group of Manning businessmen. The Pattons bought the elevator outright in 1897 when it was completed. The new elevator incited the ire of the owners of the other North Western and the Milwaukee elevators, who joined forces as the Manning Mercantile Company, which incorporated in 1898. The Pattons sold their elevator in 1898 to W.J. Leake, who with his sons owned elevators in four nearby towns. In the fall of 1899, the Manning Mercantile Company's huge North Western elevator — a 17-year-old Manning landmark—was destroyed in an arson-suspected fire (History Book Committee and Art Rix, ed.1981:148).

Flour Milling

In 1882, Valentine Roush established the Manning Roller Mill, a flour milling business for area wheat farmers at the northwest corner of the commercial district, close to the rail facilities. Roush soon partnered with Jacob Kuhn and together they operated the mill until 1888, when the firm became Kuhn and Sutherland. D.W. Sutherland became sole owner when he rebuilt the mill after a fire in 1898. Soon after Royal H. Doud (father of former First Lady Mamie Doud Eisenhower) bought a part interest in the business and changed the firm name to the Doud Milling Company. This name was retained even after Doud left Manning in 1901. After a number of successful operating years, a second Doud Milling Company was started at Denison, Iowa (History Book Committee and Art Rix, ed.1981:148-9). The original mill of the Doud Milling Company is extant and is part of the current Dedham Co-Op located at the corner of Julia and Center streets (Figure 17). A 1999 evaluation of this milling complex (Inventory #14-00169) concluded it to be ineligible for the National Register of Historic Places. It is located north, and outside, of the current survey area. *It is recommended for re-evaluation in light of continued loss of historic milling complexes in Iowa and the survival within this property of the original brick mill building and historic elevator* (see Figure 17).

---

[2] This historic site is now part of the Manning Heritage Park, which includes a 1660 hausbarn that was shipped in pieces to Manning from the village of Klein-Offenseth, Schleswig-Holstein, Germany in 1996 where it was restored and opened to the public as a museum in 2000 (Manning Quasquicentennial History Book Committee 2006:8-9).



Figure 17. Current photograph of the Dedham Co-Op, which includes some of the original buildings of the Doud Milling Company (see arrows). Photograph taken by Tallgrass Historians L.C., May 9, 2012.

Creameries

A creamery was among the early agricultural industries established in Manning having first opened in 1883. By 1908 it was operating as the Fairmont Creamery Co., but in 1912 it was incorporated as the Manning Creamery Company (Sanborn 1908, see Appendix A). In addition to cream, the business produced butter, ice cream, cottage cheese, and milk. It was reportedly "the first dairy in Iowa west of Iowa City to package milk in paper cartons" starting in 1947 (History Book Committee and Art Rix, ed.1981:139).

The plant operated into the 1970s having been last sold to Wells' Dairy Co. of LeMars in 1971 (ibid.). At its peak, the creamery employed 35 year-round employees supplemented with student summer help.

> During the last full year of business, the company purchased nearly 8,000,000 pounds of milk and cream from nearby dairy farmers and sold 65,000 gallons of ice cream, 40,000 dozen frozen novelties, 165,000 pounds of butter, 142,000 pounds of cottage cheese and the equivalent of over 3,000,000 quarts of fluid milk products (ibid.).

The historic creamery plant was located at the southwest corner of 3rd and Elm streets and was expanded several times after the expansion of the business in the twentieth century. The historic creamery plant was demolished in March 2001 to make room for the new Manning public works and police department building (Manning Quasquicentennial History Book Committee 2006:462).

Poultry Hatcheries and Egg Packing Plants

At one time there were as many as seven hatcheries, produce, and poultry processing businesses in operation in Manning.

> It is claimed that Manning fared better than most communities during the depression of the 1930's because of its production of eggs, chickens, potatoes and cream. Farmers were aided through a fairly constant market price for these items, and jobs in town were assured by the need for their handling (History Book Committee and Art Rix, ed.1981:192).

The West Iowa Poultry Association also organized and headquartered in Manning in the 1920s. Poultry shows were held annually at the Manning Opera House from 1926 until World War II. In 1936, the State Poultry Show was held in Manning.

Among the largest of the firms was the W.B. Parrott Produce Company, which specialized in eggs, poultry, and butter from 1893 into the early 1900s. The business was then purchased by Judson and Lenhart, who moved it to a new location on Lot 6 of Block 7 in Manning. W.B. Parrott then opened the Manning Produce Company, which from 1902 to 1904 sold its products to Armour & Co. However, a strike forced Parrott to find new markets, and his company became a subsidiary of Priebe & Simater of Chicago. The Manning firm then became known as the W.B. Parrott Co., which had its poultry and egg packing plant located on the northwest half block of Block 3 (Sanborn 1927, 1935, see Appendix A). In the 1940s, Priebe & Sons, Inc., purchased the Parrott Co., with the business then operated as Priebe & Sons. The Manning operation was one of 27 poultry and egg plants and 17 hatcheries operated by Priebe & Sons, with distribution centers in New York, Kansas City, Cleveland, and Chicago (History Book Committee and Art Rix, ed.1981:192-3).

The Parrott Co./Priebe & Sons, Inc. plant was located in a three-story building at the corner of Front and 2nd streets. This business included a hatchery, produce company, and processing firm. An egg drying plant was added to the operation in the early 1940s as part of the nation's war effort.

> The plant ran 24 hours a day with a goal of drying 5,000,000 pounds of eggs per year. During this time, the firm employed 130 people and had a weekly payroll of $3,000. The Manning plant processed 44,000 pounds more eggs than any other plant in the United States (History Book Committee and Art Rix, ed.1981:193).

After the war, egg drying was discontinued in favor of freezing eggs for sale to bakeries and mayonnaise manufacturers. Both chickens and turkeys were packed at the Manning plant in the 1940s-50s. A separate hatchery unit was added in 1950 as the Priebe Hatchery. Priebe's continued the business until 1957 when it moved its operation to North Carolina. Randulf Produce Co. then operated the old Manning plant for a couple of years before selling the plant to Pacific Adhesives for use as a blood drying plant and for Schroeder's Farm Store. In 1967, the original portion of the old Manning plant was destroyed by fire; however, the egg drying facility added in the early 1940s suffered only minor damage. This facility continued to be used by the blood drying plant until September 1997 when the company had to shut down production. The building was closed for good in April 1998 (History Book Committee and Art Rix, ed. 1981:193; Manning gas utility records).This portion of the plant is still standing at the corner of Elm and 2nd Streets (Figure 18).



Figure 18. Former egg drying plant, later used for blood drying, at the corner of Elm and 2nd Streets.

Photograph taken by Tallgrass Historians L.C., May 9, 2012.

Other hatcheries and produce firms in Manning included: the Kruse family's chick hatchery at 507 Main Street[3] (extant) in the 1930s (begun in the 1920s on the Kruse farm east of Westside) (Figure 19); Eustice Lake's hatchery at 1203 South Street (later moved to the northwest corner of 3rd and Main streets) also begun in the 1920s-30s; and Frank Fister's chicken culling business in the 1930s. "Firms such as Farmer's Union Service Association, Lake's, and Kruse's [also] sold poultry feeds" (History Book Committee and Art Rix, ed.1981:194). Feed and poultry businesses in the 1940s included those of Roger Nissen and Merle Stoelk as "Nissen's Hatchery," Lloyd Rix, [Harry] Raebel Produce and Hatchery, [Clarence] Grundmeier Hatchery, and the Hi-Way Hatchery and Produce, which was a combination of Raebel Produce and Nissen's Hatchery operated by the Ross Graner family in the former Kruse hatchery building at 507 Main Street (Figure 20). Others followed and operated into the early 1970s when the G & R Hatchery (a merger of the Hi-Way Hatchery and Glen Kusel's hatchery) was moved to an acreage northeast of Manning (ibid.).



Figure 19. Former hatchery building at 507 Main Street (corner unit), Looking WNW. Photograph taken by Tallgrass Historians L.C., May 9, 2012.



Figure 20. 507 Main Street when it was the Hi-Way Hatchery, Looking North. Photograph obtained from http://www.davidkusel.com/manning125/street/west.htm, 2012.

[3] The building at 507 Main Street had housed farm machinery and veterinary businesses and a flour and feed exchange prior to the hatchery businesses (Sanborn 1913, 1927).

Manning's Town Improvements

A fire on Main Street on April 16, 1882, destroyed 13 buildings, dramatically illustrating the need for an adequate water source for fire fighting.[4] Manning's new town government had a well dug and 4-inch and 6-inch water mains laid down Main and adjoining streets with 14 water hydrants connecting them. A windmill with a 20-foot diameter wheel produced the proper amount of pressure. In 1894, when Manning's size and population had outgrown the windmill, the town built a pump house with a steam-powered engine and a large water tank near the well (History Book Committee and Art Rix, ed.1981:16). In 1903, a steel water tower was built that still stands. It was designed by Manning native, Henry Brunnier, and his college professor, Anston Marston (Manning Points of Interest, accessed at http://www.manningia.com/local-attractions.html, 2013).[5]

Oil street lamps were installed beginning in 1885 and continuing with additional lamps between 1896 and 1900. A telephone franchise was established in 1900. An electric light plant was put into operation in 1901, with the first electric arc-light fixtures installed that same year. A more substantial electric light plant was built in 1928 and had a generating capacity of 500 kilowatts. This plant came under the city's operation as the Manning Municipal Light Plant in 1937-38. The plant was more than doubled in size in subsequent years and began purchasing power from the Northwest Iowa Power Cooperative beginning in 1957. Increasing demand in the 1960s resulted in additional improvements to the plant, and in the 1970s the town's electric lines were buried underground. "Manning is one of the first towns to have its electric lines underground" (History Book Committee and Art Rix, ed.1981:176). The light plant is still standing and still used by the city (Figure 21).



Figure 21. Manning Municipal Light Plant located on Center Street south of IA 141, Looking to ESE. Photograph taken by Tallgrass Historians L.C., May 9, 2012.

The original wood board sidewalks in Manning began to be replaced with concrete sidewalks in 1901, with hitching posts and racks added in 1908. In 1911, the town planned a sewer system, which was installed by 1913. An intercepting sewer was added in 1926 followed by a sewage treatment plant in 1931.

---

[4] It also awakened the business owners to the dangers of their frame buildings prompting new construction to be of masonry.

[5] The 1903 water tower is being nominated individually for listing in the National Register of Historic Places. It is located outside of the current survey area.

In 1914, the town council passed a resolution to pave Main Street and one block of each cross street with brick. C.L. Mosher of Sioux City won the contract and completed the paving the following year (History Book Committee and Art Rix, ed.1981:16-18).

Around 1901, a privately operated park known as the Great Western Park was established as a recreational area a half-mile south of town. It centered around two ponds and included a dance hall, bowling alley, rifle range and clay pigeon shooting area, an ice house, and other amenities. It proved so popular, that the Great Western train added a stop here to accommodate tourists from Omaha, who would take the train to the park, spend the day, and then catch the return train to Omaha in the evening. The park closed in 1940 (History Book Committee and Art Rix, ed.1981:91).

In the 1920s, a city park, known as "Citizens Park" was established south of present-day Highway 141 on the parcel formerly occupied by the yards of the CM&StP railroad, the Joyce Lumber Co., and the Manning Produce Co. (History Book Committee and Art Rix, ed.1981:18; Sanborn 1913, 1927). This area remains a city park to the present day.

In 1927, the Wyatt Hospital opened in Manning, with a distinctive two story concrete building constructed in 1926-27 and designed by architect, George Spooner on Lots 8-10 of Block 8 on the east side of Main Street (Figure 22). The hospital was enlarged with an addition that surrounded the original building in the late 1960s-mid 1970s, with a nursing home called "The Manning Plaza" added to the complex in 1966 (History Book Committee and Art Rix, ed.1981:28, 128). Today, this complex of buildings covers much of Block 8. The original hospital building is still standing but is largely obscured by the many later additions (Figure 23).



Figure 22. Original Wyatt Hospital building in the 1930s, looking to the ESE.
Source: http://www.davidkusel.com/manning, 2012.



Figure 23. Former Wyatt Hospital building (arrow) in the midst of the medical center/nursing home complex on Block 8 on the east side of Main Street, Looking SE from the corner of Main and 4th streets. Photograph taken by Tallgrass Historians L.C., May 9, 2012.

Manning Adapts to the Automobile

In 1905, bank cashier Orson E. Dutton bought Manning's first automobile. Numbers steadily increased until in 1911, the town council found it necessary to pass an ordinance regulating automobiles within the city limits. The ordinance set a speed limit of 15 miles per hour and limited parking in the business district to the center of Main Street, among other things. In May 1910, the council issued a permit to Standard Oil Company to build Manning's first gas station (non-extant). The Nishna Valley Route was an early registered automobile route that utilized present day Iowa Highway 46 and Iowa Highway 141 from Audubon through Manning. This route seems to have been short-lived and perhaps was unpopular because of all the grade crossings that would have to be negotiated within the Manning city limits. In 1913, when the CM&StP moved its tracks north of town, some of these obstacles were eliminated on the future state highway (History Book Committee and Art Rix, ed.1981:18-19).

Iowa Highway 46 was first designated in 1920 with Manning as its western terminus. It was extended west to IA 4 (now US 59) from Manning in 1928. In 1933, the section from US 71 to the east side of Manning was paved, with that section from Manning west paved several years later. IA 46 became part of IA Highway 141 in 1941. In Manning, this highway extends along 6th Street skirting the south edge of the Main Street commercial area. In 1960, 6th Street was widened into a four-lane through Manning (Hancock 2008; History Book Committee and Art Rix, ed.1981:27).

New businesses catering to automobile and trucks were established in town including: repair garages, gas and service stations, motels, cafes, and dealerships (Figure 24). Among these was the Ford garage established at the corner of 3rd and Center streets in 1919; the Manning Motor Company (a Chevrolet dealership) established in 1934 first located at 715 3rd Street and later moved to 419 Main (extant) and then in 1948 into a new brick building at 503 Main Street (extant) (Figure 25); and the Pontiac garage owned by John Ostermeyer on the west side of Main Street in Block 7 and destroyed by fire in 1934 (History Book Committee and Art Rix, ed.1981:23, 65).

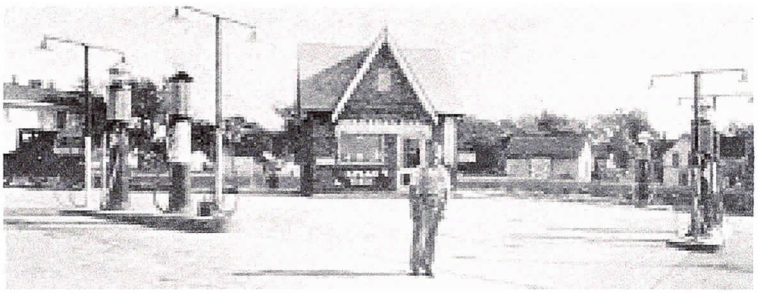


Figure 24. The original Standard Station at the Main Street and Highway 141 intersection once operated by Walter Hauschildt. This building is non-extant. Source: http://www.davidkusel.com/manning125/street/east.htm, 2012.



Figure 25. 1948 Manning Motor Company building at 503 Main Street looking west. Photograph taken by Tallgrass Historians L.C., May 9, 2012.

In addition to car races in town, one of the notable automobile-related events along Main Street in the early twentieth century was the "Ford Day" held on October 5, 1922. This event included a parade of Ford cars three blocks long, bands, floats, contests, and other entertainment. Reportedly, 12,000 people were in attendance, and Manning's Main Street was clogged with spectators (Figure 26).



Figure 26. Ford Day, October 5, 1922, on Main Street. Source: http://www.davidkusel.com/manning125/street/east18.htm, 2012.

Manning's German Heritage

Like most towns in Iowa, Manning's population has been a melting pot from early settlement to the present day. However, there was one ethnic immigrant group that dominated the town's population from its earliest days. This group was of German heritage, with most of the earliest settlers hailing from the regions of Schleswig-Holstein and Hannover, Germany. So prevalent were these immigrants that the German language was commonly used in the town's schools and churches but was also reflected in *Der Manning Herold,* a German language local newspaper. However, as tensions rose between the United States and Germany as a result of World War I, the Governor of Iowa issued a proclamation that no foreign language could be used in public. Church services were now in English only, and students were forced to stop speaking German in their classrooms. The *Der Manning Herold* merged with the *Manning Monitor* and became an English language publication. The German Savings Bank in Manning was renamed the Iowa State Savings Bank. The tension continued through World War II, and it was not until the late twentieth century when Manning residents began to publicly celebrate their German heritage (German Heritage, accessed at http://germanhausbarn.com, 2013).

Historic evidence of the town's German heritage has included a number of historic sites, few of which still survive. Notable among these were buildings associated with the Schuetzen-Verein, a traditional German shooting club first organized in Manning in February 1882. This Verein had a park on the south edge of Manning known as the Manning Schuetzen Park (see Figure 8) dedicated in 1900. This non-extant park was the scene of picnic gatherings and included a rifle range and clay pigeon shooting area. The Verein also held an annual King Shoot Parade and built the first opera house in town. The opera house built in 1882 was a frame building that included a beer bar in its basement. It burned to the ground in 1925 and was rebuilt by the Verein in 1926 as a substantial and stylish masonry building. It became known as The Schuetzen Hall (a.k.a. The German Hall) and was the scene of many popular public dances, live performances, and other entertainment (History Book Committee and Art Rix, ed.1981:23, 84-86).

In addition to Manning's Schuetzen-Verein, there were two other vereins in the vicinity that had their own halls located in the countryside. One was known as the Three Mile House located three miles north of Manning and the other was the Five Mile House located five miles south of Westside. The Three Mile House Verein disbanded in 1943, and the building was subsequently torn down. The Five Mile House was built in 1876 and torn down in 1938 but was replaced by a new building that is still standing (History Book Committee and Art Rix, ed.1981:84-86).

There was also an early "Der Manning Turnverein," which was a gymnastics and exercise club organized in 1895. This turnverein included folk and ballroom dancing and public performances of gymnastic routines (History Book Committee and Art Rix, ed.1981:116). The "Manning Liederkranz" was a singing society that formed in 1891 and continued until World War II when anti-German sentiment finally prompted the group to disband (ibid.:117).

In the late 1970s this ethnic pride took the form of an urban renewal project wherein the city council passed an ordinance on March 16, 1977, requiring all new buildings and any remodeling of existing buildings to use a Bavarian theme in their design. While most of Manning's German immigrants did not hail from Bavaria, the Bavarian theme was selected because it was felt to impart the most identifiable German type of architecture to the general public (History Book Committee and Art Rix, ed.1981:31). As a result, a number of buildings along Manning's Main Street now feature Bavarian-themed facades. The ordinance was revoked in 2008 as part of a growing historic preservation movement in the city, which also resulted in the formation of the Manning Historic Preservation Commission in June 2008 and the designation as a Certified Local Government in May 2009. Also in 2009, Manning became an officially designated Main Street Community. Part of the Main Street Manning's mission is to "preserve and

revitalize our historic town" (Main Street Manning Organization, accessed at http://www.manningia.com/main-street-manning.html, 2013).

The town's German heritage was most dramatically memorialized in 1996 when an authentic German hausbarn built in 1660 was dismantled in Klein-Offenseth, Schleswig-Holstein, Germany, and shipped in pieces to Manning. The idea for the hausbarn removal was presented to the Manning Heritage Foundation in 1981 following the town's centennial celebration. Beginning in 1999, the hausbarn was rebuilt and restored and in August 2000 opened to the public as a historical museum. It is located east of Manning on the south side of Highway 141 in what is now known as the Manning Heritage Park, which also includes the National Register-listed Leet/Hassler Farmstead District (Manning Quasquicentennial History Book Committee 2006:8-9; Rogers 2000).

Architecture of the Downtown Commercial District

The commercial district in Manning has always been centered on its north-south oriented Main Street. bounded by Center Street (east), Sixth Street/Hwy 141 (south), Second Street (north), and Elm Street (west). The extant buildings reflect two major events in Manning's history—the devastation of fires and the enactment of the ordinance in 1977 requiring all new buildings and any remodeling projects of existing buildings to have a Bavarian theme in their design.

As with most Iowa towns, fire has always had a defining impact on the look and survival of historic buildings in commercial districts. Manning was no exception. The town was only in its first year when a fire damaged the City Hotel on December 28, 1881. Then less than five months later, the fledgling commercial district was devastated by a fire on April 16, 1882, that destroyed 11 buildings in the block at Main and 3rd streets. This was followed by a fire on July 13, 1882, when two buildings near the corner of Main and 3rd street were damaged as the result of an arson-set fire. There were three arson-related fires set the following July although those buildings were more damaged than destroyed. Fires in 1884, 1888, and 1894 damaged or destroyed lesser numbers of buildings; however, a big fire on May 8, 1891, claimed nearly the entirety of Block 5 along Main Street. The next big fire was on September 11, 1895, when eight buildings were destroyed in Block 7 along Main Street (History Book Committee and Art Rix, ed.1981:63).

The main result of the fires (aside from the loss of early buildings) was the creation of a fire department, wells and hydrants and a city waterworks to help fight fires, and the construction of new replacement buildings of masonry rather than wood frame. As a result, loss from fires decreased as did the extent of damage if there was a fire. The ability to contain fires to one building rather than having a whole block go up in flames also helped preserve the historic buildings still along Manning's Main Street. Fires in the Schelldorf drug store in 1925, the Neil shoe repair shop in the early 1930s, and the Lewis-Reinhold drugstore in 1933 either destroyed or badly damaged those buildings but resulted in mostly smoke and water damage to nearby and adjacent buildings (History Book Committee and Art Rix, ed.1981:64-65). The Lewis-Reinhold building was particularly unlucky, with the new building built in the wake of the 1933 fire impacted by fire again in 1939 when the adjacent Rober-Wehrmann building caught fire. That fire destroyed both buildings (ibid.:66).

There was one explosion in a Main Street building, specifically the Rostermundt & Kuhl hardware store. In 1921, there was a terrible explosion in the rear of the building that killed two persons (History Book Committee and Art Rix, ed.1981:64).

Most of the buildings built in the wake of the earliest fires and continuing into the twentieth century were built of masonry construction, primarily brick. Most were two stories in height, although one-story

buildings were included in the mix. Many featured stylistic details of the Late Victorian and early twentieth century Revival styles of architecture. One building, The Bank of Manning built in 1885 at 307 Main Street (west side of Main), features exterior brick walls faced with cast concrete panels (Figure 27).

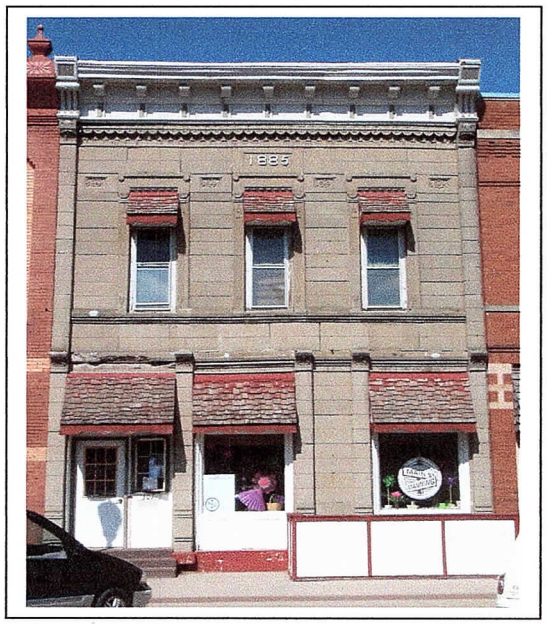


Figure 27. Bank of Manning at 307 Main Street. Photograph taken by Tallgrass Historians L.C., May 9, 2012.

The concrete-paneled façade is unusual for the time but does appear to be original. The actual construction technique appears to be panel sections with inscribed lines outlining a pattern appearance of smaller rectangular blocks with two "rows" of one half "block" and one whole "block," with the pattern offset in the second row of each panel section. There is a section above the front door where the concrete has spalled off from a cornice section exposing metal rebar. Other cast concrete sections include the decorative frieze trim under the bracketed metal cornice, the columned window surrounds, and decorative panels flanking each of the three second floor windows.

Common decorative details on those buildings built in the late nineteenth century included: pressed tin cornices, some quite elaborate and others more modest in design; pressed tin or cast stone window hood molds; tall, narrow second floor windows; and cast iron or wood-framed glass storefronts. In the early twentieth century, Classical Revival influence became popular with stylistic details now expressed in corbelled brickwork and stone or concrete inserts. Metal-framed plate glass window storefronts replaced older ones during building remodels of this period. The brick used in the early to mid twentieth century was also more yellowish or buff in color reflecting in part changing tastes but also the source of the bricks being used.[6]

Storefronts of Iowa's Main Streets were typically updated through time to reflect changing tastes in architecture but also to present a more progressive and up-to-date business look to potential customers. Banks, in particular, were continually updating not only their storefronts but their entire buildings to put their best financial face forward in the community and to assure customers of their solid financial position in the community. The Classical Revival styles of the early twentieth century were commonly used in bank building updates or new bank construction.

Updates to the average late nineteenth century commercial building in the early to mid-twentieth century, involved primarily makeovers of the first floor storefront. Upper stories were often left untouched unless brick or tin cornices began to deteriorate. Pressed metal cornices often did not survive for lack of proper maintenance and were either completely removed from a building or cut down in size. Projecting name/ date plates and finials on cornices were usually the first items to be removed.

Storefront remodels sometimes involved covering over older details, such as wood panels placed over glass transom or ribbon windows. Other remodels were more extensive and included changing the

[6] The buildings built in the late nineteenth century generally used more reddish or reddish-orange bricks, suggesting sources closer to town or in the region. The buff-colored and more yellowish brick would generally have come from sources outside of the region.

placement of doors and windows or reducing windows. In some instances, an entire older storefront was removed and a new storefront built in its place.

Some remodeling is now considered historic and contributes to the significance of a building rather than detract from it. The use of structural glass and enameled metal panels, Art Deco and Moderne decorative details, and Art Glass and Luxfer prism glass transom windows are among remodeling details considered contributing to a building's significance and integrity.

Most of Manning's commercial buildings were built and designed by local contractors often using stock plans and building detail catalogs. However, there were a few architect-designed buildings along Main Street including the Wyatt Hospital designed by architect George Spooner of Council Bluffs and Des Moines and others yet to be identified (History Book Committee and Art Rix, ed.1981:141; Shank 1999). Local builder, C.D. Dewing was responsible for the construction of a number of buildings on the east side of Main Street built in the wake of the 1891 fire.

As noted above, in 1977 as part of an urban renewal incentive program, the Manning city council enacted an ordinance that required all new buildings and any remodeling of existing building to incorporate a Bavarian theme into the design. It was felt that Bavarian architecture would impart the most identifiable German type of architecture to the general public even though most of Manning's German immigrants hailed from the Schleswig-Holstein region of Germany (History Book Committee and Art Rix, ed.1981:31). As a result of this ordinance, a number of buildings along Manning's Main Street now feature Bavarian-themed facades (Figure 28). Some of the Bavarian-themed designs were elaborate and more Disney-like in their design (see Figure 27); however, most were more understated and included the common application of faux-half timbering, some wood-shingled overhangs and awnings, and an overall consistency in sign lettering using an Old English type of font (Figure 29).



Figure 28. Elaborate Bavarian-themed façade on building at 320-22 Main Street looking East. Photograph taken by Tallgrass Historians L.C., May 9, 2012

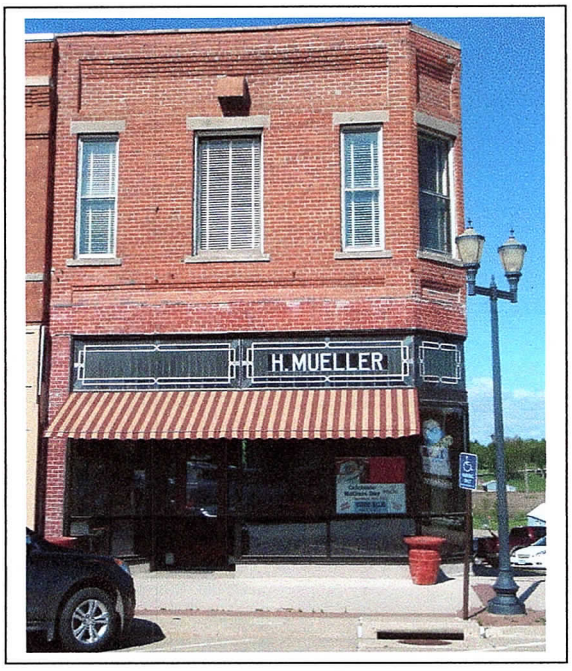


Figure 29. Understated expression of Bavarian-themed remodeling on 319 Main Street looking West. Photograph taken by Tallgrass Historians L.C., May 9, 2012.

While the Bavarian-themed designs are not yet historic in age, the fact that their design was the result of an actual city ordinance meant to celebrate the city's German heritage and to help spur economic growth through tourism is notable. The impact on the integrity of the commercial district's historic architecture is variable. In some instances, the application of Bavarian facades has involved cover-ups that could be removed, while on others the application has been extensive and perhaps more permanent in execution, such as the First National Bank (Figure 30). As noted above, the ordinance was revoked in 2008.



Figure 30. Bavarian-themed extensive remodeling of the First National Bank at the SW corner of 4th and Main streets, looking SW. Photograph taken by Tallgrass Historians L.C., May 9, 2012.



The more extensive Bavarian design applications may prove to be National Register eligible if they stand the test of time and are still present and retain good integrity once they achieve a more historic age (i.e., closer to 50 years of age). At that point, they should be considered contributing to the historic district for the honoring of the city's heritage through the passage of a city ordinance. Today, there is less emphasis in new remodels on following the Bavarian theme, with a recent project at the Mueller Building restoring the building to its historic look rather than a Bavarian façade (Figure 31). This included the exposure and restoration of an early twentieth century glass transom.

Figure 31. Mueller Building at SW corner 3rd and Main streets, looking West. Photograph taken by Tallgrass Historians L.C., May 9, 2012.

F. ASSOCIATED PROPERTY TYPES

Property Type I: Buildings, Structures, and Sites Associated with Manning's Railroad Boom Town Era, 1881-early 1900s

a. Description

The property types associated with this are architectural in nature. There may be archaeological remnants of former buildings from this period that remain intact within vacant lots and parking lots in the commercial district; however, this potential was not evaluated during the current study. The architectural properties that could be associated with the Railroad Boom Town Era context include single to multiple unit commercial buildings primarily built of masonry construction and being mainly two stories in height.

b. Significance

The significance of these properties lies in their association with the Railroad Boom Town Era of development of Manning's commercial district and their reflection of the influence of the railroad on the town's development and on the town's architecture. These buildings, structures, and sites should have the ability to represent and illuminate this period of development in the town's history. Properties may achieve significance under Criteria A, B, C, or D under this context depending upon the nature and integrity of the structural or archaeological remains. For the purposes of the current study, only significance under Criterion A (historical), B (significant persons), and/or C (architectural) is considered. Criterion D pertains primarily to archaeological sites.

c. Registration Requirements

For properties associated with the Railroad Boom Town Era of Manning's historical development, integrity is a key issue; however, integrity of location is the least of the issues because none of the

buildings within the commercial district have been moved and remain at their original locations.[7] Therefore, the district in general retains a high degree of integrity of location. More critical of the integrity issues is integrity of design, materials, feeling, and association, with integrity of setting, location, and workmanship perhaps less critical but if present enhance a property's overall significance. An important guide for evaluating the integrity of architectural properties, particularly those being considered under Criterion B for their association with the life of a significant person, would be if the associated person would easily recognize the property if he or she was to return today.

Architectural and archaeological sites significant for their association with the Railroad Boom era must be able to represent and reflect their association with this period in the town's development. For architectural properties, the major concern is later modifications and alterations to the structure and to what degree the original components of the structure are still intact and recognizable. Finally, the property, be it architectural or archaeological, must date from or contain evidence dating from, the period of significance for this context, which is considered to extend from 1881 into the early 1900s.

Property Type II: Buildings, Structures, and Sites Associated with Evolution of the Manning Downtown Commercial District, 1910s-1960s

a. Description

The property types associated with this are primarily architectural in nature. There may be archaeological remnants of former buildings from this period that remain intact within vacant lots and parking lots in the commercial district; however, this potential was not evaluated during the current study. The architectural properties that could be associated with the twentieth century evolution of the Manning commercial district context include single to multiple unit commercial buildings primarily built of masonry construction and being both one to two stories in height.

b. Significance

The significance of these properties lies in their association with the twentieth century development of Manning's commercial district and their reflection of the evolution of that district from its late nineteenth century railroad boom era into the twentieth century. In the new century, the influence of another mode of transportation had a great influence on Manning's development, specifically that of motorized vehicles and the impact of the construction of Highway 141 through Manning. Buildings, structures and sites under this property type should have the ability to represent and illuminate this period of development in the town's history. Properties may achieve significance under Criteria A, B, C, or D under this context depending upon the nature and integrity of the structural or archaeological remains. For the purposes of the current study, only significance under Criterion A (historical), B (significant persons), and/or C (architectural) is considered. Criterion D pertains primarily to archaeological sites.

c. Registration Requirements

For properties associated with the twentieth century evolution of the Manning commercial district, integrity remains a key issue; however, integrity of location is still the least of the issues because none of the buildings within the commercial district have been moved and remain at their original locations. Therefore, the district in general retains a high degree of integrity of location. More critical of the

[7] There is one building in the survey area that was moved into Manning from Minnesota. This was the roller rink, now exclusively the VFW Hall, at the north end of Main Street. However, this building and this area of Main Street is not within the recommended commercial district.

integrity issues is integrity of design, materials, feeling, and association, with integrity of setting, location, and workmanship perhaps less critical but if present enhance a property's overall significance.

Architectural and archaeological sites significant for their association with the early twentieth century evolution of the Manning commercial district must be able to represent and reflect their association with this period in the town's development. For architectural properties, the major concern is later modifications and alterations to the structure and to what degree the changes are considered important because they reflect progressive updates or changing stylistic tastes or are modern and/or have either obscured or removed original components. Finally, the property, be it architectural or archaeological, must date from or contain evidence dating from, the period of significance for this context, which is considered to extend from the 1910s into the present day. However, the 50-year cut-off date for consideration of National Register eligibility is used herein as the termination point for the period of significance for the district as a whole (i.e., 1960s).

G. GEOGRAPHICAL DATA

The geographical area for the current study encompasses the commercial area of the City of Manning, which is located in the southwest corner of Carroll County in western Iowa (see Figures 1 and 2). The survey area is bounded by 2nd Street on the north, Elm Street on the west, Center Street on the east, and Highway 141 on the south. As noted previously, there were several additional properties south of Highway 141 that were examined in order to determine whether there was any justification for the extension of the commercial district boundary south of the highway.

The study area physically encompasses the entirety of the historic commercial district centered on Main Street, which is oriented north-south. Within this area are six whole blocks and two half blocks of commercial lots and a total of 54 buildings.

H. SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

Research Design

Introduction

Manning, Iowa, is located in the southwest corner of Carroll County along Highway 141. The history of the community was influenced not only by this transportation route but also by the railroad the roughly paralleled the highway in this area. The current study will survey and evaluate the commercial area of the town to determine the presence of, and boundaries for, a National Register-eligible historic district. The project is to assist in future historic preservation efforts and programs in the community.

Goals and Objectives

The primary goal of the proposed project will be to complete the intensive survey and evaluation of a two-block by four-block area of Manning's commercial area containing approximately 60 buildings. The purpose of an intensive survey is to identify and define the boundaries of a historic district and evaluation and identify properties within that district as to whether they are contributing or non-contributing to the district. The evaluation is based on the significance criteria and integrity considerations set forth by the National Register of Historic Places. The results of the survey will be reported in a format following that of a Multiple Property Documents form but will be adapted to a survey report format. The report will include identification of the historic contexts associated with Manning's commercial development.

A further objective of the proposed project will be to train and utilize local volunteers in various project activities including field photography, site specific and general research, and completion of the site inventory forms for each property.

Methods

The fieldwork began with a public meeting to recruit local volunteers and introduce participants in the purpose of the project; explain the National Register process; and provide information on tax credits and other financial incentives that come with district designation. This meeting was held on May 8, 2012, with a number of interested persons in attendance. Principal Investigator, Leah D. Rogers, of Tallgrass Historians L.C. conducted the meeting. The Principal Investigator was housed by the Mayor Harvey Dales and his wife, with the Mayor Dales providing his thoughts on historic properties in the town. The following morning, the Principal Investigator met with long-time Manning contractors to learn from them the changes to buildings that witnessed through the years and whether original components might still be present under modern cover-ups and remodels.

The fieldwork was then conducted in the late morning and through the afternoon by the Principal Investigator along with Research Associate, Cindy L. Nagel of Tallgrass Historians L.C., and local volunteers. Each building in the study area was photographed using digital cameras and keyed to photograph log sheets. Notes were taken for each building of details identified by the Principal Investigator and historical information supplied by the volunteers.

Following fieldwork, volunteers were recruited to assist with site specific research and the completion of the Iowa Site Inventory forms for each building. To further assist with a Downtown Revitalization Grant that the City of Manning's Main Street program had received, the forms for selected buildings were prioritized and completed ahead of time to meet the grant schedule. Volunteers filled out much of the forms, provided historical information and photographs as well as oral history memories of each building. The Principal Investigator completed each building's evaluation and significance sections.

During the rest of the summer and fall, volunteers worked on the rest of the inventory forms, which were submitted to the Principal Investigator for completion. A sample of the completed forms was included with the submittal of the draft report.

All architectural properties intensively surveyed were evaluated according to the significance criteria and integrity considerations for eligibility to the National Register of Historic Places and identified as to whether they are contributing or non-contributing to any identified historic district. Individually eligible properties were also identified.

The Principal Investigator and Research Associate, Jennifer A. Price, compiled the summary draft report, which was reviewed by local volunteers and the State Historical Society of Iowa. The final version of the report herein and the inventory forms and photographs were submitted to the City of Manning and the State Historical Society of Iowa.

A final public meeting was held on May 28, 2013, after the finalization of the project report and inventory forms in order to provide the public with the results and recommendations of the survey. The meeting also provided an additional opportunity for participants to ask questions and learn more about the National Register of Historic Places and funding and other incentives for historic properties.

Evaluation

The initial architectural evaluations were based on the guidelines and criteria set forth by the Department of the Interior for the National Register of Historic Places (National Park Service 1991, 1997). Each building within the study area was evaluated for both individual eligibility for listing in the National Register of Historic Places and contributing or non-contributing status within the identified eligible commercial district.

Integrity is a key component to any site and is defined as "the ability of a property to convey its significance" and "to retain historic integrity a property will always possess several and usually most of the aspects" of integrity (National Park Service 1993:17). The following table is adapted from Bulletin 26 (ibid.:17-21) and is a summary of the aspects or qualities of integrity:

Location - The place where the historic property was constructed or the place where the historic event occurred. (Historic archaeological sites and districts almost always have integrity of location).

Design - The combination of elements that create the form, plan, space, structure, and style of a property. (Design can be applied to town layouts and plans but for historic archaeological sites generally refers to the patterning of structures, buildings, and discrete activity areas relative to one another. All properties must be able to convey their significance either through the information they contain [Criterion D] or their historical appearance (Criteria A, B, and C).

Setting - The physical environment of a historic property. (This includes elements such as viewsheds, topography, landscapes, vegetation patterns, and man-made features such as fencerows, paths, roadways. Historic archaeology sites can be nominated under Criterion D without integrity of setting if the sites have important information potential; however, an intact setting certainly enhances the ability of the site to convey its significance. For nomination under Criteria A and B, integrity of setting must be able to reflect the appearance of the site during the period of significance and the setting must be integral to the importance of the site or district.)

Materials - The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. (Integrity of materials is important under Criterion C, while under Criteria A and B, the integrity of materials should be considered within the framework of the property's overall significance. Under Criterion D, integrity of materials is usually reflected in the presence of intrusive artifacts or features, the completeness of an artifact or feature assemblage, or in the quality of artifact or feature preservation.)

Workmanship - The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. (This is most often an issue under Criterion C, with it important under Criteria A and B only if workmanship is tied to the property's significance. Under Criterion D, workmanship is usually addressed indirectly in terms of the quality of the artifacts or architectural features and may not necessarily be a critical issue to eligibility).

Feeling - A property's expression of the aesthetic or historic sense of a particular period of time. (A property has integrity of feeling if its features, in combination with its setting, convey a historic sense of the property during its period of significance. Integrity of feeling enhances a property's ability to convey its significance under all of the criteria).

Association - The direct link between an important historic event or person and a historic property. (Integrity of association is critical under Criteria A and B. In essence, a property retains association if it is the place where the event occurred and is intact enough to convey that relationship to the observer. Under

Criterion D, integrity of association is measured in terms of the strength of the relationship between the site's data and the important research questions from which it can derive its significance.)

Many of these aspects apply to architectural properties, with some distinctions. For example, while it is always preferable to have the significant architectural property at or on its original site, some buildings, such as outbuildings and log cabins, were commonly moved around. Therefore, integrity of location is not always a critical factor, if the property meets other aspects of integrity, such as integrity of design, setting, materials, workmanship, feeling and/or association, and its significance lies in broader historical associations or its own design elements regardless of its specific point of origin or location.

If a site is found to possess sufficient integrity, then the potential significance of the property must be considered. Documenting the significance of a historic property must consider four basic criteria (National Park Service 1991:37, 1993:21-27).

Criterion A - Association with events and broad patterns of events that have made a significant contribution to the broad patterns of our history (i.e., historical significance). To be eligible under this criterion, properties are significant because they demonstrate or reflect important events or patterns of events. Under Criterion A, a property must convey its historic significance. For archaeological sites, they must have well preserved features, artifacts, and intra-site patterning in order to illustrate a specific event or pattern of events important in an area's history. Significance is generally demonstrated through historical research, with archaeological or architectural evidence supporting the linkage.

Criterion B - Association with the lives of an important person or persons significant in our past. These are individuals whose activities are demonstrably important within a local, state, or national historic context. A property must be illustrative of this person's life, rather than commemorative. Under Criterion B, archaeological sites must have excellent preservation of features, artifacts, and spatial relationships. Simply put, integrity for a property eligible under Criterion B means that the person for whom the property is significant in its association would be able to recognize the property if he or she could return today. This is true for architectural properties as well.

Criterion C - Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction (i.e., architectural significance). To meet the integrity requirement of Criterion C, an archaeological property must have remains that are well preserved and clearly illustrate the design and construction of the building or structure. An architectural property would have to retain sufficient integrity of design, materials, workmanship, and feeling.

Criterion D - Information potential (i.e., the ability to yield information important in prehistory or history). This is most commonly applied to archaeological sites, although it does not exclude architectural properties or features. To be eligible under this criterion, a property must have or have had information that can contribute to our understanding of human history or prehistory, and that the information must be considered important.

Research Questions

The following research questions were formulated for the Manning study:

1. What was the historical progression of the commercial development of Manning, Iowa? Was the railroad the primary influence on the form and design of the extant buildings in the study area? Are there any buildings left from the early railroad era?

This question was answered by the history of Manning itself, which was founded as a railroad town in 1881. It was found that the earliest buildings in town were of frame construction and many succumbed to fire, some within a year or two of the town's founding. However, of the masonry buildings that were constructed in their place, many still survive and reflect the town's association with the railroad in the materials that were shipped in by rail for their construction and in the influence of national styles of architecture in their design.

2. Were any local materials, such as brick or stone, used in the construction of the commercial buildings in Manning?

There was at least one local brickyard and others in the vicinity that provided brick for foundations, chimneys, and some wall construction; however, most of the face brick used in the commercial buildings was higher-fired, harder brick that would have been shipped in by rail from other yards in the region (such as Sioux City) or out of state yards. Stone, where used in foundations, was probably of local or regional origin. However, later materials such as terra cotta, concrete and tile blocks, structural glass, and metal panels would have been acquired by rail or by truck from outside manufactories.

3. Is the ethnicity of Manning's settlers evidenced in the design of former or extant buildings in the survey area?

The German heritage of Manning was earliest expressed by the names of businesses, such as the German Savings Bank, and by the function of the businesses in the buildings, such as the many saloons and beer depots in town. However, in the late twentieth century, an ordinance was enacted to further urban renewal and tourism efforts by requiring new buildings and building remodels to use a Bavarian theme in their design. A number of buildings along Main Street show various expressions, both simple and elaborate, of the Bavarian theme.

4. Who were the primary developers of the commercial enterprises in Manning and what buildings were they associated with? What was their impact on Manning's development through the years?

These questions were answered in the development of the historic context contained in this report and on each of the inventory forms completed for the buildings in Manning's commercial area. In this case it appears that it was not just a few individuals who impacted or influenced the development of the commercial area but rather a number of individuals who left their mark on at least one building and who contributed to the commercial district as it stands today.

Architectural Property Evaluations and Recommendations from Current Study

A total of 54 buildings were inventoried with the project survey area (see Figure 1), with an additional six properties inventoried outside of that survey area because of local interest and to determine if the district boundary should extend south of Highway 141. Of the total 60 properties, three had been previously inventoried. All of the properties were evaluated and/or re-evaluated for the current study for contributing or non-contributing status in a commercial district and/or individual eligibility for listing in the National Register of Historic Places.

It was determined that a National Register-eligible historic commercial district is present, with the strongest boundary shown as the black-dashed outline on Figure 31. Within this boundary are 22 contributing buildings and 8 non-contributing buildings, or 30 total properties. This boundary does exclude some interesting historic properties including the egg drying plant, the wagon shop, the hospital

complex, and the bowling alley (see Figure 31). However, in order to draw in those properties, an expanded district boundary would include an additional 9 non-contributing buildings just to gain 5 contributing buildings. Such an expansion is not recommended unless there are compelling historic preservation needs for those buildings. That said, if the hospital complex remains standing, most importantly the original Wyatt Memorial Hospital building, then it is recommended that a boundary expansion be considered to at least draw in the hospital buildings. Of the other buildings within that potential boundary expansion, only the bowling alley retains good integrity. However, to draw in just the bowling alley on the west side may be too much of a gerrymandered boundary to be recommended.

Additionally, while currently some of the more extensive Bavarian-theme storefronts are non-contributing, some consideration in the future should be given to re-evaluation of these storefronts if this theme proves to be enduring and significant in time. The ordinance was in place for nearly 30 years and did have a major effect on the look of the commercial district. Therefore, once these storefronts start to achieve the 50-year age criterion, they could be considered contributing to an amended district.

Table 1 is a summary description of all of the inventoried properties and the results of the National Register of Historic Places evaluation shown graphically in Figure 31. The recommended period of significance for the commercial district nomination is from 1885 (date of the oldest extant building in the district; 307 Main Street) to the 1960s (or the 50-year cut-off for National Register consideration). The end date of the period of significance should be set at the time of nomination.

Of the six additional properties inventoried outside of the survey area boundary, only two are likely individually eligible. These are the William Ohde Funeral Home and Residence at 108 1st Street and the 1913 CM&StP Railroad bridge (see Table 1). The Stahl House at 417 Elm Street is considered potentially individually eligible. The other three properties—the Auditorium, the Municipal Light Plant, and the American Legion Hall—all have integrity concerns with the windows on all having been reduced and/or infilled in the modern era. At present, individual eligibility for any or all of these appears doubtful given the extent of the window/door alterations and that these alterations have involved masonry infill and not just simple window cover-ups.

Consideration was given to extending the boundary south of Highway 141 to include the Auditorium, Light Plant, and Legion Hall as contributing buildings in the district. In this case, the integrity concerns would be less as contributing properties rather than the higher degree of integrity needed for individual listing. However, in order to add these three contributing buildings, four non-contributing modern buildings located in the block in the vicinity of the Auditorium and Light Plant would have to be added. These buildings could not be excluded easily from a district boundary without gerrymandering that boundary. Therefore, extending the commercial district boundary south of Highway 141 is not recommended, nor does it readily appear that there is a separate smaller district encompassing these three buildings without including more non-contributing than contributing buildings.

The evaluations were completed by the Principal Investigator. Iowa Site Inventory forms were completed for each of the surveyed properties. These forms provide detailed information on each building's architecture and history. Color digital and historic photographs are included on these forms. In addition, black-and-white prints are submitted with the final inventory forms.

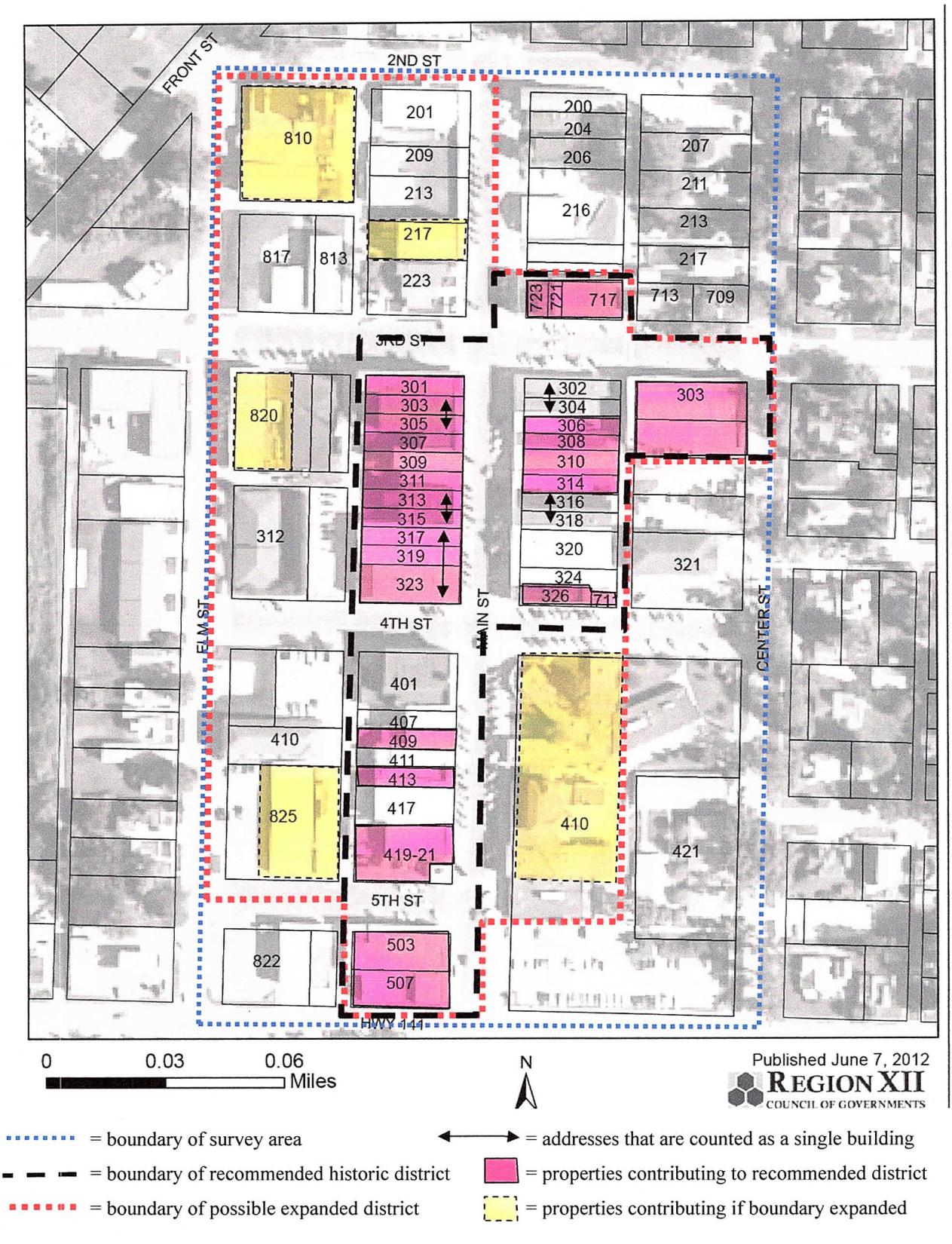
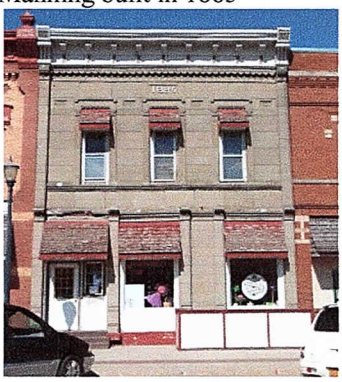
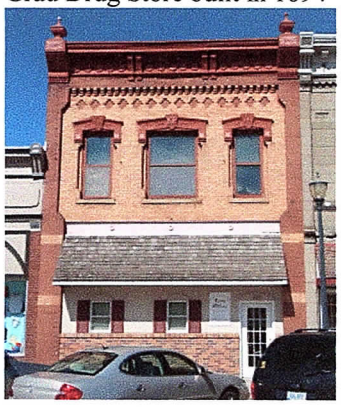


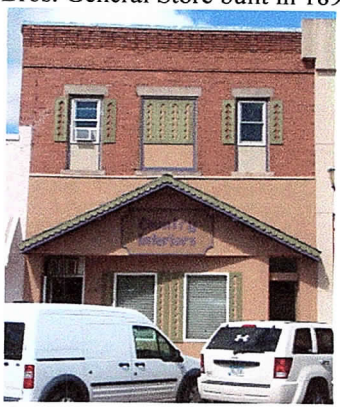
Figure 31. Aerial map showing results of survey and evaluation of Manning commercial area.
NOTE: the address numbers denote extant buildings; lots without numbers are either vacant or parking lots.

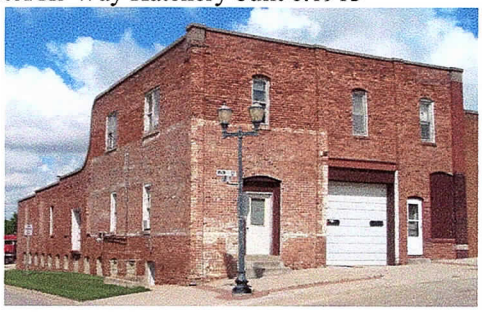
Table 1. Summary of Property Evaluations

Address/Name/Year Built	Brief Summary Description	NRHP Recommendation
West Side of Main Street:		
201 Main Street (14-00666) - Mid Town Roller Rink/VFW Hall moved here c. l948 	Building purchased by the VFW in 1948 and moved to Manning from Minnesota where it functioned as a roller skating rink. Remodeled in 1953 and later used for events such as receptions; remains the VFW Post Hall. Large addition made to building in 1980. Clad with metal siding and roofing in more recent years.	Located outside of district. Not individually eligible.
209-213 Main Street (14-00667) - Detlefsen Electric built c.1980 	Appears to be modern pre-fabricated building on concrete foundation. Sits on lot below level of Main Street. Metal roofed and sided, has low-pitched gabled roof with shed-roofed garage addition. Detlefsen Electric established in 1948. Continuous business operation into the present day.	Located outside of district. Not individually eligible.
217 Main Street (14-00668) – Parkhouse/Frahm's Garage built c.1910 	One story double wide building, brick corbelled cornice, completely modified storefronts, top of parapet also redone in recent years leaving little of the original corbelled brick details in place. Historically housed auto sales, service, and repair garage businesses. Insufficient integrity.	Located outside of district. Not individually eligible.
223 Main Street (14-00669) - Manning Trust & Savings Bank built in 1979 	Modern building designed in the Bavarian theme following the 1977 city ordinance. Now the Templeton Savings Bank.	Located outside of district. Does not meet basic NRHP age criteria.
301 Main Street (14-00628) – Mueller's Furniture Store built in 1904 	Built by George Ohde, Jr., of Manning for Henry Mueller's furniture store, which remained in business and operated by various family members until the early 2000s. Two story single unit store building, brick corbelled panels, stained glass transom reads "H. Mueller," building was recently restored. Important corner building in district has very good integrity.	Contributing to district under Criteria A and C. Potential individual eligibility.

303-305 Main Street (14-00652) – Hansen-Carlile Building built in 1914 	Two story double unit early twentieth century brickfront with some Classical Revival detailing, nameblock reads "Hansen-Carlile" on parapet, second story retains good integrity, storefronts have been altered but the glass ribbon window is still present underneath the cover-up on the 303 storefront. Housed various businesses including: the Virginia Café and Hotel, the A.W. and Clara Martens dime store, and the Hansen Grocery store.	Contributing to district under Criteria A and C
307 Main Street (14-00647) – Bank of Manning built in 1885 	Builder was C.D. Dewing. Housed a bank from 1885 to 1923. Two stories, single store unit, Late Victorian stylistic influence, pressed metal cornice, notable for use of cast concrete panels that appear original to its construction. Building retains very good integrity.	Contributing to district under Criteria A and C.
309 Main Street (14-00655) – Lewis & Grau Drug Store built in 1894 	Two story single unit commercial building exhibits Late Victorian stylistic influence in the elaborate pressed metal cornice, window hood molds, and brick corbel details, storefront has been altered but second floor retains good integrity. Originally built to house the Lewis & Grau Drug Store, the second floor also housed the Knight of Pythias Hall.	Contributing to district under Criteria A and C.
311 Main Street (14-00656) – Central Meat Market built in 1900 	One story single unit Late Victorian-influenced brickfront commercial building, pressed metal cornice, later storefront remodel, retains sufficient integrity to be considered contributing. Meat market for many years.	Contributing to district under Criteria A and C.

313-315 Main Street (14-00657) – Wright Building built in 1897-98 	Architect was Samuel P. Hart of Carroll, Iowa. Two stories, two unit commercial building exhibits Late Victorian stylistic details, once had elaborate pressed metal cornice, retains good integrity on second floor, storefronts have been remodeled but overall retains sufficient integrity. Housed a number of businesses including furniture and undertaking, dry goods, and the Manning Telephone Co. Built by Dr. A.L. Wright.	Contributing to district under Criteria A and C. Potential under Criterion B.
317-323 Main Street (14-00660) – Rober-Wehrmann/Lewis-Reinholdt Building built in 1939 	Built by Thomas Park of Storm Lake, and Herbert Hass, Manning. One story, multi-unit building originally had a unified Art Deco structural glass paneled façade. Storefronts have been modified but some original components may remain underneath. Historically a department store and a drug store.	Contributing under Criterion A. Potential under Criterion C if 1939 storefront elements intact underneath cover-ups.
401-405 Main Street (14-00672) - First National Bank originally built in 1896; completely remodeled in 2003 and is now unified under the address of 401 Main Street. 	Current building united three store buildings built after 1895 fire. Corner unit was historically the bank building with Masonic Hall on 2nd floor. Center unit was the Manning Exchange tavern and the Crystal Theater. Left unit was the Pioneer Meat Market. The corner and center units were originally built as a two-unit block building, while left unit was separate building. Unified block was completely remodeled in Bavarian theme in 2003. Façade covered with concrete board panels attached to wooden battens. Interior gutted and opened up for bank. Bavarian details include faux half-timbering, cantilevered rectangular bay windows, and clock tower.	Non-contributing in current state unless Bavarian theme proves to be significant in time.
407 Main Street (14-00673) – Detlefs' hardware store built in 1896 	Two story brick single unit commercial building is covered with modern Styrofoam panels glued/fastened to brick wall on the second story with stucco then toweled over panels. The storefront was damaged by a vehicle and subsequently infilled with brick and modern doors and windows. Windows on second story also reduced. Does not retain sufficient integrity in current condition. Historically, housed hardware store, saloon, H.C. Goettsch's harness shop, and Claus Nielsen's harness shop, among others.	Non-contributing

409 Main Street (14-00674) – Johnson Bros. General Store built in 1896 	Two story single unit brick commercial building features corbelled brick cornice, remodeled storefront in Bavarian theme in 1978, windows covered and reduced. Built as Johnson Bros. General Store, this building later housed Henry Ewoldt's Great Western Saloon among a number of other businesses. Marginal integrity on second story may be sufficient for contributing status particularly if just claimed under Criterion A (historical significance).	Contributing under Criterion A
411 Main Street (14-00675) – Manning Monitor Building built in 1896, remodeled 1951 	One story single unit brickfront commercial building has been completely covered with a stucco cover-up in the modern era, further altered with modern windows and door. Insufficient integrity in current state.	Non-contributing
413 Main Street (14-00676) – Vossbeck Blacksmith Shop built in 1896 	One story single unit brick commercial building has corbelled brick panels and dentils and stepped parapet, storefront has two recessed entries that have been remodeled but may cover some older elements. Retains sufficient integrity. Housed a blacksmith shop from 1896 until at least 1913 and a harness shop into the late 1920s.	Contributing under Criteria A and C.
417 Main Street (14-00662) – Brunnier's Home Store built c.1905 	Bavarian theme façade added in 1978. Historically was one story double unit brick building with Italianate stylistic details. Housed Brunnier's and then Nichlos' Home Store (general stores) early on; later businesses included shoe store, ice cream parlor, locker plant, and various taverns/restaurants/bars. Currently insufficient integrity but some potential if original details are underneath cover-up façade.	Non-contributing in current state unless Bavarian theme proves to be significant in time.

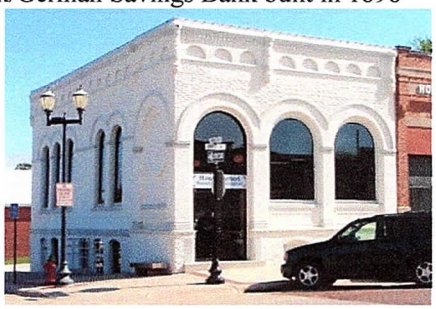
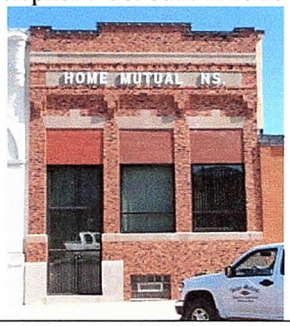
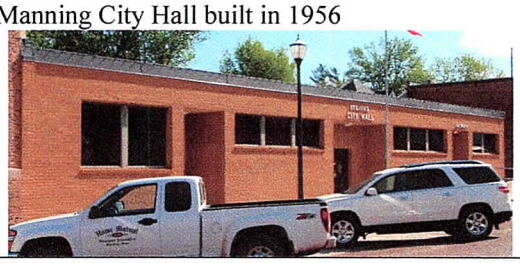
419-421 Main Street (14-00677) – Manning Motor Co. built in 1935 	Built by Brandt Bros. Construction Co. of Denison, Iowa, as a Chevrolet dealership and garage. Second location for the Bock brothers' Manning Motor Co. (Chevrolet dealership/garage). One story brick building features stepped parapet and polychrome brick and decorative panels and inserts. Storefront has been modified with modern panels and windows, one garage door is still open. Retains sufficient integrity.	Contributing under Criteria A and C.
503 Main Street (14-00678) – Manning Motor Company built in 1948 	Third location of Manning Motor Co. Built for the Bock brothers. One story brick corner commercial building features stepped parapet and large central garage door opening. Storefront and side windows have been reduced with modern window inserts. Retains sufficient integrity.	Contributing under Criteria A and C.
507 Main Street (14-00679) - Farm machinery/ hotel/Hi-Way Hatchery built c.1913 	Two-story brick corner building has distinctive curved parapet on Highway 141 side of building. Modern overhead garage door is in original wagon door entry, segmental-arched brick window openings, some replaced and covered windows, one door added in old window opening. Generally retains very good integrity. Primarily known for housing hatchery businesses in the 1930s-60s.	Contributing under Criteria A and C Potential for individual eligibility under Criterion A (importance of hatcheries in Manning's history).
East Side of Main Street:		
202 Main Street (14-00680) - now has 200 Main Street address. Loucks Apartments built c.1949 	Two story buff brick building has front-gabled roof and diamond pattern of darker colored brick below roof. The roof was added likely to solve a leaking problem. Flat-roofed originally. Modern windows and doors. One door on front is now blocked in, while another was later inserted. One story rear garage appears to be original to construction. Built by Dr. Joseph Loucks, a local veterinarian, for apartments.	Located outside of historic district. Not individually eligible.
204 Main Street (14-00681) – Kasparbauer Laundromat built c.1960 	One story concrete block front-gabled building is a late addition to Main Street. Built as a laundromat.	Located outside of historic district. Not individually eligible.

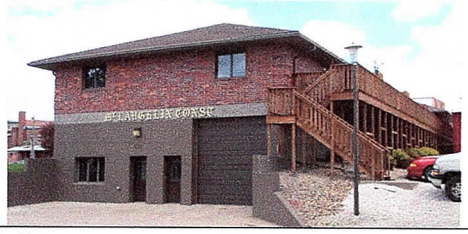
206 Main Street (14-00682) - Hansen & Bunz Law Office built in 1972 	One story buff colored brick building has monumental double wood doors flanked by pilasters and mounted lights. Modern stylish addition to Main Street. Remains a law office with subsequent partners including Mugan, Jacobsen, and Gaffney.	Located outside of historic district. Not individually eligible.
216 Main Street (14-00683) - Manning U.S. Post Office built in 1960 	One story front gabled brick veneered building has recessed entry of metal framed glass windows and doors. The front gable is an addition to the original flat roof. Small handicapped ramp also added in recent years to front entry. Typical 1960s-era town post office construction.	Located outside of historic district. Not individually eligible.
302-304 Main Street (14-00684) - Rostermundt & Kuhl/Kuhl & Vogt Hardware built c.1891 	Builder was C.D. Dewing. Originally a three-unit block including 306 Main, by 1910 the 302 and 304 units still showed united front; 1921 explosion destroyed rear of 302. By 1970, 304 remodeled, with 302 damaged again in 1974 fire; 302 unit has modern façade of stucco and brick veneer, modern doors and windows; 304 unit further modified including deeply recessed storefront with cover-up above; not known if any of historic façade is intact underneath.	Non-contributing.
306 Main Street (14-00653) – Wehrmann Building built c.1891; remodeled 1920s-30s 	Builder was C.D. Dewing. One story, brickfront single unit building, two corbelled brick panels and details, recessed central entry, building retains good integrity. Original 1890s façade was remodeled by the early 20th c. to essentially its current look including corbelled panels, plain parapet, and recessed central entry. Best known for its association with two Manning shoe stores—those of William Wehrmann and Chris Johnson.	Contributing to district under Criteria A and C.
308 Main Street (14-00654) – Claussen's Drug Store built in 1891. Art Deco-inspired front added 1937. 	One story brickfront, single unit building, contrasting brick colors add details, parapet shows Art Deco details. Best known for housing drug stores through much of its history including the Claussen and Neubaum drug stores.	Contributing to district under Criteria A and C.

310 Main Street (14-00685) - Anderson Clinic built in 1956 	Original c.1891 building burned in 1942; next building burning in 1951. Subject building appears to have been built as the Anderson Clinic in 1956. It became the Manning Public Library in 1982. One story building with buff brick veneer, wood-shingled awning, and modern door and bay window (both added in 2008). Scalloped detail on awning and sign reflects Bavarian theme of city ordinance (1977 to 2008).	Contributing under Criteria A.
314 Main Street (14-00658) – Pool hall/Lunch room built c. 1905 	One story single unit brickfront commercial building, polychrome brick, central recessed entry, retains sufficient integrity. Housed many taverns through the years.	Contributing under Criteria A and C.
316-318 Main Street (14-00659) – W.D. Schelldorf Building built in 1925 	One story double unit brick storefront covered with synthetic stucco panels, recessed central entries, indication that original components may be intact underneath cover-up panels. Housed Schelldorf's drugstore, Manning's Gamble Store, and various other businesses.	Non-contributing in current condition but some potential for restoration.
320 Main Street (14-00686) - Ohde's Bros. Furniture & Undertaking built c.1905 	Originally a double unit storefront with white-glazed brick façade. In 1990, the storefront was nearly completely remodeled in the Bavarian theme. There are two pilasters of white-glazed brick from the historic façade that remain exposed. Also known for housing Bennett Furniture, Gambles store, and Manning Food Market. Now the German Village Mall.	Non-contributing in current state unless Bavarian theme proves to be significant in time.
324 Main Street (14-00687) - General store, later pool hall built c.1891; joined with 326 in 1912 for the Horseshoe Bar 	Once had united storefront with 326 Main and was joined on interior in 1912; however, buildings were later separated into single units. This unit was completely remodeled in the 1970s-80s with stucco board cover-up attached with furring strips, a wood-shingled awning, and modern storefront reflecting the Bavarian theme ordinance. Storefront remodel was substantial; some original brickwork on the parapet or even some cast iron storefront pieces may remain.	Non-contributing in current condition.

326 Main Street (14-00661) – Horseshoe Bar/Frahm Corner built c.1891 	One story brick commercial building shows Late Victorian stylistic influence, notable for cast iron storefront, was joined with building next door in 1912 but later separated into single unit again. Housed various saloons including the Horseshoe Bar and later the Voss & Frahm soft drink parlor. Bavarian theme window infill added in late 20th century. Block building at rear (711 4th Street) is attached to 326 Main Street; was beer storage room historically for the bar.	Contributing under Criteria A and C. Some potential for individual eligibility.
410 Main Street (14-00688) - Wyatt Memorial Hospital built in 1926-27, expanded 1969-71 and 1975; The Manning Plaza added in 1965-66 	Original two story concrete building with tile roof was built in 1926-27 as a hospital. Expanded in 1969-71 with one-story addition surrounding old section. The Manning Plaza nursing home was added in 1965-66 and was connected with a corridor to the hospital in 1975. Original building impacted by later additions; however, historically important institution in town and a major employer. Hospital may be razed, or rehabbed for another use.	Contributing under Criterion A <u>if</u> in historic district <u>if</u> the historic building remains standing. In that case, it should be included in the district boundary. <u>Otherwise, located outside of district boundary</u>.
Center Street:		
207 Center Street (14-00689) - dwelling built 1961 	Ranch style one story, hip-roofed house.	Located outside of district. Not individually eligible.
211 Center Street (14-00690) - dwelling built c.1899 	Queen Anne cottage retains some original elements in cornice returns and cottage windows; replacement siding and some windows.	Located outside of district. Not individually eligible.
213 Center Street (14-00691) - dwelling built c.1913 	Two story Queen Anne style house has been altered with wide siding and a later front entry vestibule.	Located outside of district. Not individually eligible.

217 Center Street (14-00692) - dwelling built c.1920 	Craftsman/Bungalow style house. Front gabled roof with wide eave overhang and knee brace brackets extends out over open front porch. Windows appear to have been replaced; some may have been reduced; vinyl siding applied in recent years.	Located outside of district. Not individually eligible.
303 Center Street (14-00693) – Ross & Co. Garage built in 1919-20 	Designed by architect Charles W. Steinbaugh, Omaha. One story brick building features multiple original overhead garage door openings, front windows largely covered with Bavarian theme panels (faux half timbered), others with vinyl siding panels, corbelled brick details and decorative inserts on parapet, some older windows on side intact. Retains sufficient integrity. Built as Ford automobile dealership/ garage.	Contributing under Criteria A and C.
321 Center Street (14-00694) - Manning Regional Healthcare Center Clinic built 1993 	Modern building has brick veneer, low-pitched hipped roof and exhibits the faux half timbering of the Bavarian theme to meet the ordinance then in effect. <u>If included within district boundary (hospital complex alternative inclusion), then this building would be non-contributing</u>.	Located outside of district. Modern building does not meet basic NRHP age criteria.
421 Center Street (14-00695) - Terrace Apartments built in 1970-71 	Terrace Apartments is a low-income and disabled housing development built in the early 1970s.	Located outside of district. Modern building does not meet basic NRHP age criteria
2nd Street:		
810 2nd Street (14-00696) -Priebe & Sons egg drying plant built in 1943; later Pacific Adhesives blood drying plant. 	Remnant of the former Priebe & Sons egg drying plant later used for blood drying. The extant buildings include the tile block/brick drying plant with tall chimney and at least eight later additions having metal siding and roofing and concrete foundations.	Located outside of district. Probably not individually eligible, although is last remnant of former egg drying businesses in town.

3rd Street:		
723 3rd Street (14-00101) – The Bennett Bank/German Savings Bank built in 1898 	Romanesque Revival style corner brick building features arcaded window and door openings, round arched and other decorative details on parapet around building, two triangular pediments were removed and exterior has been painted white, also modern windows and doors. Housed various banks from 1898 into the late 20th century. Building is now connected internally to building next door at 712 3rd Street (see below).	Contributing under Criteria A and C. 1981 SHPO expressed an opinion of potential eligibility for the building.
712 3rd Street (14-00697) – Manning Telephone Co. built in 1910 	One story brickfront building has stepped parapet, corbelled brick details, unusual polychrome brick used in façade. Windows are modern reduced inserts, with former doorway now a modern window. Building is now entered from adjacent building at 723 3rd Street (see above). Marginal integrity but sufficient to be considered contributing. From 1910-1955, this building housed the offices of the Manning Telephone Company.	Contributing under Criteria A and C.
715-719 3rd Street (14-00698) - Manning City Hall built in 1956 	One story building has buff-colored brick veneer and rows of double and tripled fixed windows. Has been the City Hall since 1956; also houses the offices of the Manning gas utility, the Municipal Light Plant facility, and the Manning Municipal Communication (MMCTSU) Utility.	Contributing under Criteria A and C.
713 3rd Street (14-00699) - Manning Telephone Co. built in 1955. 	One story utility building is devoid of much architectural detail beyond tile block and brick construction and some glass block windows. Built in 1955 by the Manning Telephone Co. Later used by Iowa Telecom and Winstream Communications.	Located outside of district. Not individually eligible.
709 3rd Street (14-00700) - dwelling built c.1908 	Two story Queen Anne style house has been altered with replacement siding, porch, and windows.	Located outside of district. Not individually eligible.

813 3rd Street (14-00701) - Bruch's soda pop distributorship truck garage built in 1965 	Pre-fabricated steel building has metal siding and roofing, front-gabled, center overhead garage door. Windows, siding, and garage door are more recent replacements. Built for Leo Bruch's soda pop (Royal Crown) distributorship as the delivery truck garage. Later used for Wede's Feed Supply.	Located outside of district. Does not yet meet basic NRHP age criteria, but also not individually eligible.
817 3rd Street (14-00702) - L-N Construction shop built in 2008 	Modern prefabricated construction shop building, front-gabled, metal siding and roofing.	Located outside of district. Does not meet basic NRHP age criteria.
820 3rd Street (14-00703) - Dultmier Mfg. Co. Wagon Works built c.1920 	Concrete block building has stucco exterior except for the façade which is covered with Permastone. One side has glass block windows, the other modern sliding windows. Built for the Dultmier Mfg. Co. Wagon Works, this building was later associated with the Manning Creamery Co. and J&S Feeds Service.	Located outside of district. Not individually eligible.
Elm Street:		
312 Elm Street (14-00704) - Lamp Apartments built in 1994 	Ranch style buildings (five-plex). Modern construction. Built in 1994 for housing the elderly.	Located outside of district. Does not meet basic NRHP age criteria.
410 Elm Street (14-00705) -McLaughlin Construction & Apartments built in 1995 	Modern two story office/apartment building built by Jim McLaughlin in 1995 for his company's office, workshop and garage. Second floor is used for apartments.	Located outside of district. Does not meet basic NRHP age criteria.
5th Street:		
825 5th Street (14-00706) - L&M Bowling built in 1958-60 	This bowling alley opened for business in 1960 but construction began in 1958. Used tinted concrete blocks for façade (red and green blocks). Retains very good integrity.	Contributing if boundary was expanded. Recommend further research into potential significance of this 1958-60 bowling alley in the context

	Bowling Alley property now includes a tile block building on the alley side that has a metal hipped roof and sliding doors. This was the kill house for a locker plant. Appears to be 1920s-30s construction.	of similar alleys in the state of Iowa. Individual eligibility deferred.
822 5th Street (14-00707) - Manning Fire Department built in 1953 (east half) and 1976 (west addition) 	One story building has metal siding and roofing and poured concrete foundation. East half built in 1953 following loss of original fire station on Main Street. West half built in 1976 as a Bicentennial project. Three old street lights from Main Street, the cornerstones from the 1882 and 1925 opera houses, and the old bell from the water tower are also on property. Building has unified modern exterior appearance.	Located outside of district. Not individually eligible.
Additional Properties:		
417 Elm Street (14-00670) - frame dwelling built 1922; brick walls added 1939 	1.5 story hip-roofed dwelling built as a frame dwelling in 1922; in 1939 the walls were veneered with bricks salvaged from the Lewis-Reinhold Drug Store/Rober-Wehrmann Co. Dept. Store fire that year. Very unusual use of the misshapen burned bricks as texture and accent pieces in the wall design. Interesting example of Tudor/Craftsman inspired architecture using unusual materials.	Located outside of district. Individual eligibility deferred; more research recommended.
702 6th Street (14-00708) - Manning High School Auditorium/Gymnasium built c.1936 	Former High School auditorium/ gymnasium. Currently owned by city and serves as community recreational center. Built using assistance from Public Works Administration (PWA) during Great Depression, was an addition to the 1917 high school, which is non-extant. Brick walls with limestone details, monumental Gothic-arched entry, fairly intact interior gym and stage, windows infilled with brick, roof in need of repairs.	Located outside of district. Does not appear to be individually eligible but additional historic research is recommended.
SE cor. Main St. & Park Ave. (14-00709) - Manning Municipal Light Plant built in 1928 	Monumental utility building has buff-colored brick veneer, pilasters or buttresses and round-arched brick details across facade; windows reduced/infilled, large vehicle door cut in, newer addition to rear. Retains three original generators on interior. Original 1928 building was enlarged in 1941; cooling tower addition made in 1953. More recent additions have been made as well.	Located outside of district. Does not appear to be individually eligible but additional historic research is recommended.

806 Park Avenue (14-00710) - American Legion Hall built in 1938  	Buff-colored glazed tile block walls, four massive corner "pillars" rise above the front-gabled roofline as do four smaller pilasters above the entry, front entry vestibule has front-gabled roof. Modifications include reduction and/or infill of all the windows and reduction/ replacement of front door. Loss of historic windows and doors is problematic for individual eligibility. Built as the American Legion Hall in 1938; remains the Legion Hall.	Located outside of district. Not individually eligible.
108 1st Street (14-00711) - Wm. Ohde Funeral Home/Dwelling built early 1930s 	Designed by Hoffman Bros. Lumberyard, Manning. Built as a combination funeral home/residence during the Great Depression for William Ohde's family business. Tudor Revival design was inspired by houses in Clinton, IA. Remains the Ohde Funeral Home/Ruth Ohde residence to the present day. Retains very good integrity. Unique and significant property.	Located outside of commercial district. Property is individually eligible under Criteria A and C and probably B.
Railroad Street (14-00712) - Chicago, Milwaukee & St. Paul Railroad Bridge built along relocated line in 1913  	Steel truss bridge built on concrete piers, with long steel trestle carrying tracks on elevated piers over river valley at northwest corner of Manning. Date plate of "1913" on pier. Built in 1913 on relocated line of the Milwaukee Railroad through Manning. Bridge had guards stationed on the bridge during World War II to prevent sabotage.	Located outside of district. Potential for individual eligibility under Criteria A and C.

I. MAJOR BIBLIOGRAPHICAL REFERENCES

Anderson, G.W.
1923 *Atlas of Carroll County, Iowa.* Anderson Publishing, Des Moines, Iowa.

Clark, Dan E.
1917 "Recent Liquor Legislation in Iowa," *Iowa Journal of History and Politics* 15 (January 1917), pp. 42-69.

Hancock, Jason
2008 The Iowa Highways Page. Accessed at http://iowahighways.home. mchsi.com/, April 2012.

History Book Committee and Art Rix, ed.
1981 *We Can Remember: A History of Manning's First 100 Years*. Odebolt Chronicle Print, Odebolt, Iowa.

Iowa Publishing
1906 *Atlas of Carroll County, Iowa*. Iowa Publishing, Davenport, Iowa.

Maclean, Paul
1912 *History of Carroll County, Iowa, Volume I.* S.J. Clarke Publishing, Chicago.

Manning Quasquicentennial History Book Committee
2006 *Manning, Iowa, 1881-2006: Pages of Time*. Manning Quasquicentennial History Book Committee, Manning, Iowa.

National Park Service
1991 *How to Apply the National Register Criteria for Evaluation*. National Register Bulletin 15, U.S. Department of the Interior, National Park Service, Washington, D.C.
1993 *Guidelines for Evaluating and Registering Historical Archeological Sites and Districts*. National Register Bulletin 36, U.S. Department of the Interior, National Park Service, Washington, D.C.
1997 *How to Complete the National Register Registration Form.* National Register Bulletin. U.S. Department of the Interior, National Park Service, Cultural Resources, Washington, D.C.

Robb, J. L.
1900 *History of Manning, Illustrated*. Berthold Kraus, Manning, Iowa.

Rogers, Leah D.
2000 William A. Leet and Frederick Hassler Farmstead District. National Register of Historic Places Registration Form. On file State Historical Society of Iowa, Des Moines.

Sanborn
1886-1935 Sanborn Map Company's Fire Insurance Maps of Manning, Iowa, 1886, 1899, 1908, 1913, 1927, and 1927 updated to 1935. Digitized versions accessed at www.statelibraryofiowa.org, April 2012.

Shank, Wesley I.
1999 *Iowa's Historic Architects: A Biographical Dictionary.* University of Iowa Press, Iowa City.

Soike, Lowell
1974 Viewing Iowa's Farmsteads. In *A History of Iowa.*. Edited by Leland L. Sage Iowa State University Press, Ames, Iowa.

Other Sources:
Algona Republican, September 7, 1881.

"To Get a Station," *Carroll Sentinel*, November 7, 1884.

"Manning's Holocaust," *Carroll Sentinel*, May 9, 1891.

"Manning is Prosperous," *Carroll Times*, April 15, 1915.

Diamond Anniversary Edition, *The Manning Monitor*, August 16, 1956.

Iowa State Population Census 1885, accessed at www.ancestry.com, April 2012.

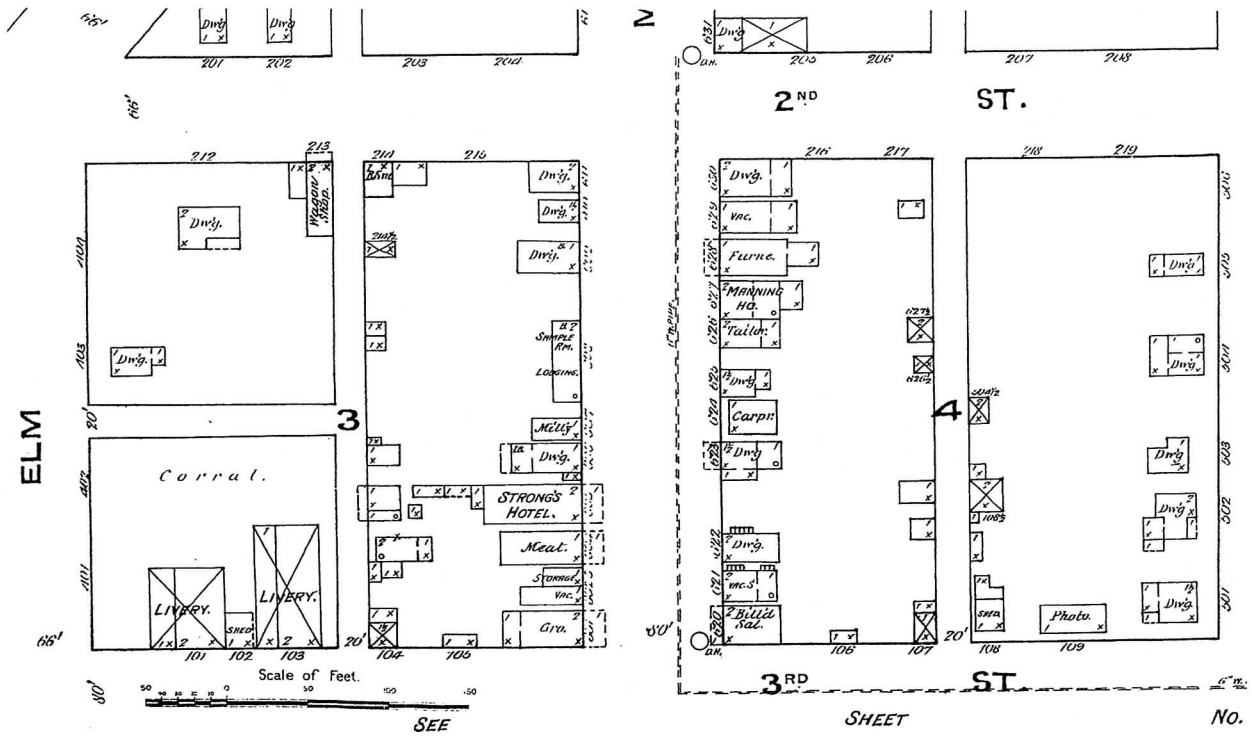
Historic photographs provided by Manning Main Street, the Manning Public Library, and local volunteers.

Manning Business History - a compilation of historical information and photographs by Dave Kusel online at http://www.davidkusel.com/manning125/street/west.htm.

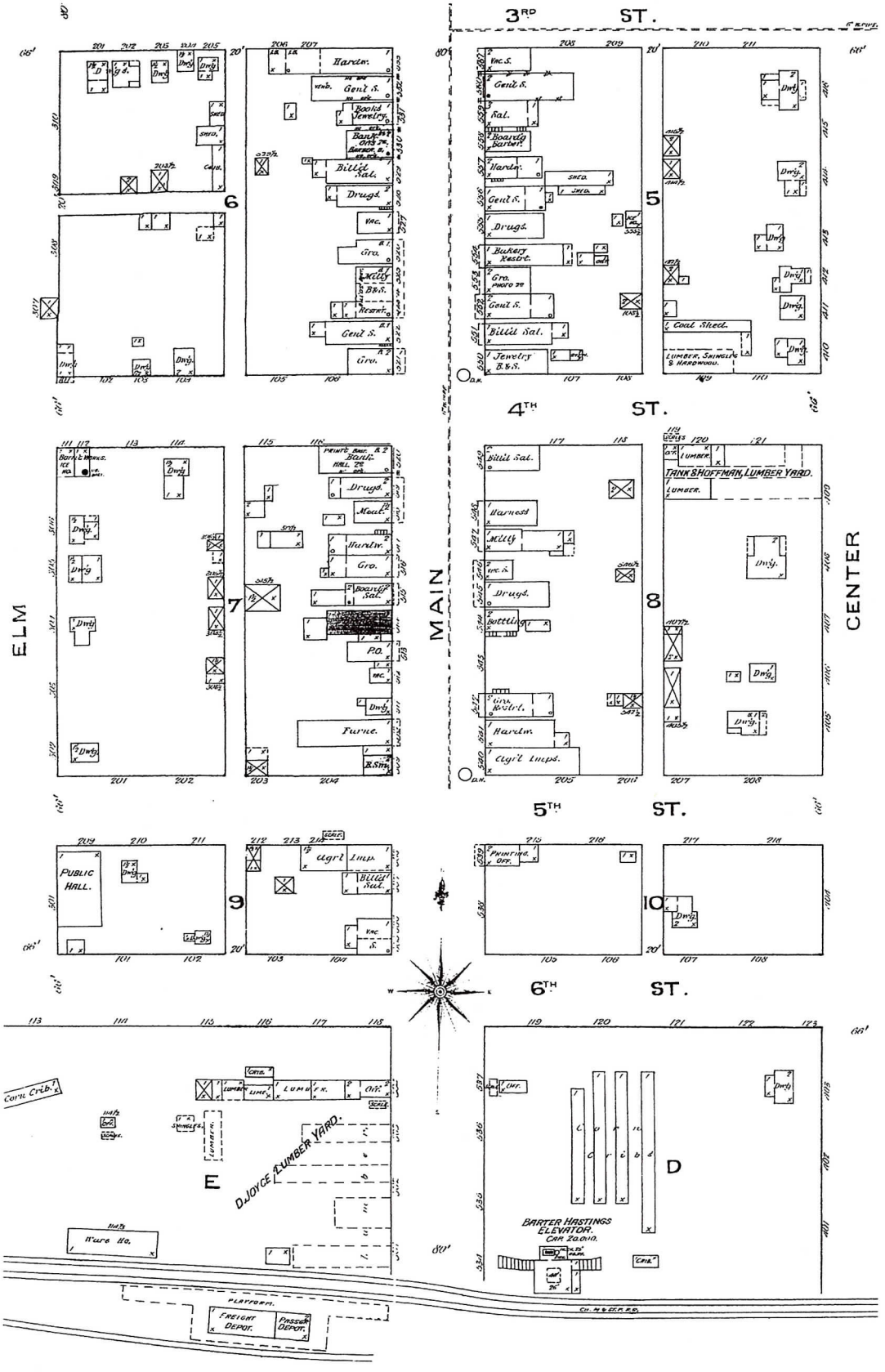
APPENDIX A:

Historic Fire Insurance Maps of the Current Study Area

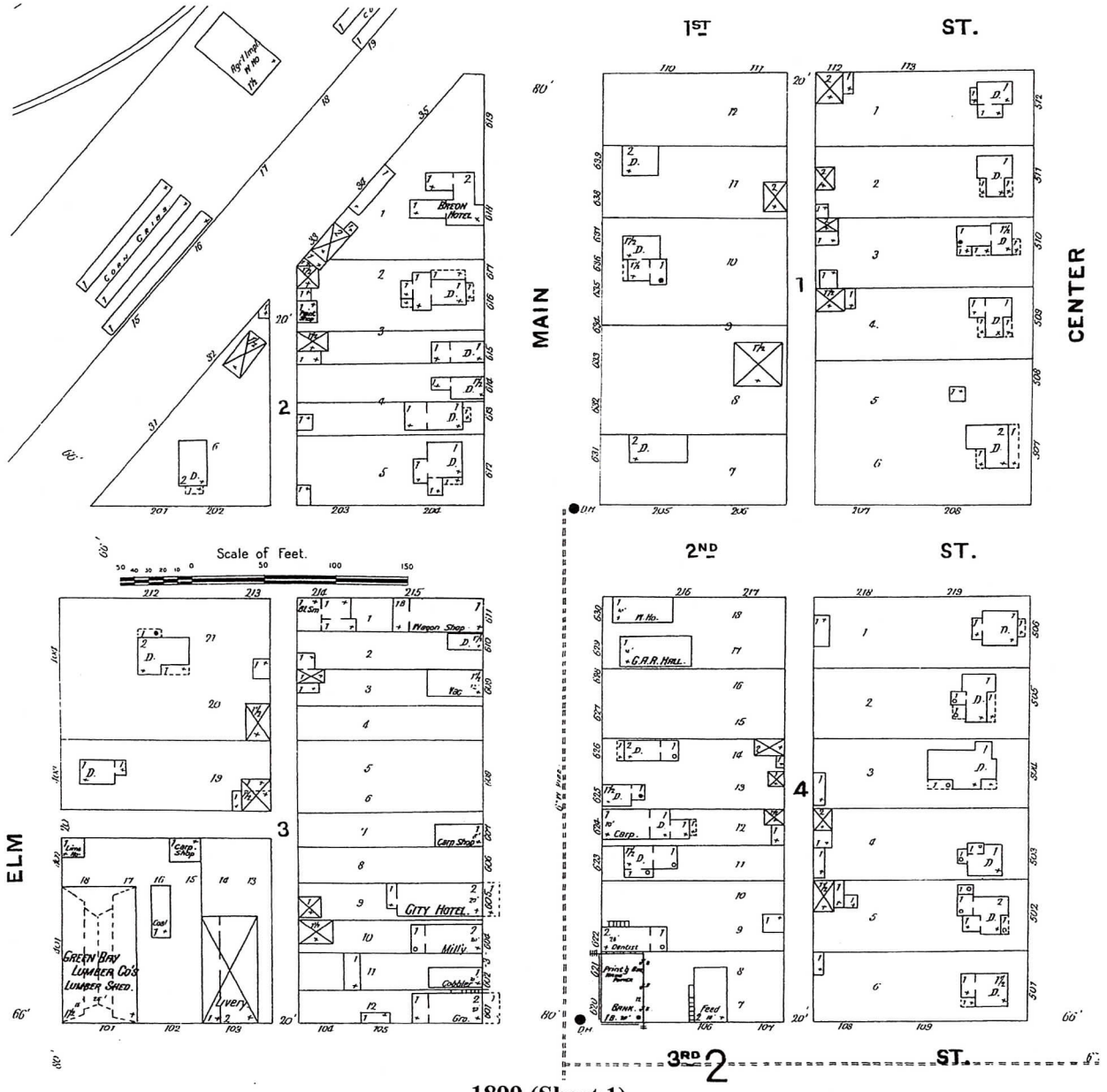
Source: Sanborn Map Company's Fire Insurance Maps of Manning, Iowa, 1886, 1899, 1908, 1913, 1927, and 1927 updated to 1935. Digitized versions accessed at www.statelibraryofiowa.org, April 2012.


ELM
2ND ST.
3RD ST.
Corral.
LIVERY.
LIVERY.
SHED
STRONG'S HOTEL.
Meat.
Furne.
MANNING HO.
Tailor.
Carpr.
Billd Sal.
Photo.
Dwg.
Vac.
Scale of Feet.
SEE SHEET NO.

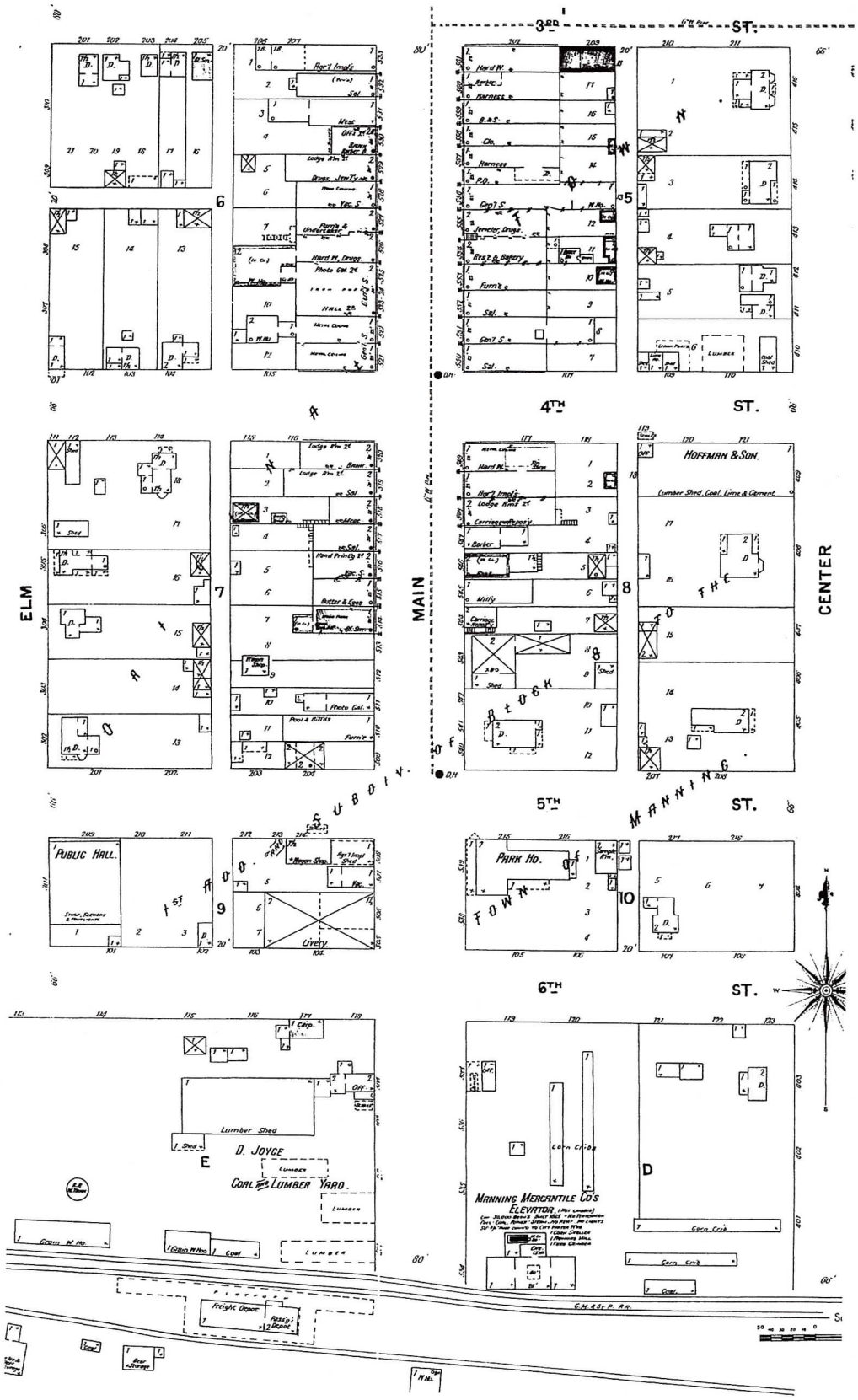
1886 (Sheet 1)


3RD ST.
4TH ST.
5TH ST.
6TH ST.
ELM
MAIN
CENTER
Hardw.
Gent S.
Drugs.
Bakery Restr.
Gro.
Meat
Furne.
Agri Imp.
Harness
Lumber
TANK & HOFFMAN, LUMBER YARD.
Coal Shed.
PUBLIC HALL.
Printing Off.
Corn Crib.
D JOYCE LUMBER YARD.
E
D
BARTER HASTINGS ELEVATOR.
CAP. 20,000.
Ware Ho.
PLATFORM.
FREIGHT DEPOT.
PASSER DEPOT.
CH. M & ST. P. RD.

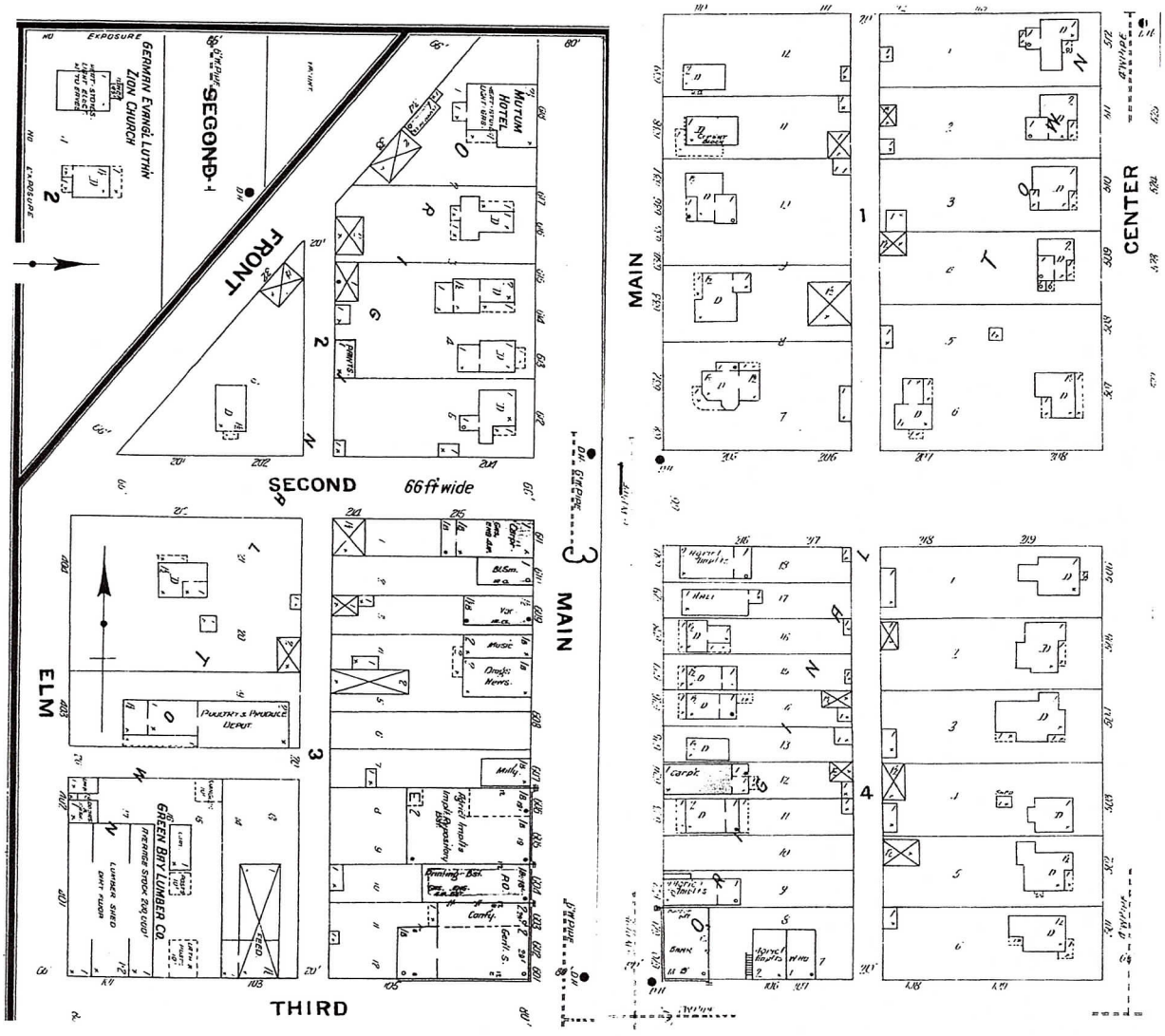
1886 (Sheet 2)


1ST ST.
MAIN
CENTER
2ND ST.
ELM
3RD ST.
Scale of Feet.
Bridge
Coal Cribs
Bacon Hotel
Wagon Shop
Vac
Carp Shop
City Hotel
Milly
Cobbler
Grg.
Green Bay Lumber Co's Lumber Shed.
Coal
Livery
C.A.R. Hall
Carp.
Dentist
Feed

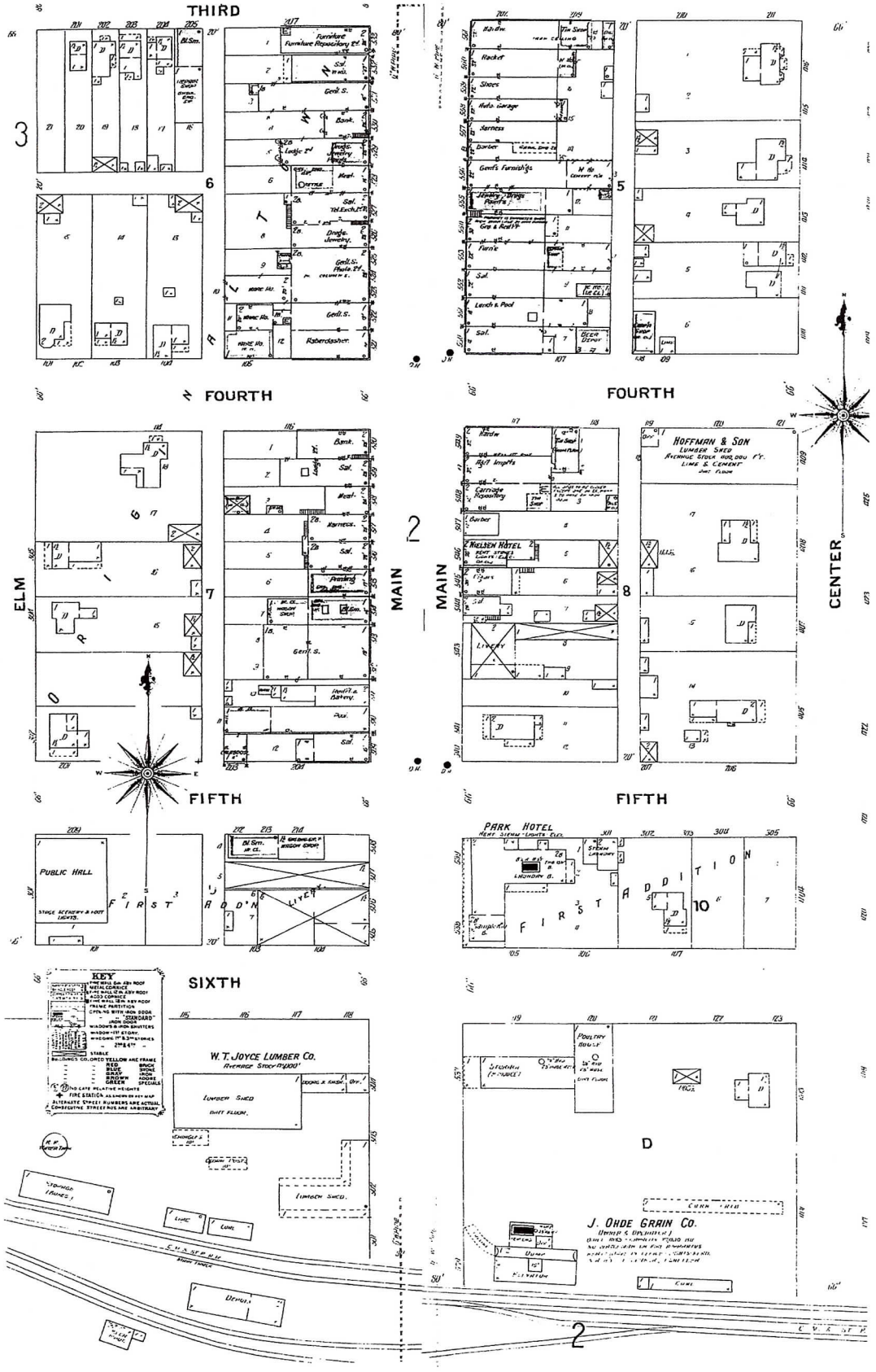
1899 (Sheet 1)


3RD ST.
4TH ST.
5TH ST.
6TH ST.
ELM
MAIN
CENTER
MANNING
FOWN
6
7
8
9
10
5
A
B
C
D
E
F
Hoffman & Son.
Lumber Shed, Coal, Lime & Cement
Public Hall.
Park Ho.
Livery
Lumber Shed
D. Joyce
Coal and Lumber Yard.
Manning Mercantile Co's Elevator
Corn Crib
Freight Depot
C.M.&St.P. R.R.

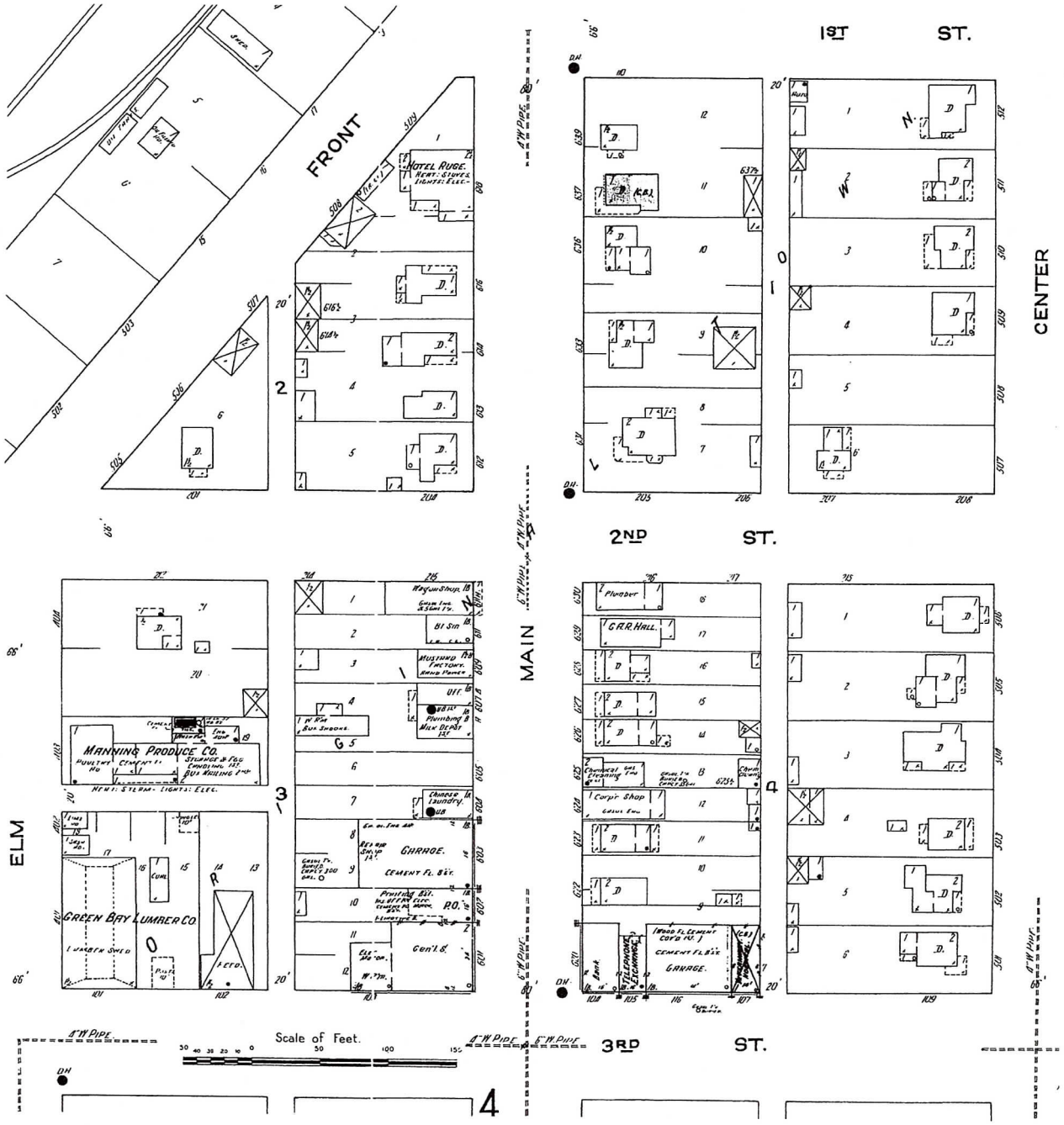
1899 (Sheet 2)



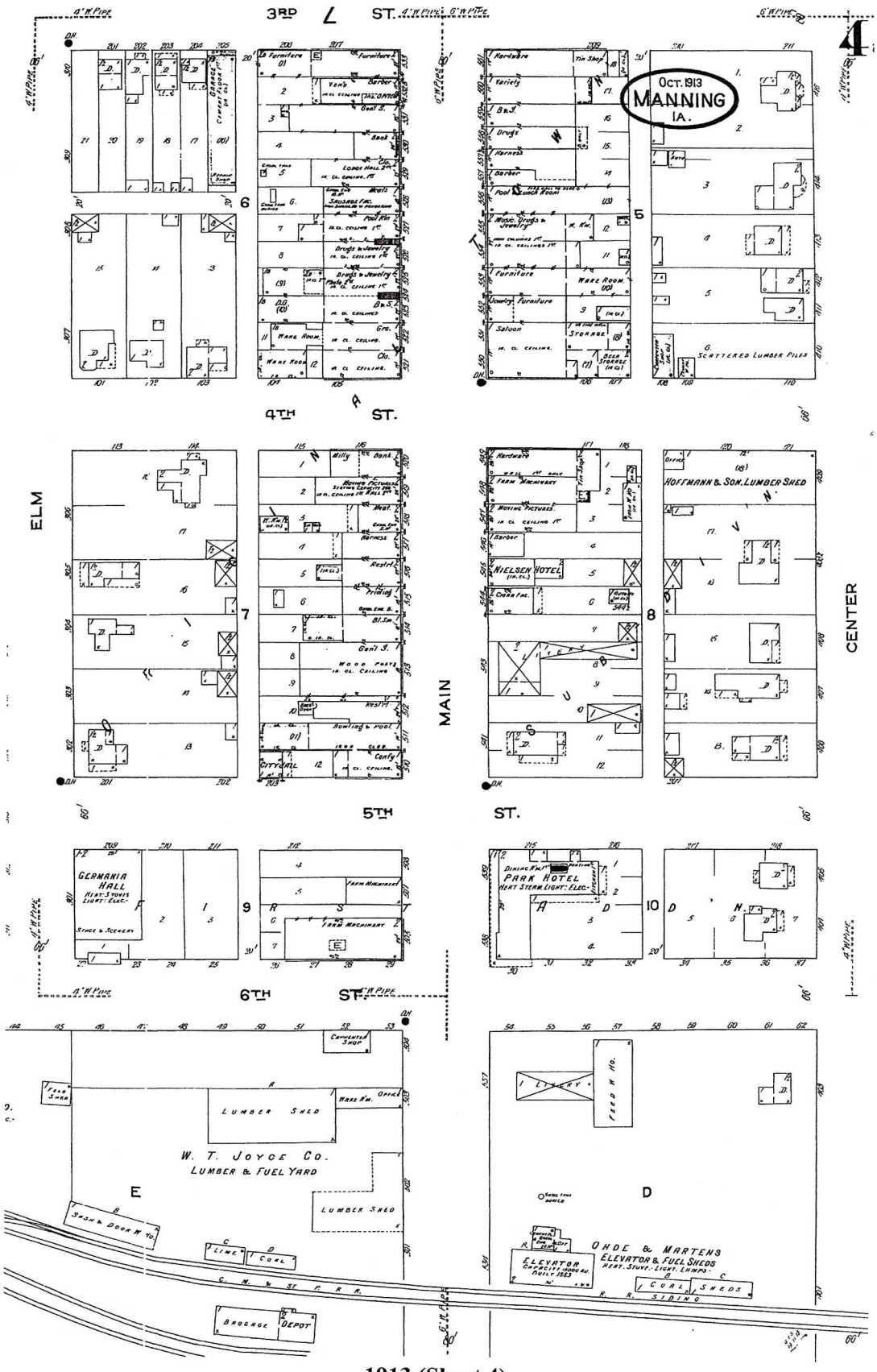
1908 (parts from Sheets 1 and 3)



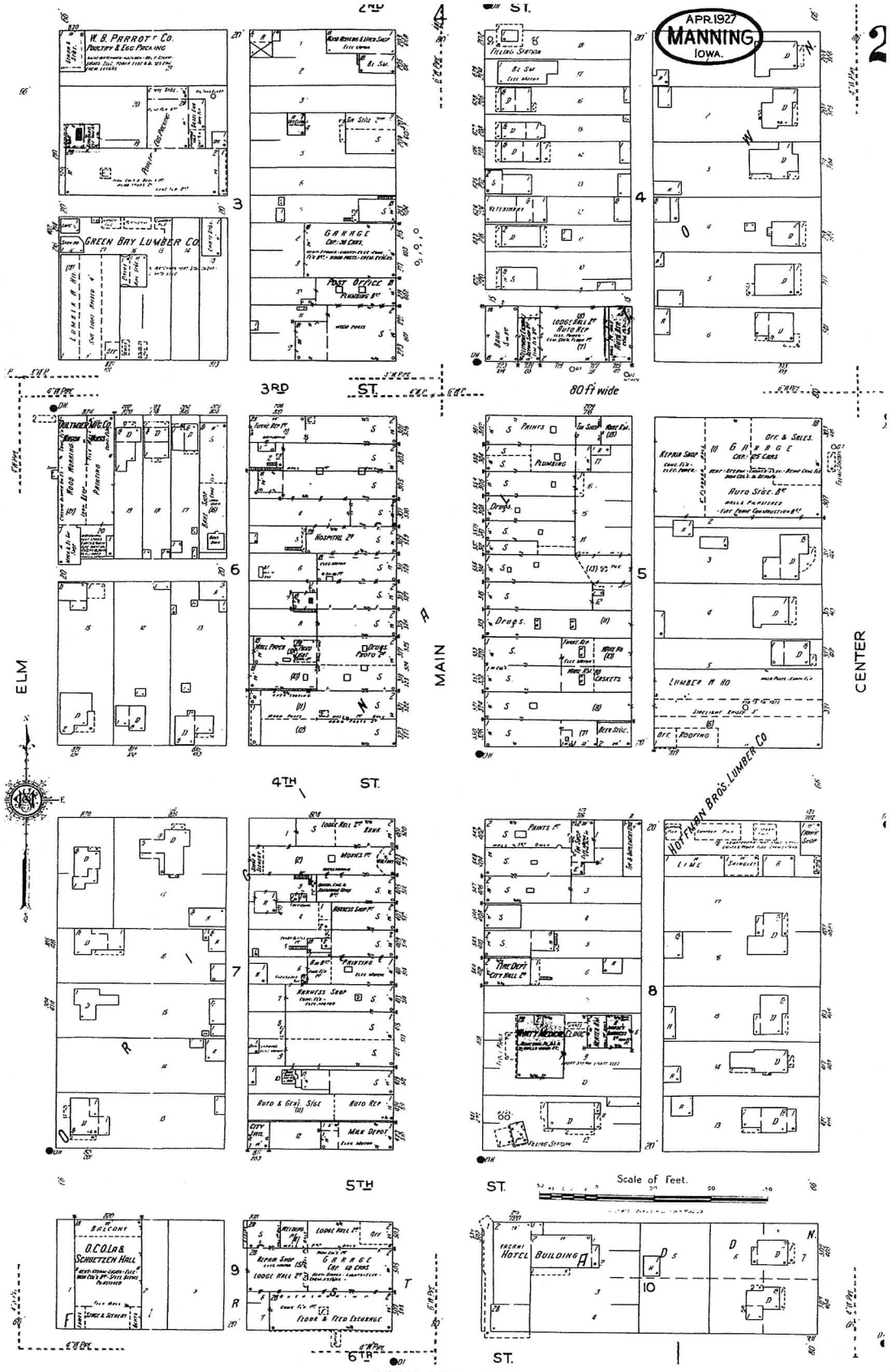
1908 (Sheets 1 and 2)


FRONT
1ST ST.
2ND ST.
3RD ST.
MAIN
ELM
CENTER
HOTEL RUGE.
HEAT: STOVES.
LIGHTS: ELEC.
MANNING PRODUCE CO.
GREEN BAY LUMBER CO
GARAGE.
CEMENT FL. & SY.
G.A.R. HALL.
Plumber
Carpt. Shop
Scale of Feet.

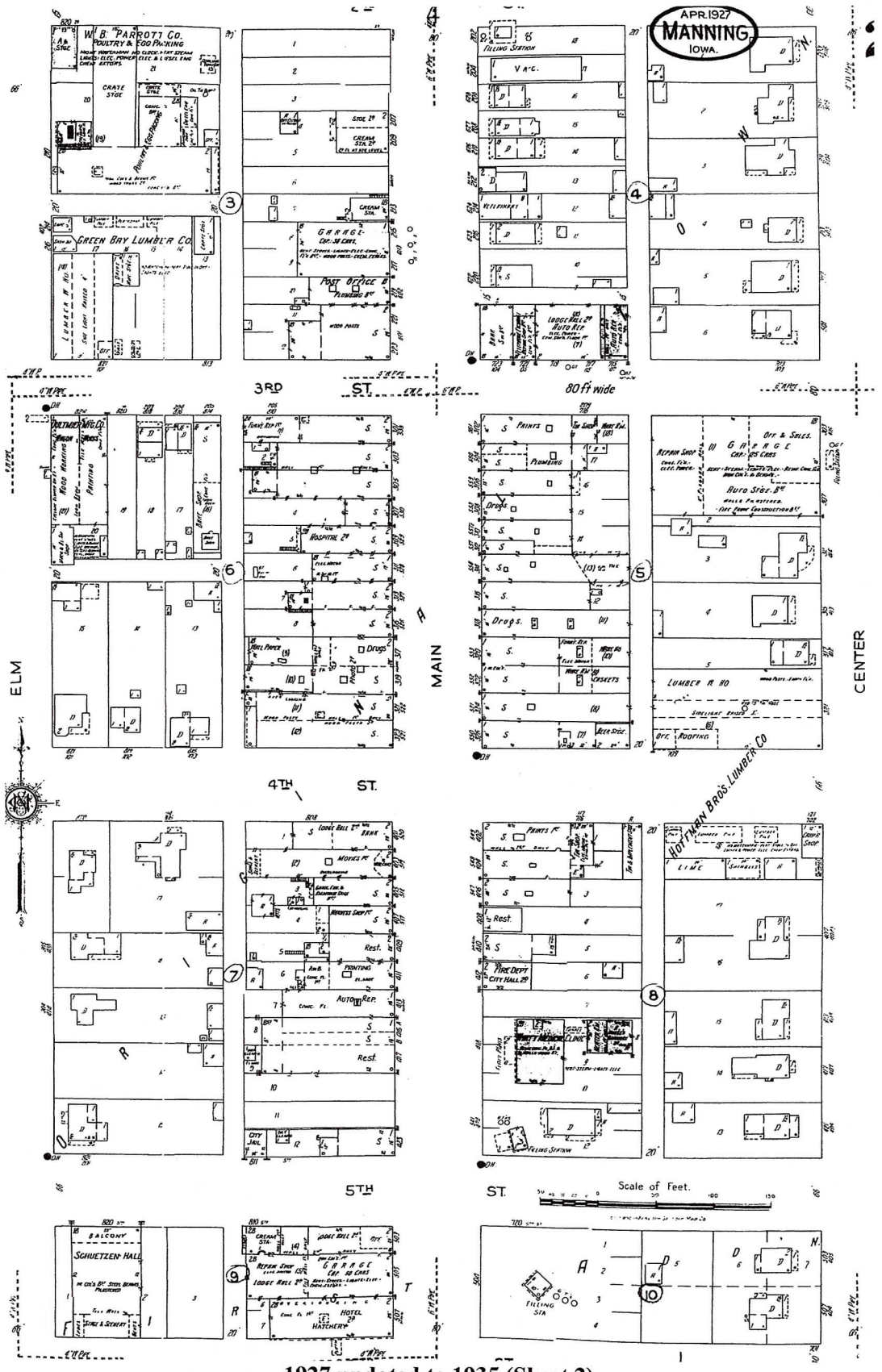
1913 (Sheet 2)


OCT. 1913
MANNING
IA.
3RD ST.
4TH ST.
5TH ST.
6TH ST.
ELM
MAIN
CENTER
Hardware
Variety
Drugs
Harness
Barber
Pool
Furniture
Saloon
Hoffmann & Son Lumber Shed
Nielsen Hotel
Germania Hall
Park Hotel
W. T. Joyce Co.
Lumber & Fuel Yard
Lumber Shed
Ohde & Martens
Elevator & Fuel Sheds
Depot
Baggage

1913 (Sheet 4)


APR. 1927
MANNING
IOWA.
2
W. B. PARROTT CO.
POULTRY & EGG PACKING
GREEN BAY LUMBER CO
GARAGE
POST OFFICE
3RD ST.
80 ft wide
MAIN
ELM
CENTER
4TH ST.
5TH ST.
6TH ST.
HOFFMAN BROS. LUMBER CO
Scale of Feet.
O.C.O.I.A. & SCHUETZEN HALL
VACANT HOTEL BUILDING

1927 (Sheet 2)



1927 updated to 1935 (Sheet 2)

APPENDIX B:

List of Previously Inventoried Properties in the City of Manning, Iowa

Source: State Historical Society of Iowa, Des Moines

Manning

14-00459 - Langel House
412 10th St
SHPO - 2003 Not Eligible
Consultant - 2003 Not Eligible

14-00190 - Langel House
413 10th St
SHPO - 1999 Not Eligible
Consultant - 1999 Not Eligible

14-00419 - Doyel House
417 10th St
SHPO - 2000 Not Eligible
Consultant - 2000 Not Eligible

14-00428 - Dawson House and Two Garages
612 10th St
SHPO - 2001 Not Eligible
Consultant - 2001 Not Eligible

14-00511 - Aikman, Gary, House
613 10th St
SHPO - 2006 Not Eligible
Agency - 2006 Not Eligible

14-00644 - Martin, Johnathan, House
507 11th St
Agency - 2011 Not Eligible
SHPO - 2012 Not Eligible

14-00401 - Nath House
606 11th St
SHPO - 1994 Not Eligible

14-00089 - House
134 1st St
SHPO - 1995 Not Eligible

14-00090 - House
140 1st St
SHPO - 1995 Not Eligible

14-00091 - House
207 1st St
SHPO - 1995 Not Eligible

14-00444 - Botsford House
216 1st St
Consultant - 2001 Not Eligible
SHPO - 2002 Not Eligible

14-00499 - Rudolph, Jesse, House
222 1st St
SHPO - 2005 Not Eligible
Agency - 2005 Not Eligible

14-00390 - Mohr House
321 1st St
SHPO - 1997 Not Eligible
Consultant - 1997 Not Eligible

14-00526 - Ream, Marion, house
322 1st St
SHPO - 2008 Not Eligible
Agency - 2008 Not Eligible

14-00453 - Mandery House
326 1st St
SHPO - 2003 Not Eligible
Consultant - 2003 Not Eligible

14-00522 - Henkelman, Lawrence, House
333 1st St
SHPO - 2008 Not Eligible
Agency - 2008 Not Eligible

14-00432 - Smith House, Garage, and Shed
339 1st St
SHPO - 2001 Not Eligible
Consultant - 2001 Not Eligible
SHPO - 2008 Not Eligible
Agency - 2008 Not Eligible

14-00145 - Rathke House
111 2nd St
SHPO - 1998 Not Eligible
Consultant - 1998 Not Eligible

14-00460 - Bauer, Nathan, House
116 2nd St
SHPO - 2003 Not Eligible
Consultant - 2003 Not Eligible

14-00391 - Dammann, Carol, House
120 2nd St
SHPO - 1992 Not Eligible

14-00092 - House
210 2nd St
SHPO - 1995 Not Eligible

14-00442 - Stinn House
334 2nd St
Consultant - 2001 Not Eligible
SHPO - 2002 Not Eligible

14-00392 - Snyder House
338 2nd St
SHPO - 1992 Not Eligible

14-00093 - House
344 2nd St
SHPO - 1995 Not Eligible

14-00393 - Schelldorf House
703 2nd St
SHPO - 1997 Opinion of Eligibility

14-00094 - House
815 2nd St
SHPO - 1994 Not Eligible

Manning

14-00095 - Swimming Pool
3rd St Corner of 3rd and West Streets
SHPO - 1989 Not Eligible

14-00443 - Lamp House
114 3rd St
Consultant - 2001 Not Eligible
SHPO - 2002 Not Eligible

14-00595 - Ketcham, Dawn M.
122 3rd St
SHPO - 2009 Not Eligible
Agency - 2009 Not Eligible

14-00096 - House
124 3rd St
SHPO - 1995 Not Eligible

14-00523 - Bauer, Ervin, House
208 3rd St
SHPO - 2008 Not Eligible
Agency - 2008 Not Eligible

14-00097 - House
214 3rd St
SHPO - 1995 Not Eligible

14-00394 - Ramsey, Daniel, House
325 3rd St
SHPO - 1997 Not Eligible

14-00098 - House
332 3rd St
SHPO - 1995 Not Eligible

14-00099 - House
350 3rd St
SHPO - 1996 Not Eligible

14-00488 - Manning Water Tower
620 3rd St
Agency - 2004 Opinion of Eligibility

14-00100 - House
621 3rd St
SHPO - 1995 Not Eligible

14-00101 - German Savings Bank
723 3rd St
SHPO - 1981 Opinion of Eligibility

14-00168 - Schroeder Trucking
846 3rd St
SHPO - 1999 Not Eligible
Consultant - 1999 Not Eligible

14-00172 - Manning Creamery
846 3rd St
SHPO - 1999 Opinion of Eligibility
Consultant - 1999 Opinion of Eligibility

14-00174 - Aspinwall Co-operative
900 3rd St
SHPO - 1999 Not Eligible
Consultant - 1999 Not Eligible

14-00395 - Lee, Judith, House
1200 3rd St
SHPO - 1997 Not Eligible
Consultant - 1997 Not Eligible

14-00508 - Kalkhoff, Jacob, House
403 4th St
SHPO - 2006 Not Eligible
Agency - 2006 Not Eligible

14-00397 - Koch House
504 4th St
SHPO - 1997 Not Eligible
Consultant - 1997 Not Eligible

14-00398 - Carter House
610 4th St
SHPO - 1997 Not Eligible
Consultant - 1997 Not Eligible

14-00527 - Lorenzen, John, House
618 4th St
SHPO - 2008 Not Eligible
Agency - 2008 Not Eligible

14-00427 - Irlbeck House and Garage
411 5th St
SHPO - 2001 Not Eligible
Consultant - 2001 Not Eligible

14-00189 - Miller House
417 5th St
SHPO - 1999 Not Eligible
Consultant - 1999 Not Eligible

14-00102 - House
607 5th St
SHPO - 1995 Not Eligible

14-00399 - Damman House
621 5th St
SHPO - 1994 Not Eligible
Agency - 1994 Not Eligible
Agency - 2010 Not Eligible
SHPO - 2011 Not Eligible
Agency - 2011 Not Eligible

14-00400 - Kalkoff House
624 5th St
SHPO - 1994 Not Eligible

14-00461 - Gordon House
512 6th St
SHPO - 2003 Not Eligible
Consultant - 2003 Not Eligible

Manning

14-00175 - Second Hand Shop
1021 6th St
SHPO - 1999 Not Eligible
Consultant - 1999 Not Eligible

14-00429 - Erickson House
53 Ann
SHPO - 2001 Not Eligible
Consultant - 2001 Not Eligible

14-00103 - House
38 Ann St
SHPO - 1995 Not Eligible

14-00632 - Thielen, Jan, House
58 Ann St
SHPO - 2011 Not Eligible
Agency - 2011 Not Eligible

14-00157 - Bauer House
66 Ann St
SHPO - 1998 Not Eligible
Consultant - 1998 Not Eligible
SHPO - 2008 Not Eligible
Agency - 2008 Not Eligible

14-00521 - Gaer, Marvin, House
70 Ann St
SHPO - 2008 Not Eligible
Agency - 2008 Not Eligible

14-00403 - House
222 Ann St
SHPO - 1996 Opinion of Eligibility

14-00518 - Newman, Christina, House
307 Ann St
SHPO - 2007 Not Eligible
Agency - 2007 Not Eligible

14-00141 - Borkowski House
412 Ann St
SHPO - 1998 Not Eligible
Consultant - 1998 Not Eligible

14-00404 - Sporrer, Karen, House
419 Ann St
SHPO - 1997 Not Eligible

14-00104 - House
503 Ann St
SHPO - 1995 Not Eligible

14-00105 - House
507 Ann St
SHPO - 1995 Not Eligible
SHPO - 1995 More Research Recommended

14-00405 - Ehlers House
517 Ann St
SHPO - 1994 Not Eligible
Consultant - 1994 Not Eligible
SHPO - 1997 Not Eligible
Consultant - 1997 Not Eligible

14-00407 - Kasperbauer House
63 April St
SHPO - 1992 Not Eligible

05-00536 - Frank, Russell, Residence
1370 Bluebird Ave
SHPO - 2000 Not Eligible
Consultant - 2000 Not Eligible

14-00415 - House
54 Center St
SHPO - 2000 Not Eligible
Consultant - 2000 Not Eligible

14-00106 - House
108 Center St
SHPO - 1996 Not Eligible

14-00638 - Singsank, Joshua, House
210 Center St
SHPO - 2011 Not Eligible
Agency - 2011 Not Eligible

14-00490 - House
510 Center St
Non-Extant 2004
SHPO - 2004 Not Eligible
Agency - 2004 Not Eligible

14-00519 - Petersen, Delaine, House
604 Center St
SHPO - 2007 Not Eligible
Agency - 2007 Not Eligible

14-00621 - Crumrine, Stephanie Tigges, House
1102 Center St
SHPO - 2010 Not Eligible
Agency - 2010 Not Eligible

14-00107 - House
497 East St
SHPO - 1995 Not Eligible

14-00501 - Grove, Dan, House
400 N East St
Agency - 2005 Not Eligible
SHPO - 2005 More Research Recommended

14-00176 - Manning Oil
219 Elm St
SHPO - 1999 Not Eligible
Consultant - 1999 Not Eligible

Manning

14-00408 - Petersen, Jeanine, House
313 Elm St
SHPO - 1992 Not Eligible

14-00493 - House
319 Elm St
Non-Extant 2005
SHPO - 2004 Not Eligible
Agency - 2004 Not Eligible

14-00494 - House
321 Elm St
Non-Extant 2005
SHPO - 2004 Not Eligible
Agency - 2004 Not Eligible

14-00417 - Dentlinger House
1112 Elm St
SHPO - 2000 Not Eligible
Consultant - 2000 Not Eligible

14-00170 - Rix Amoco Bulk Station
701 Front St
SHPO - 1999 Not Eligible
Consultant - 1999 Not Eligible

14-00171 - MJM Enterprises
811 Front St
SHPO - 1999 Not Eligible
Consultant - 1999 Not Eligible

14-00194 - Dammann, LeRoy, House
815 Front St
Non-Extant
SHPO - 2000 Not Eligible
Consultant - 2000 Not Eligible

14-00425 - City Garage
857 Front St
Non-Extant 2001
SHPO - 2001 Not Eligible
Agency - 2001 Not Eligible

14-00108 - House
27078 Granite Ave
SHPO - 1996 Not Eligible

14-00169 - Manning Agricultural Center (Fertilizer
619 Julia St
SHPO - 1999 Not Eligible
Consultant - 1999 Not Eligible

14-00109 - House
113 Madison St
SHPO - 1996 Not Eligible

14-00110 - House
120 Madison St
SHPO - 1994 Not Eligible

14-00111 - House
215 Madison St
SHPO - 1995 Not Eligible

14-00112 - House
417 Madison St

14-00410 - Doyel House
421 Madison St
SHPO - 1998 Not Eligible
Consultant - 1998 Not Eligible

14-00192 - Jones, Bernard & Kathleen, House
111 Main St
SHPO - 2000 Not Eligible
Consultant - 2000 Not Eligible

14-00411 - Sorensen, Betty, House
119 Main St
SHPO - 1992 Not Eligible

14-00193 - House
123 Main St
SHPO - 2000 Not Eligible
Consultant - 2000 Not Eligible

14-00628 - H. Mueller Furniture Building
301 Main St
Consultant - 2010 Opinion of Eligibility
SHPO - 2010 More Research Recommended

14-00647 - Sextro, Sandra J.
307 Main St 307 1/2 Main St.
Consultant - 2012 More Research Recommended
SHPO - 2012 Opinion of Eligibility

14-00525 - Beck, Don, House
908 Main St
SHPO - 2008 Not Eligible
Agency - 2008 Not Eligible

14-00528 - Gordon Sr., Emanuel, House
920 Main St
SHPO - 2008 Not Eligible
Agency - 2008 Not Eligible

14-00420 - Dales House
1112 S Main St
SHPO - 2000 Not Eligible
Consultant - 2000 Not Eligible

14-00624 - Wiskus, Steven A., House
34 May St
Non-Extant 2010
SHPO - 2010 Not Eligible
Agency - 2010 Not Eligible

Manning

14-00625 - Wiskus, Steven D., House
38 May St
Non-Extant 2010
SHPO - 2010 Not Eligible
Agency - 2010 Not Eligible

14-00113 - House
55 May St
SHPO - 1995 Not Eligible

14-00114 - House
116 May St
SHPO - 1996 Not Eligible

14-00524 - Meier, Nancy, House
308 May St
SHPO - 2008 Not Eligible
Agency - 2008 Not Eligible

14-00196 - Wittrock House
309 May St
SHPO - 2000 Not Eligible
Consultant - 2000 Not Eligible

14-00115 - House
315 May St
SHPO - 1995 Not Eligible

14-00517 - Jensen, Nathan, House
415 May St
SHPO - 2007 Not Eligible
Agency - 2007 Not Eligible

14-00116 - House
1005 Nishnabotna Dr
SHPO - 1994 Not Eligible

14-00412 - Dammann, Leonard, House
902 Park Ave
SHPO - 1997 Not Eligible

14-00413 - Deboth House
906 Park Ave
SHPO - 1997 Not Eligible

14-00462 - Ladd, William, House
918 Park Ave
SHPO - 2003 Not Eligible
Consultant - 2003 Not Eligible

14-00430 - Hull House
1096 South St
SHPO - 2001 Not Eligible
Consultant - 2001 Not Eligible

14-00187 - Drees House
31 Sue Ave
SHPO - 1999 Not Eligible
Consultant - 1999 Not Eligible

14-00117 - House
41 Sue St
SHPO - 1995 Not Eligible

14-00118 - House
103 Sue St
SHPO - 1995 Not Eligible

14-00416 - House
420 Sue St
SHPO - 2000 Not Eligible
Consultant - 2000 Not Eligible

APPENDIX C:
HADB Form

Historical Architectural Data Base

Data Entry Form for Studies and Reports

Doc. No.: 14-017

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., and Jennifer A. Price

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

Title of Work:
Intensive Survey and Evaluation of the Downtown Commercial District, City of Manning, Carroll County, Iowa

Year Issued: 2013

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 Survey and Evaluation of the Downtown Commercial District, City of Manning, Carroll County, Iowa 14-017

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: 2460 S. Riverside Drive, Iowa City, IA 52246

Client: Manning Historic Preservation Commission, Manning, 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:	Carroll	_____	_____	_____
Town:	Manning	_____	_____	_____
Township:	82N	____	____	____
Range:	36W	___	___	___

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)

Manning	commercial district
public buildings	residential properties
railroads	hospital
hatcheries	egg drying plant
German heritage	Bavarian remodel ordinance
PWA	auditorium
legion hall	municipal power plant
fires	funeral home/residence