

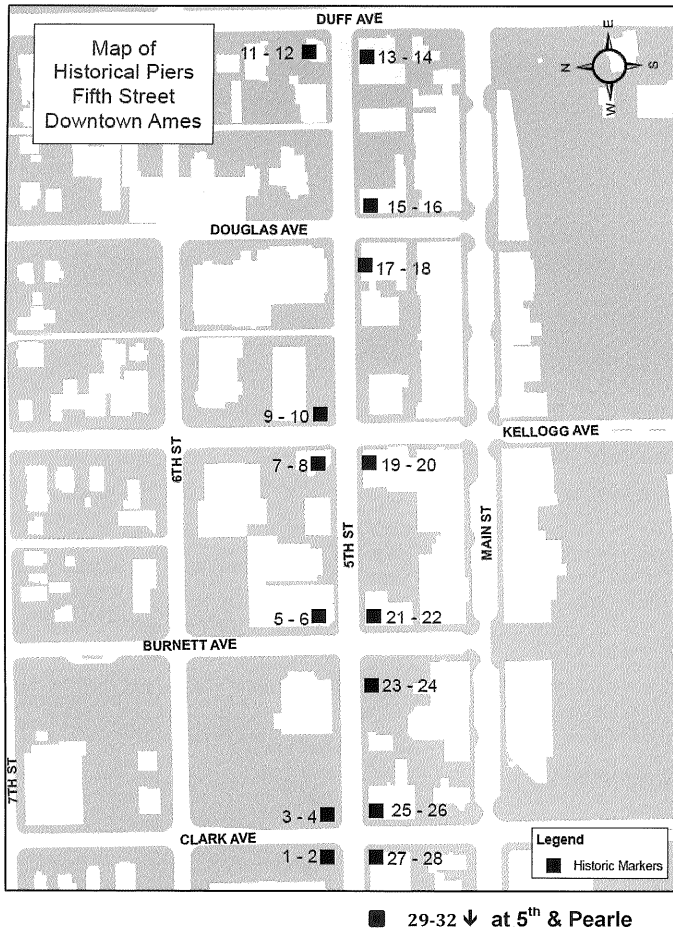
The City of Ames, Ames Public Art Commission
and Ames Historical Society presents:

FROM TALES TO *Tiles*



A WALKING TOUR
OF THE
FIFTH STREET
HISTORIC PIERS
IN AMES, IOWA

From Tales to Tiles: A Walking Tour of the Fifth Street Historic Piers MAP



The seventeen unique, interpretive art tiles on sixteen brick piers along Fifth Street in downtown Ames begin to tell the stories of people, places, and events in the city's history.

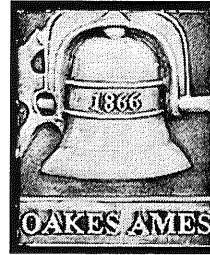
David B. Dahlquist, in consultation with Ames historian Farwell Brown, designed the terra cotta tiles. They were then created by artists from Dahlquist Clay Works of Des Moines and installed in late 1999. The tiles' simple images are meant to inspire further investigation

Dahlquist also designed the streetscape for Ames Main Street that includes decorative paving and lanterns. Other Dahlquist works in Ames are: the lanterns in front of the Jacobson Building (ISU Athletics), the corner roof figures on the Molecular Biology Building (ISU) and the Technology Columns that create a gateway to Ames on Highway 30.

He is also noted for designing several of Iowa's themed rest stops on Interstates 35 and 80 – themes such as the Mormon Trail and Iowa Writer's Workshop.

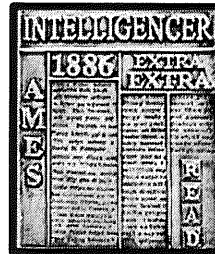
Start your walking tour at the northwest corner of Fifth Street and Clark Avenue (at #1 on the map):

OAKES AMES (#1 & #9)



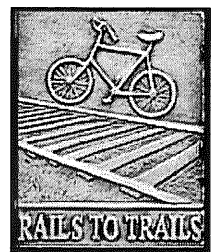
Oakes Ames (1804-1873), a manufacturer of picks and shovels in Massachusetts, served as a representative in the U.S. Congress (1863-1873). He is credited with promoting the Union Pacific portion of the transcontinental railroad. John I. Blair, who brought the railroad through Iowa, named the town of Ames after his good friend Oakes. Though Oakes Ames never set foot in the new town which bore his name, he did present a bell to a community church, a gift symbolized in this tile. The bell is still in use in the tower of the United Church of Christ-Congregational on the northeast corner of Sixth Street and Kellogg Avenue.

INTELLIGENCER (#2 & #20)



The *Intelligencer* was established in 1868 as what would become the community's first continuously published newspaper. At first a weekly publication, it became a daily paper in 1911. "Tribune" was adopted as part of its name in May, 1913. Over the years, the newspaper went through many mergers and name changes. Today, it is known simply as the *Ames Tribune*. The names of the artists who worked on the historic piers project are listed on this tile.

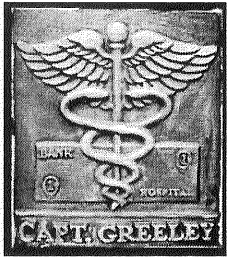
RAILS TO TRAILS (#3 & #29)



Through the years, trains and bicycles have played important but changing roles in moving Ames residents from place to place. As rail passenger transportation has declined, the Iowa Department of Transportation and the City of Ames have converted abandoned rail lines into trails for walking, jogging, and cycling. These trails connect to others throughout Ames and beyond.

CAPT. GREELEY (#4 & #16)

Captain Wallace M. Greeley (1838-1917) came to Ames in 1866 after serving in the Union Army in the U.S. Civil War. He and his wife Mary (1847-



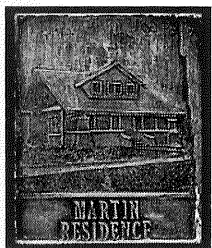
1914) purchased land a short distance south of the Iowa State College campus where they farmed until 1876. In 1881, he founded Ames's first corporate bank, the Union National Bank on the northwest corner of Douglas Avenue and Onondaga [Main, from 1910] Street. In 1882, the couple established their second home on the site of the first house in Ames [the Noah Webster house]. The Greeleys donated land on Douglas Avenue opposite their home to the town; and in 1903-04 the original Ames Public Library was built there, funded by a \$10,000 gift from Andrew Carnegie. Capt. Greeley was mayor of Ames (1888-1890) and also served three terms in the Iowa General Assembly. When Mary died in 1914, it became Capt. Greeley's mission to establish a hospital in Ames in her honor. Mary Greeley Hospital was dedicated in 1916.

NANCY & ARCHIE MARTIN (#5)



Nancy C. Martin (1856-1947) and Archie A. Martin (1857-1960), founded a prominent Ames African-American family. They moved to Iowa from Georgia ca. 1913-15 with many of their adult children. Archie, who lived to be 102, was privileged to know 32 grandchildren and 12 great-grandchildren. The couple's descendants have made significant contributions both to the Ames community and to the country as a whole through their distinguished careers, particularly in health, education, and military service. This tile and tile #6 were dedicated in February, 2002—over two years after the other fifteen were installed, at the initiative of the Archie A. and Nancy C. Martin Foundation which solicited funds for the two Martin tiles and the pier on which they appear.

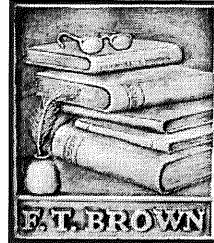
MARTIN RESIDENCE (#6)



Nancy's and Archie's house, built in 1919 and still standing at 218 Lincoln Way, was home for many African-American students at Iowa State College during the first half of the twentieth century. During this era, students of color were admitted to the college but college housing policies made it almost impossible for them to live on campus. For over 25 years, the Martins

provided a home for many of these students, and Archie Martin advocated for the rights of minority students. The Martin house is now registered as an Ames Historic Landmark. The importance of the Martin family was recognized in 2004 with the dedication of Martin Hall, a newly-built dormitory on the Iowa State University campus.

F. T. BROWN (#7 & #18)



Farwell Tilden Brown (1910-2010) attended Ames public schools and earned a degree in agricultural economics from Iowa State College in 1934. After retiring from his position as real estate appraiser for the Iowa Department of Transportation in 1976, he devoted his retirement years to gathering and assembling the history of his community. His photographic archive is available both in paper and digital format. Brown authored a series of three books of Ames stories entitled *Ames in Word and Picture* (1993, 1999, and 2003). In 1981, Brown became a founder and the first president of the Ames Heritage Association [now the Ames Historical Society]. The City of Ames proclaimed him the city's official historian in 1986. Other local named recognitions include the Ames Public Library's Farwell T. Brown Auditorium and the Ames Historical Society's annual Farwell T. Brown Award.

IDOT 1924 (#8 & #14)



Established in 1904 as the Iowa Highway Commission, the IDOT originally was a part of the Department of Engineering at Iowa State College. Its mission was to be an advisory agency, providing guidance on road-building matters to counties and cities within the state. In 1913, the General Assembly enlarged the commission's responsibilities to include the standardization of bridge design. Federal engineers were soon reporting that Iowa had the "best bridge and culvert designs of any state in the union." The commission's staff moved into their new headquarters on Lincoln Way in 1924. The commission became the Iowa Department of Transportation (IDOT) in 1974, bringing all modes of transportation operating within the state under one administrative headquarters in Ames.

JOHN I. BLAIR (#10 & #26)



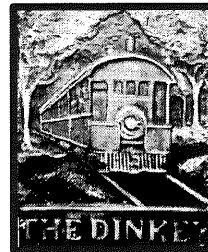
Railroad magnate John Insley Blair (1802-1899) was born in Foul Rift, New Jersey. As a successful industrialist, he recognized the pressing need for railroads in the developing mid-section of the country. Blair first came through Iowa in 1860 when he bought the railroad that became the Chicago & Northwestern. In December, 1864, he directed one of his engineers to plat a town between two streams in Story County and to give that town the name "Ames," after his good friend Oakes Ames. Blair obtained right-of-way for his new railroad through what is now the Main Street Cultural District. He also selected street names in the original town of Ames and donated land for the town's first park [now Bandshell Park]. It was his railroad that put Ames on the first transcontinental system when the golden spike was driven at Promontory Point, Utah, on May 10, 1869, uniting the Union Pacific and Central Pacific railroads. As president of sixteen railroad companies, he amassed in his lifetime a fortune estimated at \$70 million. By the time he died, he was the largest owner of rail mileage in the world. His Presbyterian religion and his penchant for philanthropy led him to found more than a hundred churches near his railroads.

MUNN 1891 (#11 & #13)



Hiram Lester Munn (1840-1920), one of Ames's many Civil War veterans, moved from his home state of New York to Oxford, Iowa, in 1886, where he operated a lumber yard. In 1891, at the urging of local businessmen, he moved to Ames and opened H. L. Munn Lumber Company on the northeast corner of Onondaga [Main] Street and Duff Avenue, where five generations of the Munn family continued to operate the business for over a hundred years. In 1998, his great-great-grandson Erik Munn (1959-) closed the downtown operation in favor of a larger location on Airport Road. The original buildings were leveled by a fire in 2001. The Sheldon-Munn Hotel, which opened its doors for the first time in 1916 on the corner of Kellogg Avenue and Main Street, owed most of its financing to banker/mayor Parley Sheldon (1844-1932) and Alfred Hershel "Fred" Munn (1870-1944), H. L. Munn's son.

THE DINKEY (#12 & #28)



The Ames & College Railway (1891-1907) was known as either the "Motorline," or, affectionately, as the "Dinkey" because of the diminutive size of its "donkey" steam locomotive. Incorporated in 1890 as the Ames Street Railway Company, it made its first run to the Iowa Agricultural College campus on July 4, 1891. Besides carrying the hundreds of passengers who rode the line back and forth from town to campus each day, the Dinkey also delivered mail and baggage to campus. Importantly, it also conveyed building materials and equipment to construction sites on central campus during an era of rapid expansion.

ONONDAGA (#15 & #27)



The Onondaga people are one of the original five nations of the Iroquois Confederacy. Their traditional homeland is in and around Onondaga County, New York, the home of Ames's "founding mother," Cynthia Olive Kellogg Duff (1820-1907). She and her husband Alexander settled in Story County, Iowa, in 1863. The Duffs purchased 200 acres of land in section 2 of Washington Township which included 80 acres purchased from Lucian Hoggatt. It was largely from those 80 acres that John Blair, in turn, purchased land from the Duffs on which he commissioned a plat for the original town of Ames. Tradition has it that it was Mrs. Duff, acting as his agent, who was responsible for obtaining the right-of-way Blair needed to bring the railroad through what would become Ames. She then told Blair that she would like for the new town to be named Onondaga. Wishing to name the new town after his friend Oakes Ames, Blair offered her naming rights for some of the streets. Because of her influence, the main business street was given the name "Onondaga." When the street was paved in 1910, it was renamed "Main Street." Duff Avenue and Kellogg Avenue were also family names which were adopted in her honor. They continue as major thoroughfares in Ames. The six-block Pearl Street that Mrs. Duff named after her father, Pearl Kellogg, eventually became part of Tenth Street. [Pearle Avenue is named for Pearle DeHart, who was mayor of Ames from 1958 to 1965.]

GEO. G. TILDEN (#17 & #21)



George Galen Tilden (1842-1892) moved his family from Vermont to the village of Ames in 1869 where he became a partner in a "general store." This venture evolved into what would become Ames's best-known

department store, Tilden's, which operated for over 100 years in the same location at 203 Main Street. When he died in 1892, his widow Lydia and sons Lucian, J. Galen, and George Huntington, took over the store. It was later renamed Tilden Brothers & Company. In the same year her husband died, Lydia Cooper Tilden was elected to the Ames School Board. She was the first woman to serve as its president. In 1934, the Tildens placed their famous billboard on Highway 69, just north of Des Moines. The huge sign clearly stated to all who viewed it, "If you don't find what you need in Des Moines, try Tilden's in Ames." Tilden's closed its doors for good in 1971.

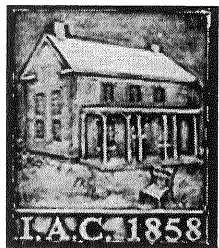
O'NEIL DAIRY (#19 & #22)



The O'Neil Dairy was founded in 1914 by John Clement "Clem" O'Neil (1885-1971) and his brother Patrick Henry [known as "Henry"] (1890 or '91-1967). Clem was very active in the community and served on the

Ames City Council for two years. O'Neil Park in southwest Ames is named after the two brothers. The dairy was originally located at 115 Kellogg Avenue. In 1922, it moved into the old armory building at 308 Fifth Street [building razed in 1985] where it operated through 1971. The dairy was renowned for its premium "velvet" ice cream, so rich in butterfat that "it melted in your mouth and clung to your lips."

I.A.C. 1858 (#23 & #32)



In 1858, the Iowa General Assembly established the Iowa Agricultural College (I.A.C.) west of what would become the town of Ames. Two years later, the first building was constructed on its campus—the home of W. H.

Fitchpatrick, the "farm operator" for the college. That building is now the Farm House Museum at Iowa State University. It was designated a "land

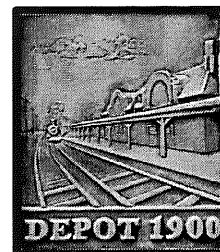
grant college" (the nation's first) in 1864 as a result of Justin Morrill's U.S. legislation that established the national program which promoted technical training along with a traditional college education. I.A.C.'s name was changed to Iowa State College in 1898 and to Iowa State University of Science and Technology in 1959.

CARVER 1894 (#24 & #30)



The famous discoverer of the many uses of peanuts, George Washington Carver (ca. 1864-1943), was the first African-American to graduate from Iowa Agricultural College. He earned both a bachelor's and a master's degree at the I.A.C. where, at the college's experiment station, his work in plant pathology and mycology first gained him national recognition and respect as a botanist. When he completed his academic work at Iowa State in 1896, he was probably the only African-American student on campus and likely the only African-American in Ames. Carver experienced support and special attention from I.A.C. botany professor Louis Pammel (1862-1931) and Joseph L. Budd (1837-1922), head of the Department of Horticulture at the I.A.C. Budd's daughter, Etta M. Budd (1863-1952), who taught art at Simpson College where Carver had been an art and music student before coming to Ames, championed his academic career and encouraged him to study botany at her father's institution. Other people also recognized his special qualities and his drive to obtain an education. Carver would always say that he was very well treated in Ames. After leaving Ames, he taught at Tuskegee Institute in Alabama for 47 years. In 1969, a new academic building at Iowa State University was named Carver Hall in his honor.

DEPOT 1900 (#25 & #31)



In 1865, the Chicago & North Western Railroad located its first depot at "Ames Station" on the south side of the tracks just west of Duff Avenue at the east end of Onondaga [Main] Street. It served as both a passenger stop and freight station for the first thirty-five years of the town's existence. A new depot, designed by the well-known architectural partnership of Frost &

Granger, was completed in 1900. It was located on the west end of Onondaga [now 526 Main Street], and served as the threshold to the city for sixty years. With its beautiful gardens and walking paths, it became a well-known tourist attraction. Thousands of Iowa State students, professional people, and commercial travelers arrived in town by train. It was at the depot that these people developed their first impressions of Ames. The last scheduled passenger train travelled through Ames on March 12, 1960—almost ninety-five years after the first passenger had passed through town.

In 1999 for the Brick Piers Project, the Ames City Council awarded a \$50,000 contract for downtown artwork. The project also was funded, in part by a \$15,000 grant from the Iowa Department of Cultural Affairs' "Iowa Community Cultural Grants Program." The City of Ames Public Art Commission coordinated the project.

The piers themselves were designed to reflect patterns of bricks that appear at the cornices of Main Street's older buildings (below). The piers are made of small bricks that were cut in half to achieve the proper scale.



MAIN STREET STREETScape DESIGN

The Fifth Street brick piers were meant to complement the streetscape design that Dahlquist created for Main Street. Those design elements were direct references to Ames' founding by the railroad.



The large lanterns (above, left) are a reference to the lanterns used for signaling on trains and in rail yards – and were made from the leftover steel stamp-outs from John Deere's tool making.

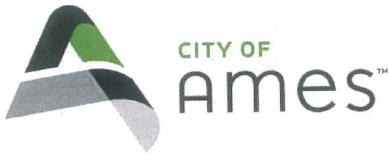


The patterns in the sidewalks (left and above, right) are meant to simulate railroad tracks and the blue circle at Kellogg (below) represents the

roundhouse that used to be behind Main Street until about 1902. A roundhouse is a carousel that is used to turn locomotives around. The Ames roundhouse could accommodate two locomotives. When technology improved and the machines were able to go in reverse, the roundhouse was no longer needed.



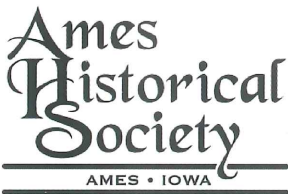
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