

Results of the Windshield Survey of Potential Residential Districts in Wilton, Muscatine County, Iowa

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Field survey conducted by, and Reported compiled by: Leah D. Rogers, Principal Investigator, Tallgrass Project Historian

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Study conducted for: Muscatine County Historic Preservation Commission

The town of Wilton (historically also known as Wilton Junction) was platted on 40 acres of land in Muscatine County owned by a company formed by Muscatine bankers, Greene & Stone along with Franklin Butterfield, who had purchased land in this area in the early 1850s. The town was platted in September 1854 along the route of the Mississippi & Missouri (M&M) Railroad. Wilton would also benefit from being on the branch line to Oskaloosa by way of Muscatine (Richman 1911:240, 409). The town was first named “Glendale” but “before the plat was recorded the name of Wilton was selected” (Acme Publishing 1889:660). The town was named after Wilton, Maine, the birthplace of Mr. Butterfield (Richman 1911:240). The railroad construction train reached Wilton on October 1, 1855, with passenger service commencing two months later. Figure 1 is the 1874 plat map of Wilton that shows the original town plat was largely south, and along the railroad tracks. As additions were made, the town grew mainly to the north where the main commercial area would be established.

At this time, Cook & Sargent, bankers of Davenport, owned a large amount of stock in the railroad, and were interested in building up Durant, about six miles east of Wilton, succeeded in getting the railroad company to run the branch trains from Muscatine through Wilton, making the transfer at Durant, not permitting the name ‘Wilton’ to be called on the cars, but instructing the brakeman to call out ‘Muscatine Junction.’ A fine depot was erected at Durant, while the only accommodation afforded Wilton was a small shed-roof building (Acme Publishing 1889:661).

A freight house was added in 1856, “along with the first real depot building adjacent to the freight house” (Jacobsen 1988). Wilton would become “a major repair point for trains” employing over 100 railroad men in the process. By 1866, other railroad buildings and structures in Wilton included a roundhouse and turntable, a carpenter shop, and a dispatch office. The Rock Island repair shops were relocated to Wilton in 1877 (Figure 1). The repair shop would eventually be enlarged to twice its original size in 1885. However, in 1881, the Rock Island Railroad added a line between Davenport and Muscatine, which left the branch line between Wilton and Muscatine less important. This certainly had an impact on Wilton, which lost the roundhouse and car repair shops and reduced “Wilton to the role of a line junction point” (Jacobsen 1988). However, in 1883, a six-mile branch line to Lime City for the hauling of lime and ballast and building stone for a time increased rail traffic and shipping at Wilton. In 1898, “in response to the rapid growth of rail service and in anticipation of increased rail traffic” the present depot was built (Jacobsen 1988). That same year, the Rock Island double tracked the line to Moscow, Iowa. A large water tank was also built at the same time. The 1898 depot building remains standing to the present day and has been restored as a historical museum. It was listed in the National Register of Historic Places in 1988 (Jacobsen 1988) (Figure 2).

The first store established in Wilton had been located in part of a house built on the plat in 1855. The town grew steadily, with more houses and business buildings erected. In August 1874, the town was impacted by a disastrous fire. The fire had been reportedly started by sparks from a locomotive that set fire to the Reed & Dows Elevator on Third and Railroad streets (Western Historical 1879:573).

The commercial area rebounded and came to fill two blocks, with the town improved by an electric lighting system, water works plant, and public library in the early 1900s. The town even boasted of Wilton College, founded in 1866 as a seminary and reincorporated as the Wilton Academy in 1880 under the control of the Davenport Association of the Congregational Church of the State of Iowa. It became the Wilton German-English College in 1884. However, the college declined in 1904 essentially because “the German Congregational constitution was largely in the Dakotas” and the school was “practically

abandoned,” although new owners in 1907 breathed new life into the institution, and the college once again thrived (Richman 1911:240-246).

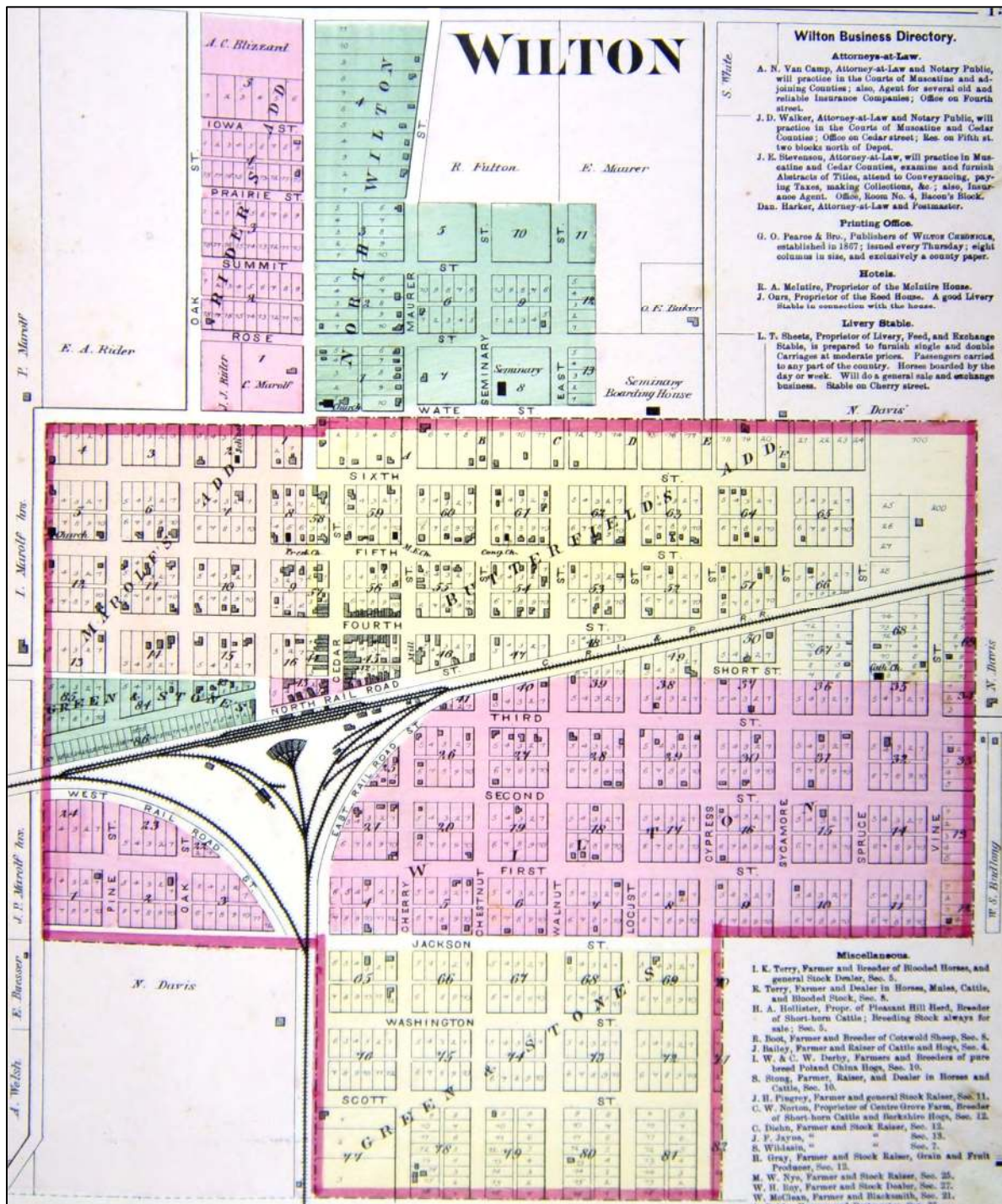


Figure 1. 1874 plat of Wilton. Source: Harrison and Warner 1874; digital copy obtained from <https://digital.lib.uiowa.edu/>, April 2020. The original plat is the dark pink shaded blocks mainly south of the railroad tracks, with the later additions both south and north of that plat. However, the main town development, including the commercial district, was on the north side of the railroad tracks



Figure 2. Wilton Rock Island Railroad Depot (now a museum), View to the NE.
Photograph taken 2013 by Tallgrass Historians L.C., Iowa City.

The first store was established in Wilton had been located in part of a house built on the plat in 1855. The town grew steadily, with more houses and business buildings erected. In August 1874, the town was impacted by a disastrous fire, but “since that time the town has been growing steadily but not rapidly” into the early 20th century. The fire had been reportedly started by sparks from a locomotive that set fire to the Reed & Dows Elevator on Third and Railroad streets (Western Historical 1879:573).

The commercial area rebounded and came to fill two blocks, with the town improved by an electric lighting system, water works plant, and public library in the early 1900s. The town even boasted of Wilton College, founded in 1866 as a seminary and reincorporated as the Wilton Academy in 1880 under the control of the Davenport Association of the Congregational Church of the State of Iowa. It became the Wilton German-English College in 1884. However, the college declined in 1904 essentially because “the German Congregational constitution was largely in the Dakotas” and the school was “practically abandoned,” although new owners in 1907 breathed new life into the institution, and the college once again thrived (Richman 1911:240-246). The construction of the new depot in 1898 and the increased rail traffic at the time also spurred a minor building boom in Wilton. Three new commercial brick buildings were built in the years between 1898 and 1899 (Jacobsen 1988).

As trains became faster and stops less frequent, towns like Wilton declined in importance to the railroads. The faster trains did not stop and their speeds led a number of citizens to petition without success for an underpass beneath the rails. The railroad continued to serve as a vital link to the national culture. In July of 1915, the touring Liberty Bell passed through Wilton on its way to the Panama Exposition. The 70th anniversary of the C.R.I.&P. Railroad was also observed at Wilton in 1922, ceremonies being held at the depot where Benjamin B. Brayton was posthumously honored for a lifetime of service to the Rock Island Railroad. In 1937, the 100-mile-per-hour “Rocket Train” came to town, and in 1955, the “Eisenhower Special” presidential campaign train visited the town (Jacobsen 1988). The “high water mark of railroad service to the community” appears to have occurred by 1911, although the depot remained in service for a number of years after (Jacobsen 1988).

Among the significant historic buildings in Wilton is the Wilton Candy Kitchen originally built in 1856. This building housed the Confectionary Ice Cream Parlor Soda Fountain founded by R.A. McIntyre in 1860. The building was shared with the U.S. Post Office from 1877 to 1893. In June 1910, Greek immigrant Gus Nopoulos settled in Wilton and reopened the recently closed confectionary. He married a local girl, Frankie Mildred Hudler, who helped him run the business as The Candy Kitchen (Figure 3). This family-owned-and-operated business survived the deprivations of the Great Depression and World War II, with their son George Nopoulos taking over the business operation when he returned from the war. The building was listed in the National Register of Historic Places in January 1993 (Nash 1992).

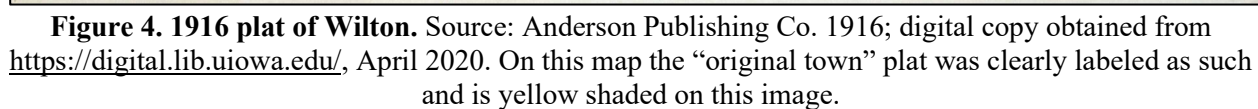


Figure 3. Wilton Candy Kitchen in 2016.
Image obtained from <https://qconline.com/>, 2020.

Both Wilton and West Liberty in Muscatine County call attention to notable early immigrant settlements, as both were tied to the development and operation of the railroad that extends through both communities. In the case of West Liberty, it was Mexican immigrants, who first began to settle in that town in the late 19th century and continued into the early 21st century, with the newer immigrants attracted by work in the turkey processing plant. In Wilton, the early immigrants hailed from Greece and came in the late 19th to early 20th centuries to work on the railroads in Iowa, with others opening food businesses including fruit stores, grocery stores, and in the case of other Iowa towns and Wilton, candy stores (Nash 1992; Rogers and Barrett 2002).

Wilton also benefitted from having been located along the early River to River Road and later U.S. Highway 6. In Wilton, the railroad angles to the southwest. The River to River Road first entered Wilton one block south of the railroad tracks and headed west along 3rd Street before turning north to 4th Street where it then headed west crossing the railroad tracks in the process. However, by the 1930s, the route of U.S. Highway 6 entered the east edge of town at the railroad tracks but then followed along 5th Street straight west and staying north of the tracks and bypassing any track crossings. In later years, the highway was re-routed along the extreme west edge of the expanded city boundaries of Wilton one-half mile west of the original town plat. From there, the highway now extends north to Interstate 80 where it turns east on I-80 and stays along the interstate to the I-280 interchange just outside Davenport.

Figure 4 is a 1916 map of the Wilton town plat. In comparison to the 1874 map of the town plat, it can be seen that the town had not increased in plat size but instead was infilling the construction within that plat. Figure 5 is a plat map from 1922 that shows the area of the main commercial development on the north side of the tracks between Chestnut and Elm streets and from the railroad tracks north to near 5th street. That map also labels 5th Street as the “State Road” (see Figure 5).



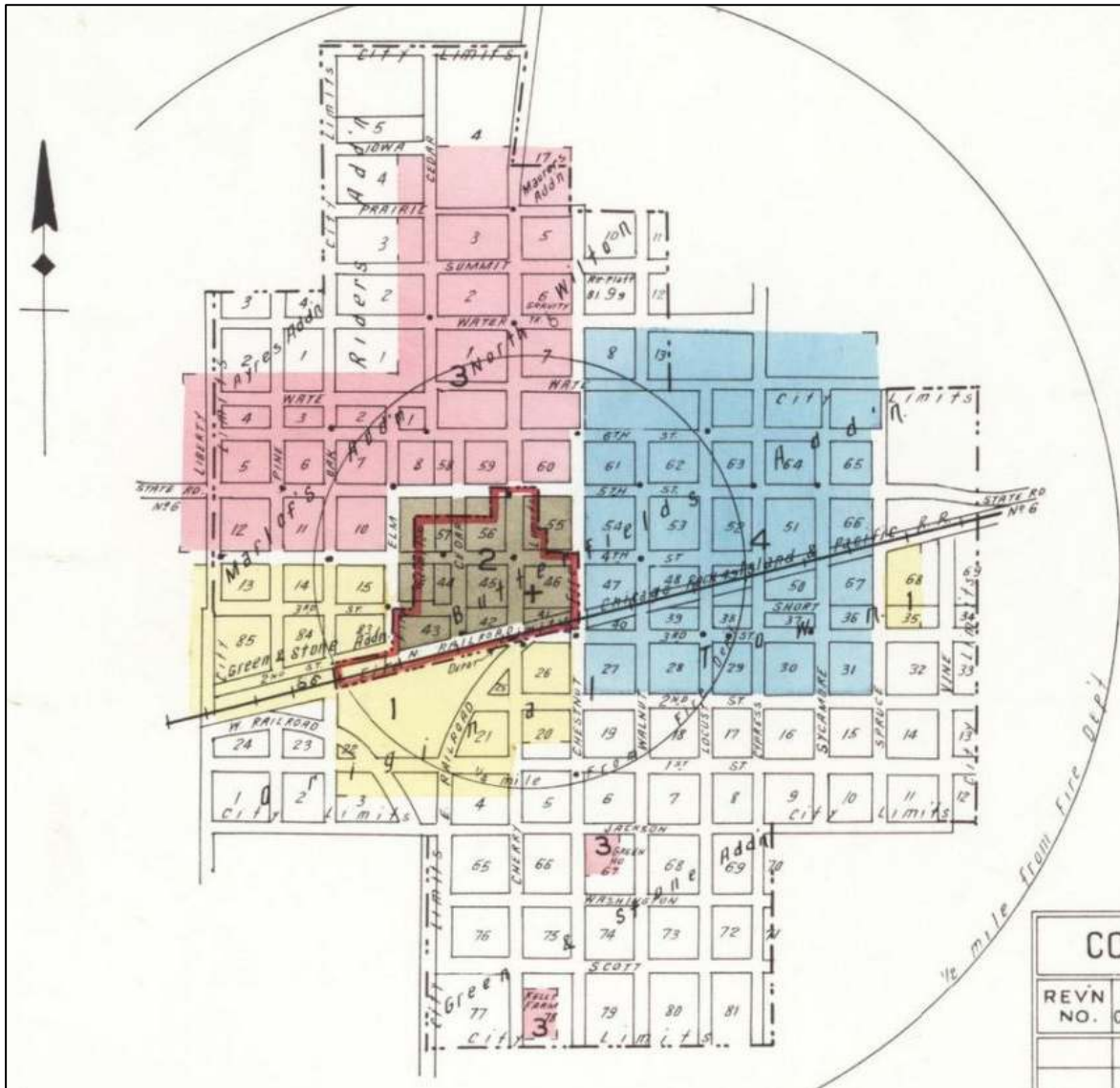


Figure 5. 1922 Index map of Wilton, Iowa, showing the main commercial development area shaded in brown and outlined in red.

Source: Sanborn 1922; digital image obtained from www.loc.gov, April 2020.

To date, there have been four resources in Wilton that have been listed in the NRHP. The include the Rock Island Railroad Depot, built in 1898, which was listed in 1988 (Jacobsen 1988). This building is now the Wilton Historical Museum, with the depot calling attention to the significant role that the Rock Island Railroad played in Wilton's history and development (see Figure 2). The second resource is the Wilton Candy Kitchen at 310 Cedar Street, which was listed in the NRHP in 1993 (Nash 1992). This building was built as a wooden false-front store in 1856 but was nominated for its notable façade remodeling between 1915 and 1920 when its owner, Gus Nopoulos, had the façade clad in brick-patterned, pressed metal and the sides of the building stuccoed (see Figure 3). The interior also retained its 1922 appearance as the Candy Kitchen. It was also nominated for its historical significance as a relatively scarce example in Iowa of an occupational pattern associated with the settlement of Southern European immigrants, specifically, Greek immigrants (Nash 1992).

The third NRHP listing was of the Wilton Commercial Historic District, which encompasses the area of 4th, E. and W. Cedar, Railroad E. and W. and Chestnut streets in Wilton. It was listed in the NRHP in

2016 (Full 2016) (Figure 6). This district contains 33 contributing resources (32 buildings and 1 structure) and 14 non-contributing buildings. The period of significance extends from 1856 to 1966, with the district listed for its historical and architectural significance (NRHP Criteria A and C).

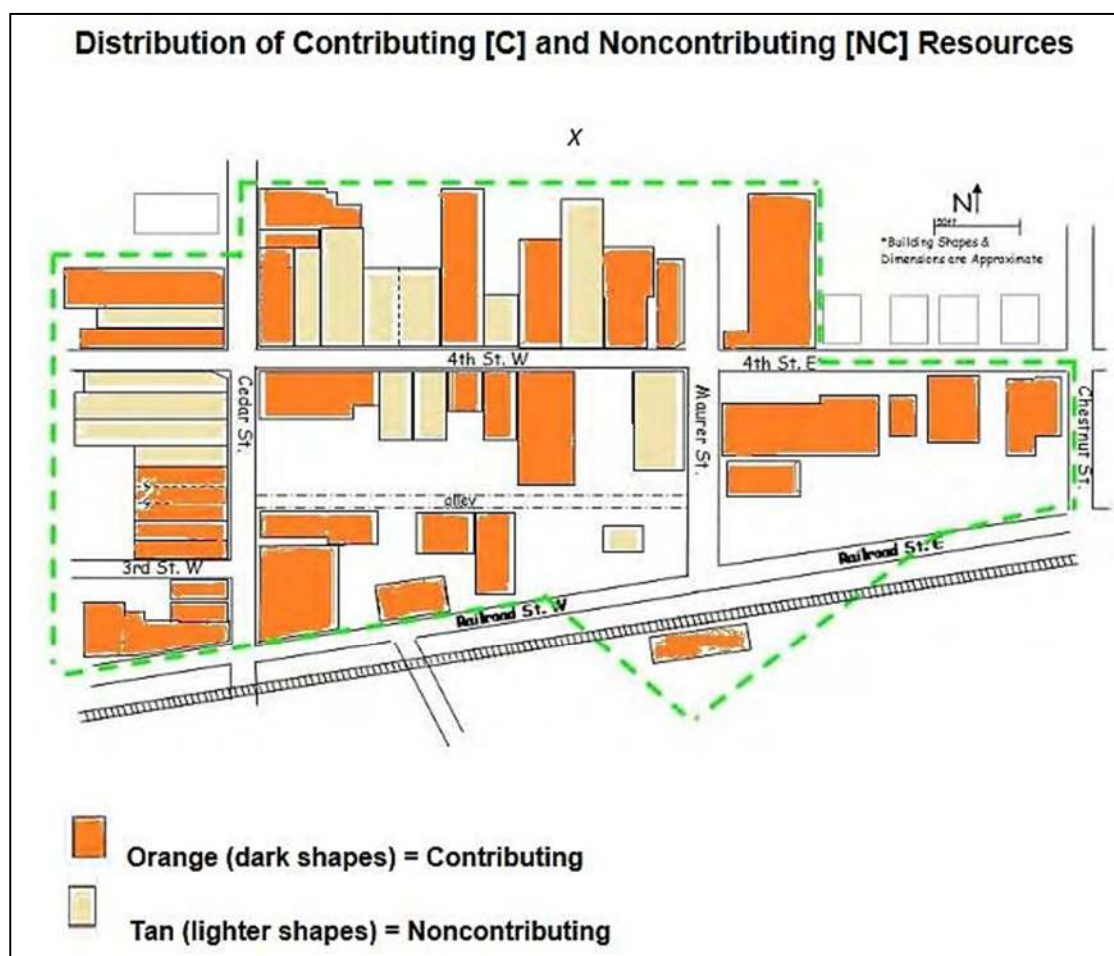


Figure 6. Map of the Wilton Commercial Historic District showing contributing versus non-contributing resources and the boundary of the district (green dashed outline). Source: Full 2016:49.

The fourth property in Wilton listed in the NRHP is the Henry E. and Ella M. (Knott) Nickolaus House at 319 W. 4th Street W. (Figure 7). This house was built circa 1894 and was individually listed in the NRHP in 2017 (Allgood 2017). It was listed for its architectural significance as a significant example of the Late Victorian – Queen Anne residential style in Wilton.

Figure 7. Henry E. and Ella M. (Knott) Nickolaus House at 319 W. 4th Street W looking North in February 2020.



The I-Sites Pro database contains the mapped location of all properties in Wilton that have been previously inventoried up to around 2015 (I-Sites Pro 2020). Figure 8 is a map of Wilton showing those properties and illustrates that very few buildings in Wilton have been previously recorded outside of the Wilton Commercial Historic District. The only properties outside of that district that are mapped in I-Sites are Oakdale Cemetery (Iowa Site Inventory No. 70-01484) and the Wilton Elementary School (70-00919) at 201 E. 6th Street. [However, keep in mind that this map has not been updated for several years, and one property known to be missing from this map is the house at 319 4th Street, which was listed in the NRHP in 2017.] The Wilton Elementary School appears to have been evaluated as not individually eligible for inclusion in the NRHP. This school was originally built in 1875 but was extensively remodeled and enlarged in 1915 and then again in the 1930s and the 1950s (History of Wilton Public School by Zella Noble Abbott accessed at <http://iagenweb.org/muscatine/wilton-moscow-yesteryear/wilton-public-school.htm>, April 2020). The Oakdale Cemetery was only assigned an Iowa Site Inventory number by the State Historic Preservation Office and has no completed inventory form. Therefore, the cemetery has not been evaluated for potential NRHP eligibility. It can be stated that as an active cemetery with very few built resources (such as historic mausoleums, bridges, and gateways) or a designed landscape, it is likely that the Oakdale Cemetery will not qualify for NRHP listing because of Criteria Consideration D, which a cemetery must meet in order to be considered NRHP eligible.

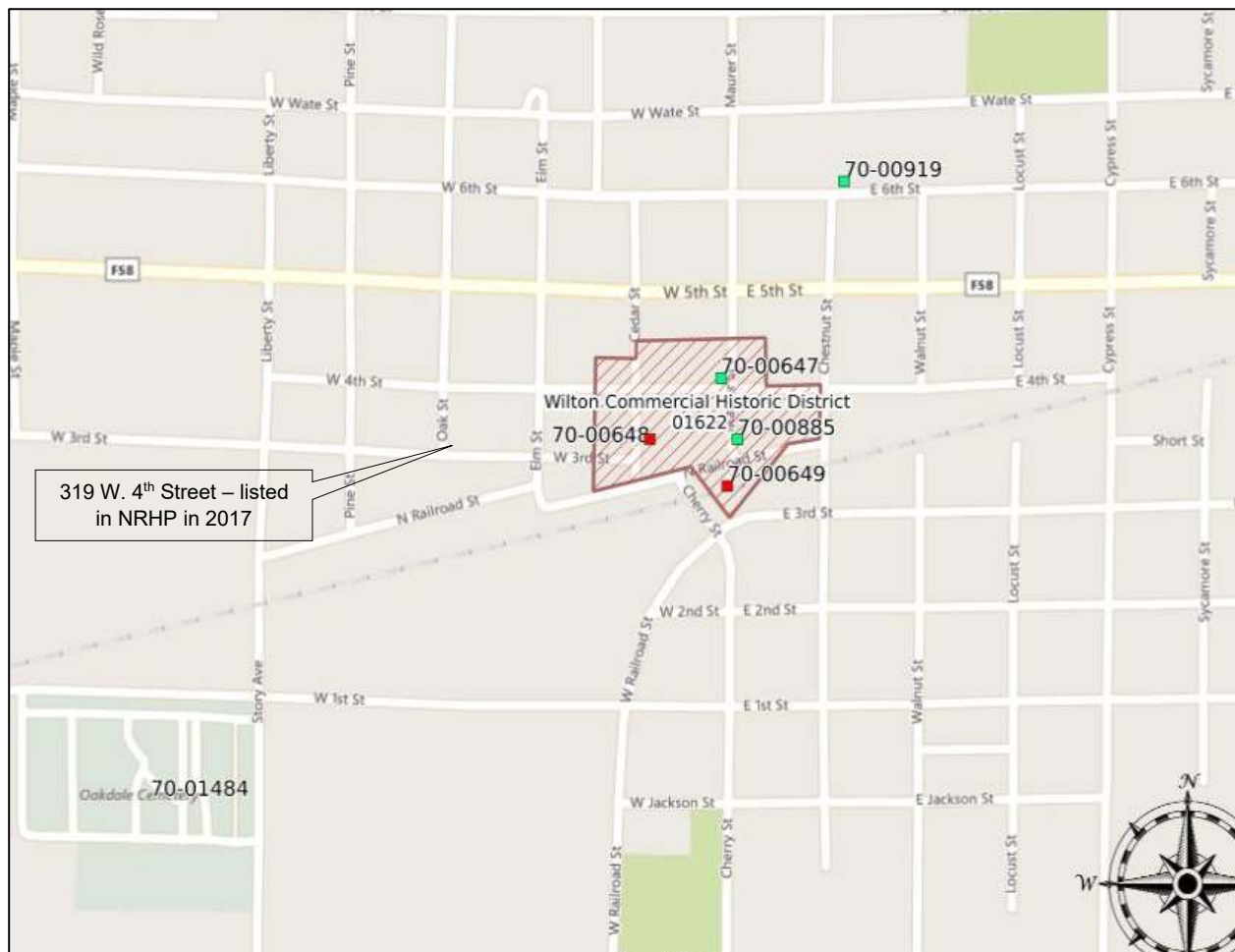


Figure 8. I-Sites map showing location of buildings/structures previously inventoried in the state database (Source: I-Sites Pro 2020). Green squares denote properties inventoried but either not evaluated or found not eligible for inclusion in the NRHP; red squares are NRHP-listed properties, and red outlined/shaded area is a listed NRHP historic district.

The purpose of the current windshield survey was to assess the historical residential neighborhoods of Wilton for potential NRHP eligibility as districts and to identify obviously-eligible individual properties within the limitations of this type of survey. The field survey was conducted on February 11, 2020, by Leah D. Rogers, Principal Investigator of Tallgrass Archaeology LLC of Iowa City. Rogers was assisted by Becky Allgood, Becky Hansen, and Terri Becker of the Wilton Historic Preservation Commission. Hansen is the chair of the HPC, Becker the Vice Chair, and Allgood the Secretary. Allgood is also the Executive Director of the Wilton Development Corporation. The study was also undertaken for the Muscatine County Historic Preservation Commission.

Original Town Plat

The field survey began with a drive-through of the original town plat south of the railroad tracks. Here there remain a number of older, primarily residential properties. This area was found to be a mix of late 19th to early-to-mid-20th century houses. The older houses were modest in size and consisting of vernacular house types such as gabled cottages, cross-gabled and gable-front-and-wing houses, and some hipped cottages, which were common house types in railroad worker neighborhoods in some Iowa communities (Figures 9-10). There were some examples on the original town plat that exhibited some influence from styles popular in the late 19th century, such as the Gothic Revival influenced house at 110 W. 2nd Street and the Craftsman/Bungalow house examples on E. 3rd Street (Figure 11).



Figure 9. Left to right: examples of small front-gabled cottage at 312 E. 3rd Street built in 1868; hipped cottage at 202 E 2nd Street built in 1913; and gable-front-and-wing house at 202 E 3rd Street built in 1868. Center photo taken February 11, 2020, by Leah Rogers; left and right photos obtained from Muscatine County Assessor's website.



Figure 10. Left: Gable-front-and-wing house at 312 Locust Street built in 1858 and Right: Front-gabled house at 120 E. 3rd Street built in 1868, both on the original town plat south of the railroad tracks. Photographs obtained from Muscatine County Assessor's website.



Figure 11. Upper Left: 110 W. 2nd Street likely built in the 1850s-60s and showing the steeply pitched gabled rooflines influenced by the Gothic Revival style; Upper Right: 602 E. 3rd Street built in 1923 and Bottom: 719 E. 3rd Street built in 1926, both influenced by the Craftsman/Bungalow house style. Photographs obtained from Muscatine County Assessor's website.

St. Mary's Catholic Church is also located in the neighborhood south of the railroad tracks. This small complex of buildings is located at the northeast corner of E. 3rd and Spruce streets. The extant church is modern in construction but the rectory was built in 1953.

In general, the neighborhood encompassing the original town plat of Wilton is certainly of historical interest and contains most, if not all, of the oldest houses in Wilton. It also reflects the railroad association as this was likely the neighborhood where those who came here in the late 19th and early 20th centuries to work for the railroad in Wilton would have tended to live being close to their workplace. This neighborhood certainly warrants further historical research but for the present, there is no obvious NRHP-eligible historic district in this area based on Criterion C (architectural significance) because of the modifications that have been made to the majority of houses here. Siding and window replacements are common.

It is recommended that consideration be given to initiating a local research project for the high school or undertaken with the assistance of the Wilton Historical Society to identify the age of the houses in this neighborhood and their historical associations. This can begin by using the Muscatine County Assessor's database (accessible at <https://beacon.schneidercorp.com/>) and looking up each address and compiling the year built dates estimated by the Assessor. Just a cursory look at this database for this neighborhood revealed a number of very specific dates for some of these houses. Typically, an Assessor will make their best guess resulting in a year such as "1900" or "1915," which should not be taken as an actual build date. However, many of the houses in this area of Wilton had dates such as "1868" and "1923," which suggest that they are based on oral information or city records that identified an actual year built. One should still conduct additional research to confirm these dates, but their specificity in this area is notable. That said, there was one house (110 W. 2nd St.) identified as having been built in "1848." Unless that house has a log

cabin at its core pre-dating the platting of Wilton, then that build year is likely incorrect and an 1850s-1860s construction range is suspected (see Figure 11).

Once a list of the houses with their addresses and build dates has been compiled, then additional research into the town lot transfer history of the Original Town Plat would reveal even more information about when the houses were probably built and the original owners. Censuses will also provide another layer of information about the houses occupants as come later censuses listed households in towns by their street addresses at the time. From these data, a better understanding of how this plat developed and who the occupants were and where they worked would provide an important historic context for the community. From that information, a potential district based on historical significance (Criterion A) might emerge; however, even then historic integrity will be problematic for an actual NRHP listing.

Potential Residential Districts North of the Railroad Tracks

As Wilton developed, the main residential neighborhood expansions were north of the railroad tracks, and the original town plat, and north of the commercial district. One of the main north-south arteries is Maurer Street, which is essentially the north extension of Cherry Street on the original town plat. However, as that area developed, Cherry Street terminated at the railroad tracks, with Maurer Street then being on that alignment north of the railroad tracks. Chestnut Street became the main road access point to the original town plat south of the tracks, but Chestnut ends at W. 4th Street north of the railroad tracks. Therefore as the street traffic patterns evolved in the 20th century, there are two entrances to the city from the east – E. 3rd Street on the south side of the tracks and 5th Street on the north side. Traffic entering on E. 3rd Street connects to the north side of the tracks by turning north onto Chestnut Street up to the 5th Street east-west artery. Maurer Street becomes Spicer Avenue at the north city limits and connects to 330th Street north of town. Today, Highway 6 is along the west edge of town, with 5th Street the main artery connecting Wilton to points east along what becomes County Highway F58.

The current windshield survey drove the main arteries in the north part of Wilton as well as a number of side streets. Residential neighborhoods that appear to have good potential for consideration as NRHP-eligible historic districts include what are labeled herein as the Maurer Street neighborhood and the W. 5th Street and W. 6th Street neighborhood. Both of these neighborhoods have a good potential for NRHP eligibility as historic districts.

Maurer Street Neighborhood

This potential historic district encompasses both sides of Maurer Street from E. Wate Street north to just past Prairie Street and extending east along portions of E. Wate, E. Rose, E. Summit, and E. Prairie streets (see Map 1 at end of report). This area appears to have developed primarily as a residential neighborhood but includes the historic church and parsonage of the Zion Lutheran Church as the anchor of its northeast corner (Figure 12). The residences in this area were built from the 1880s into the 1920s, with later inclusions from the mid-to-late 20th century (Figures 13-15). The predominant late 19th century architectural style is the Queen Anne, with examples in this potential district including towers, turrets, wrap-around porches, a variety of wood siding materials, and windows of different shapes and sizes. The porches are highly ornate. The early 20th century houses reflect the Craftsman/Bungalow and Revival styles popular during that era. There is at least one Sears catalog kit house in this neighborhood at 1003 Maurer (see Figure 16). Some of these houses from both centuries may likely architect designed. The only other non-residential property within this possible district is the former Wilton College, founded in 1866 as a seminary and reincorporated as the Wilton Academy in 1880 under the control of the Davenport Association of the Congregational Church of the State of Iowa. This building is now an apartment building and is located at 207 E. Wate at the southeast corner of this neighborhood. Two notable early 20th century houses built in Revival and Prairie School styles somewhat flank this building (see Figure 15).



Figure 12. Zion Lutheran parsonage (left) and church (right) at 1000 Maurer Street.
All photographs obtained from Muscatine County Assessor's website except where indicated.



Figure 13. Clockwise: 812, 803, 802, and 704 Maurer Street built in Late Victorian – Queen Anne and early 1900 – Free Classic Queen Anne styles.



Figure 14. Row of 1910s-1920s Craftsman/Bungalows at 718, 714, and 710 Maurer Street.
Image from Google Instant Street View.



Figure 15. Wilton Academy building (top) at 207 E. Wate and early 20th century Revival/Prairie School style houses at 114 and 217 E. Wate Street (bottom).



Figure 16. Sears catalog kit house at 1003 Mauer built in 1923.

This neighborhood will require intensive survey and evaluation in order to make a final determination of NRHP eligibility and to refine district boundaries and identify contributing versus non-contributing resources. However, this area appears to have a good potential for NRHP eligibility as a historic district. There are also individually eligible properties in this area that can be fully identified through the intensive survey and evaluation process.

W. 5th Street and W. 6th Street Neighborhood

This historic neighborhood is on the north side of the NRHP-listed Wilton Commercial Historic District (see Map 1). This area developed along W. 5th and W. 6th streets in the late 19th century, with the

area having the strongest potential for an eligible historic residential district on these two streets between Maurer to Oak streets (see Map 1). Cross streets include Elm and Cedar. Within this area, a number of rather high-style late Victorian and some early 20th century style houses were built along with several churches (Figures 17-20). The earliest houses date from the late 1850s , with additions in the early 1900s-1910s. Architectural styles represented include Gothic Revival, 2nd Empire, Italianate, Shingle, Queen Anne, Craftsman/Bungalow, and American Foursquare. Vernacular types include gable-front-and-wing, front-gabled, and cross-gabled examples. A number retain decorative porches, towers, a variety of window types and sizes, and complex roof forms. Two existing churches (First Presbyterian and Grace United Church of Christ) and one former church (German M.E. Church at 104 W. 5th Street) help anchor this neighborhood (see Figures 17). This area appears to have an earlier and likely different type of history concerning its settlement and development. The proximity to the commercial area suggests that this neighborhood was where the merchants and businessmen first made their homes being close to their workplaces and given the earlier age of many of these houses compared to those farther north on Maurer. 117 W. 6th Street may also be in the process of being individually nominated (see Figure 18). At least one house has a stone hitching post still in place (see 219 W. 6th Street in Figure 18).



Figure 17. 111W. 5th, 213 W. 5th, and 104 W. 5th Streets.

Historic churches in this neighborhood including the United Church of Christ (top left), the First Presbyterian (top right) and the former German M.E. Church (bottom).

Top photos from Muscatine County Assessor and bottom photo from Google Street View



Figure 18. Top: 519 Mauer St.; Center left to right: 117 W. 6th and 109 W. 6th; and Bottom: 219 W. 6th and 303 W. 6th Street.

Note the hitching post in front of 219 in the lower left photo. Center and bottom photos from the Muscatine County Assessor's website; top photo from Google Street View.



Figure 19. Top to bottom, left to right: 304 W. 6th St, 307 W. 6th, and 310 W. 6th Street.
(all photos on this page obtained from Muscatine County Assessor's website)



Figure 20. Top to bottom, left to right: 201 W. 5th, 301 W. 5th, 302, and 313 W. 5th Street.

This neighborhood will also require intensive survey and evaluation in order to make a final determination of NRHP eligibility and to refine district boundaries and identify contributing versus non-contributing resources. However, this area appears to have a good potential for NRHP eligibility as a historic district. There are also individually eligible properties in this area that can be fully identified through the intensive survey and evaluation process. As noted above, 117 W. 6th Street may be in the process of individual nomination.

Possible small historic district based on mid-20th century resources

There is one area in the western part of Wilton that appears to have some potential as a small district based on some interesting mid-20th century resources including four dwellings and one motel. The motel is at the southwest corner of W. 5th and Pine Streets at 508 W. 5th Street (Figure 21). This one-story, Ranch style motel is L-shaped in plan. The Assessor had a circa 1950 date for the section closest to 5th Street, with part of the L being an addition dating from 1967. This motel has seen some modification but does reflect the history of 5th Street in this area as part of historic US Highway 6.



Figure 21. Two views from Google Street View of the motel at 508 W. 5th Street.

Directly across 5th Street from the motel are four dwellings that all date from the late 1950s and at least three were built by the same owner and part of a unified development. Three have a stone veneer siding, with the fourth being brick veneer. Most notable of these is the stone bungalow at 507 W. 5th (built in 1954) and including a matching garage (Figure 22).



Figure 22. 507 W. 5th Street – stone veneered dwelling and garage built in 1954.

The other three dwellings in this cluster include the two stone veneered Ranch houses at 514 Liberty Street and 514 W. 6th Street and the brick Ranch house at 510 Pine Street (Figure 23). These were built circa 1960, 1957, and 1959, respectively according to the Assessor, although the circa 1960 date for 514 Liberty is likely closer to 1957.



Figure 23. 514 Liberty (top left), 514 W. 6th Street (top right), and 510 Pine Street (bottom).

This grouping of mid-20th century buildings certainly warrant intensive survey and evaluation. It may be found that only the stone veneered dwellings are eligible as a related development, but the group as a whole is worth researching for possible associations.

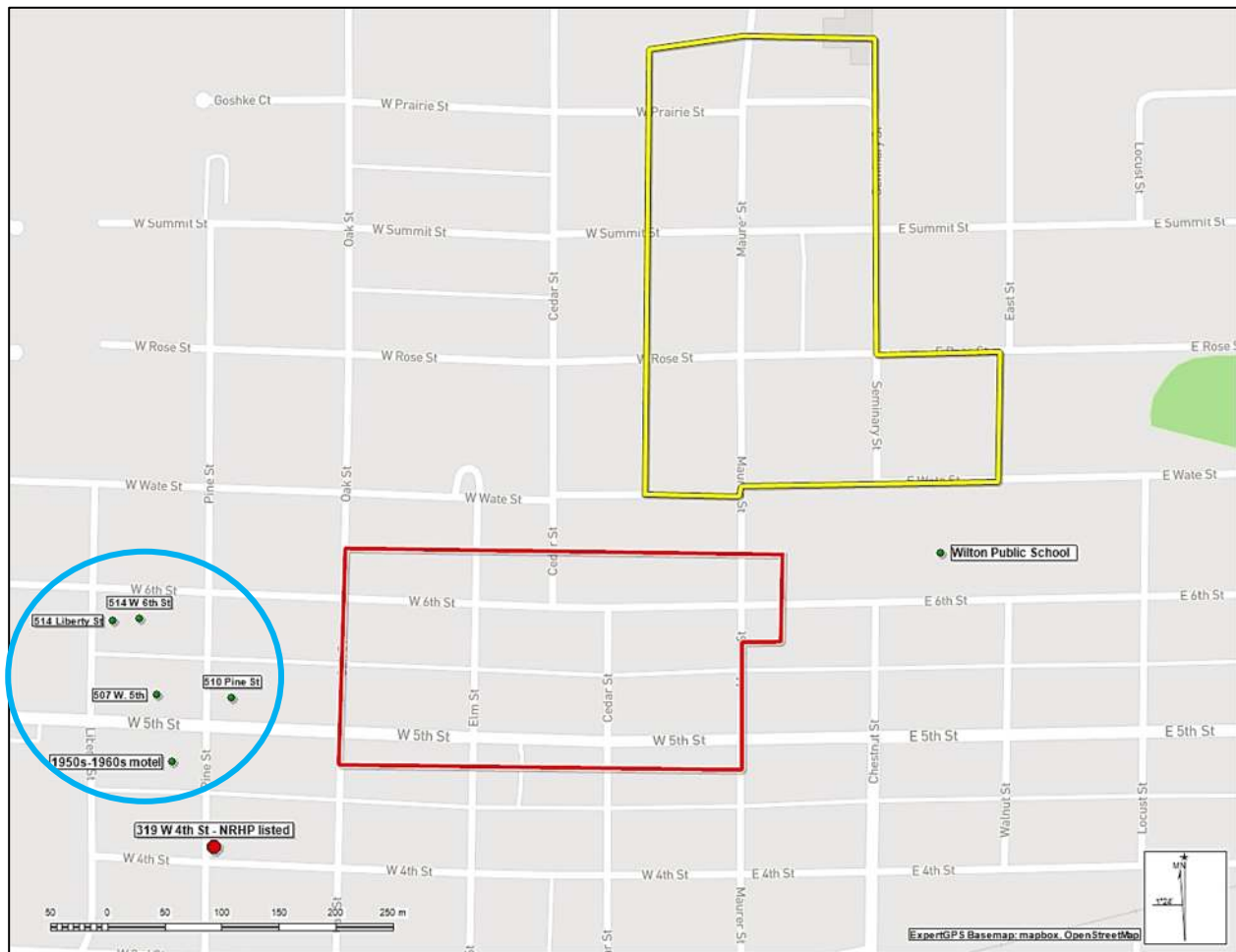
Summary and Recommendations

It is concluded that there appear to be two residential neighborhoods in Wilton that have a very good potential to qualify for listing in the NRHP as historic districts (Maps 1 and 2). These are identified herein as the Maurer Street and the W. 5th Street & W. 6th Street neighborhoods. Depending on property owner interest, either one or both of these neighborhoods should be prioritized for intensive survey and evaluation. This type of study can be accomplished utilizing Historic Resource Development Program (HRDP) or Certified Local Government (CLG) grant funding. Most of the individually eligible residential properties in Wilton are located in these two neighborhoods. While they could be individually nominated, it would be more efficient, and result in the same grant and tax credit eligibility, if they were listed as contributing buildings in their respective historic district. It should be noted for both districts that the boundaries are not precise and could be enlarged or reduced depending on the results of intensive survey and evaluation.

It is highly recommended that prior to pursuing NRHP nominations of these potential historic residential districts that the community be engaged to gauge interest and support of district nominations of these residential areas. This type of engagement should be conducted during the intensive survey and evaluation stage so that any district nominations that may be undertaken will be supported by a sufficient number of owners to insure that a nomination will be successful.

Secondary recommendations would be to intensively survey the cluster of mid-20th century buildings on either side of W. 5th Street in the west part of Wilton (see Map 1). These are interesting property types, with the motel in particular reflecting the history of W. 5th Street as part of historic U.S. Highway 6. The area of the Original Town Plat south of the railroad tracks also warrants further historic research, which could be part of an intensive survey and evaluation study undertaken either locally or under an HRDP or CLG grant. However, in that area, an eligible historic district is much less certain than the two neighborhoods identified in the northern part of Wilton.

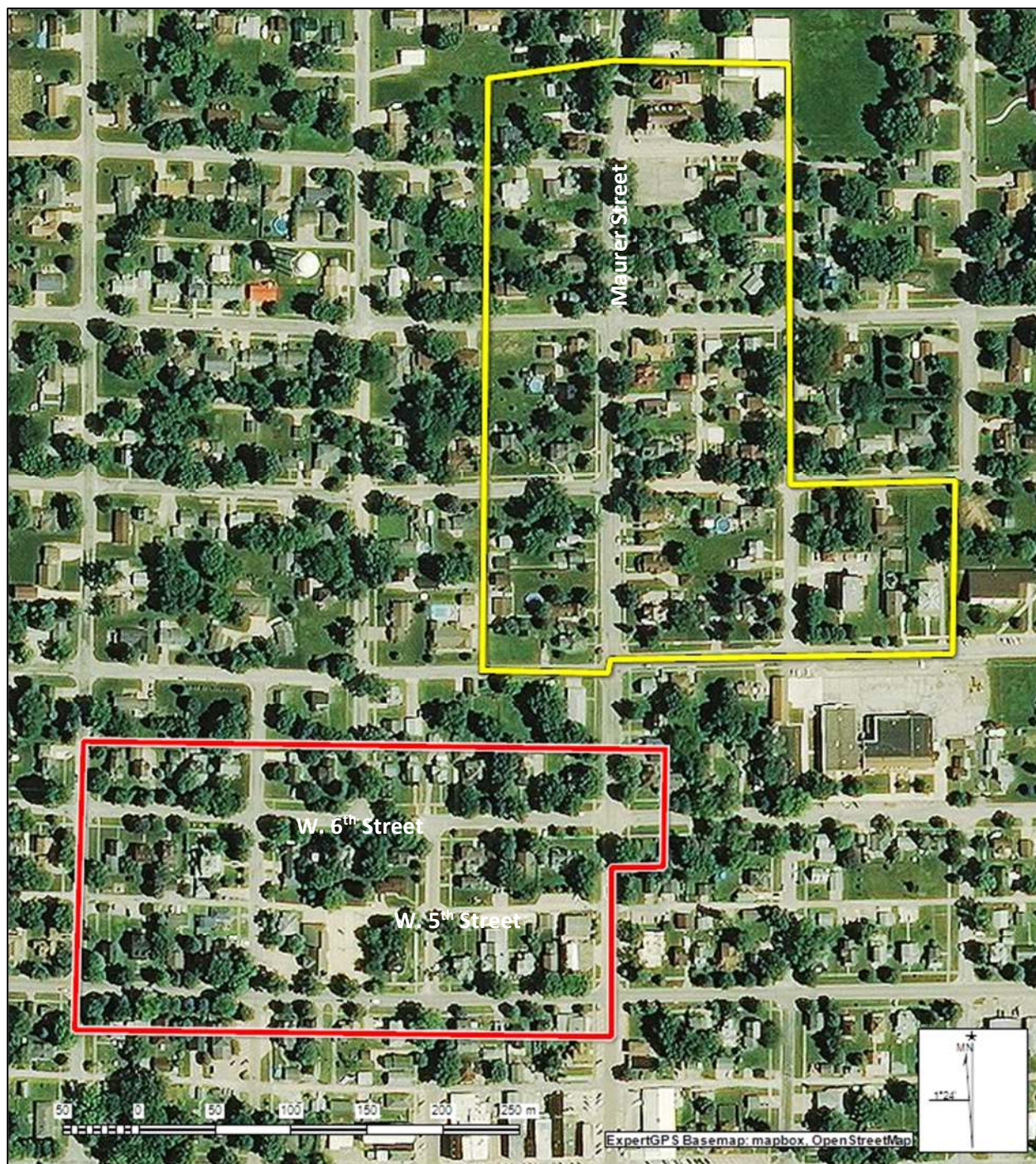
Finally, there may be additional individually eligible houses in Wilton that were not identified by this preliminary survey. Some properties may be found eligible for historical significance yet to be identified that may overcome marginal integrity.



Map 1. Street map showing results of the Wilton windshield survey.

Map obtained from ExpertGPS Pro mapping software, 2020.

Yellow outline is the Maurer Street neighborhood potential historic district. Red outline is the 5th Street and 6th Street neighborhood potential historic district. Red dot is the NRHP-listed house at 319 W. 4th Street. Blue circled area is the cluster of mid-20th century dwellings and motel recommended for intensive survey and evaluation. The Wilton Public School is also identified on this map with a green dot. While previously evaluated as not eligible, this evaluation should be confirmed, with the building perhaps further research for potential eligibility under Criterion A.



Map 2. Aerial map showing results of the Wilton windshield survey.

2013 Aerial obtained from ExpertGPS Pro mapping software, 2020.

Yellow outline is the Maurer Street neighborhood potential historic district.
 Red outline is the 5th Street and 6th Street neighborhood potential historic district.

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