

United States Department of the Interior
National Park Service

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NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Java Depot
other names/site number N/A

2. Location

street & number _____ not for publication N/A
city or town Java Vicinity N/A
state South Dakota Code SD county Walworth code 129 zip code 57452

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (___ See continuation sheet for additional comments.)

Jay D. Vogt
Signature of certifying official

04-27-2001
Date

SD SHPO
State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting or other official

Date

4. National Park Service Certification

I hereby certify that the property is:
 entered in the National Register.
 See continuation sheet
 determined eligible for the National Register.
 See continuation sheet
 determined not eligible for the National Register
 removed from the National Register.
 other,
(explain:)

Signature of the Keeper: Robert A. Beal
Date of Action: 6/6/01

5. Classification

Ownership of Property (Check as many boxes as apply)

- Private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- District
- Site
- Structure
- Object

Number of Resources within Property

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	Buildings
<u>0</u>	<u>0</u>	Sites
<u>0</u>	<u>0</u>	Structures
<u>0</u>	<u>0</u>	Objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0
Name of related multiple property listing Historic Railroads of SD MPS

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: Transportation Sub: Rail-related

Current Functions (Enter categories from instructions)

Cat: Vacant/not in Sub: _____
use _____

7. Description

Architectural Classification (Enter categories from instructions)

Other: Combination Depot

Materials (Enter categories from instructions)

Foundation Wood
Roof Wood- shake
Walls Wood weatherboard

Other _____

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation Sheets

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant Contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a Master, or possesses high artistic values, or represents a Significant and distinguishable entity whose components lack Individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

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

Areas of Significance (Enter categories from instructions)

Architecture

Period of Significance

1901

Significant Dates 1901

Significant Person N/A

Cultural Affiliation N/A

Architect/Builder Unknown

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

See Continuation Sheets

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- Preliminary determination of individual listing (36 CFR 67) has been requested.
- Previously listed in the National Register
- Previously determined eligible by the National Register
- Designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: South Dakota State Historical Society, Pierre, SD

Java Depot
Name of Property

Walworth County, South Dakota
County and State

10. Geographical Data

Acreage of Property Less than one acre

UTM References

(place additional UTM references on a continuation sheet.)

1	<u>14</u>	<u>430724</u>	<u>5039179</u>	3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>

See continuation sheet

Map: Java

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.) See Continuation Sheet

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.) See Continuation Sheet

11. Form Prepared By

name/title Michelle C. Saxman
organization South Dakota State Historic Preservation Office date
street & number 900 Governors Dr telephone 605-773-6296
city or town Pierre state SD zip code 57501

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Java Depot
Name of Property

Walworth County, South Dakota
County and State

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Burlington Northern Santa Fe and North Central Farmers
street & number P O Box 157 telephone _____
city or town Java state SD zip code 57452

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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National Register of Historic Places Continuation Sheet

Section number 7 Page # 1

The Java Depot built in 1901 by the Chicago, Milwaukee, and St. Paul Railway still retains most of its original features. The plan chosen by the company was the combination depot. This type combined form and function into the design. A passenger waiting room, office space, a warehouse, and a small apartment all occupied the building. The construction materials used lent itself for a quick installation. Plans called for wood framing, clapboard siding, brackets, and a gable roof. The depot rests on a concrete foundation.

A wood shingle roof covers the side gable roof. The front façade faces the railroad tracks, which is also perpendicular to the main street forming a "T" town. Exterior siding changes on the building add to the attractiveness of the building. The first three feet are vertical wood wainscoting. Separating the wainscoting from the clapboard siding is sill course of wood. The siding changes again under the eaves and in the gable ends. The siding is a vertical with a decorative point at the bottom of the board.

The façade features six openings. The first is a two-over-two double hung window. Next to window is entrance to the original waiting room. The door has a transom window. Continuing west, the elevation has bay window. The bay featured windows on all three sides. Currently windows only exist on the side elevation of the bay. The main façade experienced changed when the Java Equity Exchanged purchased the building for a warehouse. A warehouse door replaced the center pair of two-over-two windows. Past the bay are two two-over-two windows and the original warehouse door with a three-light transom.

The west elevation only features a four-light window. On the east elevation, it originally had to two-over-two windows. The north window was removed and replaced with another warehouse door. The rear (north) elevation features three two-over-two windows, a rear entrance, and a warehouse door.

The interior is now two rooms. Historical the interior had an apartment, a small waiting room and a warehouse. The apartment was used the caretaker of the building.

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Section number 8 Page # 2

Statement of Significance

The Java Depot is eligible for the National Register under criterion C as combination depot plan constructed by the Chicago, Milwaukee, and St. Paul Railway. Combination depot commonly used in small towns or a short-term building are extremely hard to find in their original location. "This subtype includes all other South Dakota depots intended to house station agents and host passenger trains. Buildings in this subtype are typically smaller than those in the Passenger Terminals subtype, and nearly all are wood-frame with wood exterior siding."¹ The building retain architectural integrity.

Historical background

The city of Java owes its existence to the railroad. The Chicago, Milwaukee, and St. Paul Railway extended their service to the Missouri River. Workers laying rails dubbed the new town "Java" in honor of the coffee served in the town. James C. Corson, agent for the Milwaukee Land Company, sold town lots from his home in October 1900. Building began immediately after the sale of the land. By the end of 1900 the town had 24 buildings with at least three more in the midst of construction.

Construction began on the depot in the spring of 1901. The Railroad Company used a Combination depot plan. The plan also called for a side gable roof, brackets, a baggage room, a general waiting room, an office, and living quarters. Since the depot was a standardized plan of the Chicago, Milwaukee, and St. Paul Railway construction was completed in July. The standard class A passenger station was a very simple depot.

The building served the town of Java as a passenger depot until 1975. The building has sat vacant since service discontinued to the town. After a few year the Java Equity Exchange turned the building into a warehouse. Now the building is being leased to a group interested in restoring the building.

¹ Mark Hustetler and Michael Bedeau, "South Dakota's Railroads: An Historic Context." South Dakota State Historic Preservation Office, July 1998, page28.

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According to the South Dakota railroad context, a railroad-related building must retain integrity of location and setting.² The Java Depot still retains its original location and setting. It has only experience as few alterations since its construction. In the early 1990, the Java Equity Exchange purchased the building. They removed most of the interior walls and two fenestration openings to warehouse doors. Despite these alterations, the building retains most of its architectural and historical integrity. The building still has brackets, most of the fenestration openings, the two original door openings, and the original wood siding.

The Java Depot retains a high degree of architectural integrity and has only a few interior and exterior alterations. Few examples of this building type remain in South Dakota with a high degree of architectural integrity. The depot remains an example of a Combination Depot and is therefore eligible for listing on the National Register of Historic Places under criterion C.

² Ibid 40.

Java Depot
Name of Property

Walworth County, South Dakota
County and State

NPS FORM 10-900-A
(8-86)

OMB Approval No. 1024-0018

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Section number 9, 10 Page # 4

Hufstetler, Mark & Michael Bedeau. South Dakota's Railroads: An Historic Context. South Dakota Historic Preservation Office. July 1998.

Pioneer Footprints: June 12, 13, 14 Diamond Jubilee Java South Dakota 1900-1975. The 75th Jubilee Committee, 1975.

Walworth Centennial History Book 1883-1983. Walworth County Historical Committee, 1983.

Verbal Boundary

The boundary is an imaginary line extending 10 feet from the sides of the building and continuing around the circumference of the building footprint.

Boundary Justification

The legal description for the depot is "a building along the railroad right-of-way in Java, South Dakota." Since this description is so obscure, an imaginary boundary was designate to encompass the entire historic building.