

United States Department of the Interior
National Park Service

RECEIVED

JUL 25 1988

National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Chicago, Great Western Railroad: Waterloo Freight Depot

other names/site number _____

2. Location

street & number Sixth Street not for publication

city, town Waterloo vicinity

state Iowa code IA-19 county Black Hawk code 013 zip code 50703

3. Classification

Ownership of Property

- private
- public-local
- public-State
- public-Federal

Category of Property

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
<u>1</u>	<u>0</u> buildings
_____	_____ sites
_____	_____ structures
_____	_____ objects
_____	_____ Total

Name of related multiple property listing:
Multiple Properties Nomination, Waterloo, Iowa

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

James E. Shaw
Signature of certifying official

July 13, 1988
Date

Chief, Bureau of Historic Preservation, State Historical Society of Iowa
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____

Date _____

State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this 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:) _____

Edson H. Beall
Signature of the Keeper

Entered in the National Register 11-17-97

Beth Poland
Date of Action

11/29/88

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation, rail-related, freight depot

Current Functions (enter categories from instructions)

storage

7. Description

Architectural Classification

(enter categories from instructions)

N/A

Materials (enter categories from instructions)

foundation limestone

walls concrete block

roof composition

other

Describe present and historic physical appearance.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Period of Significance

Significant Dates

1903 - 1917

1903

Transportation

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

9. Major Bibliographical References

See continuation sheet 9.2

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

Specify repository: _____

10. Geographical Data

Acreage of property less than one acre

UTM References

A

1	5
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5	5	4	7	4	0
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4	7	0	4	7	0	0
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Zone Easting Northing

B

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Zone Easting Northing

D

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See continuation sheet

Verbal Boundary Description Original Plat Waterloo East, part of Lots 6, 7 and 10, Block 1 lying northwesterly of the following described line: beginning at a point on northeasterly line of Block 1 15' distant northwesterly from center line of main track of C & NW Railroad, then southwesterly parallel with said main track center line a distance of 100' more or less to a point 9.5' northwesterly from center line of most northwesterly side track, then southwesterly parallel with said side track center line 205' to a point on southwesterly line of Block 1.

See continuation sheet

Boundary Justification

Contains only subject building.

See continuation sheet

11. Form Prepared By Research/writing by Barbara Beving Long, Midwest Research

name/title James E. Jacobsen, Chief
organization Bureau of Historic Preservation date July 13, 1988
street & number 600 E. Locust telephone 515-281-4137
city or town Des Moines state IA zip code 50309

United States Department of the Interior
National Park Service

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National Register of Historic Places Continuation Sheet

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Chicago, Great Western Depot

Description

Despite its utilitarian function, the former freight depot has some attractive features. Notable are the series of round-arched freight doors. A band consisting of smooth concrete blocks, a small molding, and a row of light-colored brick connect these doors. The smooth band contrasts with the rough-cast concrete blocks of the wall surface as it outlines the arches. This building is an example of the Property Type, Steam and Electric Railroad Buildings and Structures as set forth in the Multiple Properties Cover Document, Historical and Architectural Resources of Waterloo, Iowa.

Nine-pane windows on the first and second stories are placed at regular intervals. The office windows at the north end are somewhat larger and double-hung. Large smooth blocks extend somewhat beyond the windows and form lintels; sills are slightly projecting.

A simple wood cornice has exposed rafter ends. The roof appears to be flat. An elevator shaft, also of concrete block, is centered on the northwest side. The foundation consists of large pieces of rough limestone laid in about three rows and providing another textural contrast. The present building replaced an earlier (by 1897) Chicago, Great Western freight depot. It was located one block northward of the present site, and it is possible that the limestone from the original depot was reused for the present building. The limestone is likely from one of several small local quarries; many nineteenth century houses and some commercial buildings have similar foundations.

The choice of rough-cast concrete block for the freight depot places it squarely within the industrial building boom Waterloo experienced at the turn of the century. In 1902 the Concrete Stone Company on the east side and the Artificial Stone Company on the west side of Waterloo were established to provide inexpensive, fireproof building materials. The most widespread application in the city was for foundations. But flats, even a church, and a significant number of factories were constructed of the distinctive rough concrete block, making the material a conspicuous legacy of the industrialization of Waterloo. With its prominent location, the freight depot is one of the most apparent examples of the material in the city.

Freight doors open onto a concrete loading dock along the southeast trackside portion of the building. Three sets of railroad tracks are located nearby. The building is situated quite near present East Sixth Street. This street is more heavily traveled now that the new Sixth Street bridge is opened, and the freight depot enjoys a more prominent location than before.

The original squared and simple wood posts and beams remain in the interior, as do the wood floor and ceiling. The former depot is filled with stored items, there is no electricity hooked up, and all light is blocked off, making inspection very difficult.

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National Park Service**

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**National Register of Historic Places
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The principal change to the building is a large concrete block addition to the southwest side. The addition replaces a gabled wood frame portion shown as early as 1906 on Sanborn fire insurance maps and on a c. 1914 panorama. Its construction date is not known, but likely dates from before 1977 when the railroad sold it and before a 1969 map showing the addition. This one-story addition carries on the shape, proportion, material, and massing of the original portion but is clearly not a copy of it. The original round-arched entry which is at the juncture between the old depot and the addition remains. Other changes include basement windows covered, freight doors covered, windows covered.

Significance

The former freight depot is directly associated with railroading and wholesaling in Waterloo. The latter was an economically significant pursuit in this regional hub for wholesale and retail sales. It is the only extant steam railroad freight depot in the city. Its ability to illustrate themes of both transportation and commercial enterprise is increased by the absence of extant major wholesale warehousing in Waterloo. (See pp. 13-14 and 36-39, Multiple Resources Nomination, including discussion of the Property Type, Steam and Electric Railroad Buildings and Structures, 1870-1917.) In addition, the depot calls attention to the role of A.B. Stickney, who became the Chicago, Great Western president, in bringing depots in Waterloo to more convenient downtown sites.

Not satisfied with but one railroad in the nineteenth century, Waterloo residents worked to secure more lines. By 1870 two railroads served Waterloo, the Illinois Central and the Burlington, Cedar Rapids & Northern (its 1876 name, changed in 1902 to the Chicago, Rock Island & Pacific).

The third important railroad to reach Waterloo in the nineteenth century was organized as the Des Moines & McGregor Railroad in 1869. But it was known as the "Diagonal," for its route took such a course from Des Moines in the center of the state to McGregor at the far northeast tip. Waterloo residents participated in initial planning stages, and Marshalltown backers were also among the leaders.

Promoters of the line planned to use narrow gauge track, but the Panic of 1873 stilled construction plans until economic recovery occurred in the 1880's. The Diagonal route resurfaced as the Wisconsin, Iowa & Nebraska Railway Company in 1881, and surveys between Marshalltown and Waterloo were completed the following year. But the company still lacked sufficient capital, even though Waterloo and East Waterloo Township voters approved a tax to help defray costs.

In 1884 the company again reorganized, as the Chicago, St. Paul & Kansas City Railroad, and again Waterloo area voters agreed to a tax--if there would be depots on both sides of the Cedar River. This time all the factors--financing, the state of the economy, voter approval--fell into place, and the third line came to Waterloo.

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Regular train service began on July 28, 1887. By 1899 the route was part of the Chicago, Great Western system, thus providing the Waterloo region with another national outlet for goods and produce. The freight depot dates from the Chicago, Great Western period of ownership. The Diagonal route of the Chicago, Great Western had connections with Chicago and St. Paul.

Until A. B. Stickney interceded, depots in Waterloo were located for the convenience of the railroad companies, not the Waterloo populace. But Stickney, then president of the Chicago, St. Paul & Kansas City Railroad, agreed to build both east and west side depots, in exchange for local tax monies. Stickney then visited Waterloo and decreed that the depots would be close to the downtown--unlike the other railroads' depots.

In 1886 the company announced passenger depot plans, and by 1899 there were two, at Lafayette and East Sixth and at Bluff and West Third (neither is extant). By this time the other two rail lines had abandoned distant depot sites and had built new depots, also near downtown. Their decision to build was in response to the challenge Stickney offered. Waterloo residents were correct in their perception that additional rail service would be good for the community.

The Chicago, Great Western (or its predecessor) maintained separate passenger and freight stations fronting on East Sixth Street. The 1892 Sanborn map shows a passenger depot for the then Chicago, St. Paul & Kansas City Railroad on East Sixth between Sycamore and Lafayette. By 1897 the same site was the Chicago, Great Western passenger depot, and a freight depot was located north of it between Lafayette. By 1897 the same site was the Chicago, Great Western passenger depot, and a freight depot was located north of it between Lafayette and Mulberry.

Businesses receiving large and heavy shipments were located nearby. In 1906 there was C.W. Chapman Lumber Company, W. A. Bryant & Sons coal yard, a wagon and carriage shop, and the window and planing mill of Cedar Valley Manufacturing. Large wholesale houses were arrayed along the riverfront. In the pre-truck era all goods arrived in Waterloo on the trains.

County histories state that following a fire on March 4, 1901, the Great Western passenger depot was rebuilt on its same site. But newspaper coverage from that date only mentions a fire one block away at East Fifth and Sycamore Streets, one that only damaged a former creamery. Regardless of the reasons for new construction, the Chicago, Great Western built new passenger and freight depots, moving the latter nearer the wholesale houses in the process. According to yearend newspaper accounts, in 1903 the early freight depot was replaced with the existing structure at the present site on the river side of the passenger depot (between Sycamore and Water Streets). The 1906 Sanborn fire insurance map shows the new depots in place. The brick passenger depot was razed in 1973.

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National Park Service

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Sources

Chicago, Great Western Freight Depot

Sanborn Fire Insurance Maps, 1892, 1897, 1900, 1906, 1910, 1918.

Hartman, John C., History of Black Hawk County, Iowa, and Its People, 2 vols. Chicago: S.J. Clarke Publishing Co., 1915, 1:359-363, 233.

Interview with Clarence Baldwin, December 5, 1985.

Waterloo City Directory, 1899.

Federal Writers' Project, "About Waterloo," Waterloo (1) file, W.P.A., Special Collections, University of Iowa Libraries.

Waterloo Courier, March 5, 1901, January 1, 1903, December 30, 1973.

Panoramic view, Waterloo, c. 1914, showing Chicago, Great Western freight depot with its gabled addition, Grout Museum.

Postcard collection, includes birdseye views showing freight depot, Grout Museum.

Assessor's Office records.

Long, Barbara Beving. "Waterloo. The Factory City of Iowa." Architectural and historic sites survey for City of Waterloo," 1986. Chapters 2 and 10.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Chicago, Great Western Railroad--Waterloo Frieght Depot
NAME:

MULTIPLE Waterloo MPS
NAME:

STATE & COUNTY: IOWA, Black Hawk

DATE RECEIVED: 12/05/96 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 1/19/97
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 88001325

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 1.17.97 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in the
National Register**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

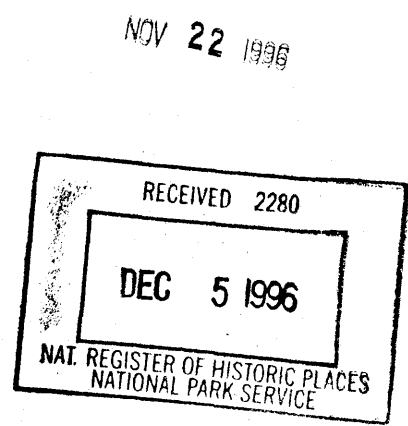
Waterloo MPS

88-1325



November 20, 1996

State Historical Society of Iowa
 Beth Foster
 600 E. Locust
 Des Moines, IA 50319-0290



RE: Chicago Great Western Railway Freight Depot, 800 Sycamore Street,
 Waterloo, Black Hawk County

Dear Ms. Foster:

The above referenced property has been determined eligible for listing in the National Register of Historic Places effective November 29, 1988. At that time, Donna L. Nelson, the owner, objected to the listing.

Earlier this year, America's Agricultural/Industrial Heritage Landscape Inc., Silos & Smokestacks, purchased this property. As the new owner, we would like to place it on the National Register of Historic Places.

Thank you for your help with the processing of this potential listing on the Register.

Very sincerely,

Dr. Ross Christensen
 Board of Trustees, Chair

Subscribed and sworn to before me by Dr. Ross Christensen, this 20th
 day of November, 1996.

Notary Public in and for the State of Iowa.