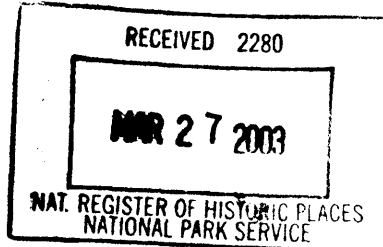


United States Department of the Interior
National Park Service



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 Chicago & North Western Passenger Depot
other names/site number _____

2. Location

street & number 3727 Perkins Avenue not for publication n/a
city or town Wall Lake vicinity n/a
state Iowa code IA county Sac code 161 zip code 51466

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 x 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 x meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant _____ nationally _____ statewide x locally. (____ See continuation sheet for additional comments.)

Donell J. Soltz March 26, 2003
Signature of certifying official Date
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 for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:
x 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 R. Beall 5/9/03
Signature of Keeper Date of Action

Chicago & North Western Passenger Depot
Name of Property

Sac County, Iowa
County and State

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 |

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register

0

The Advent and Development of Railroads in Iowa: 1855-1940

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/rail related

Current Functions

(Enter categories from instructions)

vacant/not in use

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER/C&NW "Number One" standard plan depot

Materials

(Enter categories from instructions)

foundation STONE/limestone
roof asphalt
walls wood
other _____

Narrative Description

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

Chicago & North Western Passenger Depot
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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.

Areas of Significance

(Enter categories from instructions)

Transportation

Architecture

Period of Significance

1899-1953

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

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.

Significant Dates

1899

1913

Significant Person

(Complete if Criterion B is marked above)

n/a

Cultural Affiliation

n/a

Architect/Builder

Chicago & North Western Railroad

A.H. Carter & Co.

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography (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: _____

Chicago & North Western Passenger Depot
Name of Property

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10. Geographical Data

Acreeage of Property less than one acre

UTM References (Place additional UTM references on a continuation sheet)

Zone	Easting	Northing	Zone	Easting	Northing
1	15	0327670	4681677 *	3	_____
2	_____	_____	4	_____	_____

____ See continuation sheet.

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

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

11. Form Prepared By

name/title Rebecca Conard, for

organization Wall Lake Historical Society date June 21, 2002

street & number 503 Melrose Street telephone 712.664.2765

city or town Wall Lake state IA zip code 51466

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)

Property Owner

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

name City of Wall Lake

street & number 209 West 2nd Street telephone 712.664.2216

city or town Wall Lake state IA zip code 51466

=====
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 Park Service

Chicago & North Western Passenger Depot
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**NATIONAL REGISTER OF HISTORIC PLACES
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Section 7 Page 1

Narrative Description

The Chicago & North Western Passenger Depot at Wall Lake, Iowa is a one-story wood frame building measuring 24 x 81 feet. Constructed in 1899 as a replacement depot, it is sited on an east-west axis with the front façade oriented toward the track on the south side. The depot sets on a substantial five-foot limestone foundation, restored in 2000 to its original condition. A high, double-pitched hip roof is broken by a prominent gable dormer over an angled bay located left of center along the front façade. The roof is covered with asphalt shingles, and the exterior walls are sheathed with six-inch drop siding, originally painted a deep red. Fenestration consists of original four-over-one double-hung wood sash windows, evenly spaced but asymmetrically placed on all four elevations. Three doors provide entry along on the front façade. These are three-panel wooden doors with two-pane transom windows. Two of the doors open into the waiting rooms; the third provides entry into the registry (or "register") room and ticket office. A fourth door, which originally opened into a lunch room on the east one-third of the depot, was replaced by a larger sliding freight door sometime after 1920, when the depot was inventoried for the Interstate Commerce Commission Bureau of Valuation. On the rear, two doorways to the ticket office area, probably installed when the depot was altered in 1913, were later boarded up, date undetermined. Plans for building restoration, in progress, call for only reinstalling new double doors on the north side, fabricated to match the originals, in their prior locations.

As built, a 12 x 300 foot plank platform ran along the front façade and connected to 24 x 20 baggage and express building, separated from the depot by a breezeway. All of these features have been removed, date/s undetermined. Currently, a chain link fence separates the depot from the track, extant and still used by Chicago, Central & Pacific Railroad. The fence allows minimal space, about the width of a standard sidewalk, for foot traffic along the south side, and precludes restoration of the platform.

On the interior, a solid partition separates the east 27 feet of the building. This section of the depot was designed to function as a lunch room with a separate entrance on the front façade and no interior passageway connecting to the depot. Typically, this area would have been used as a freight room; however, at Wall Lake this was not necessary because C&NW relocated the original depot farther west for use as a separate freight depot (no longer extant). The west 54 feet of the building comprise the depot proper, which is partitioned into a central ticket office flanked by men's and women's waiting rooms, each furnished with a toilet. A small registry room is located on the east side of the ticket office. A high, coved ceiling and interior walls are covered with beveled wood siding and wainscoting. Historic furnishings include the telegraph operator's counter in the ticket office, the ticket windows, train-order bins in the registry room, steam heat radiators, and a water boiler in the east waiting room.

According to the *Wall Lake Blade*, work began on the depot during the latter part of July 1899 and it was completed in mid November of the same year. A news article picked up from a Cedar Rapids paper and reprinted in the *Blade* on July 7, 1899, identifies the contractor as A. H. Carter & Co. of Cedar Rapids, which C&NW had awarded a contract to build 33 new stations in northwest Iowa. By this time, northwest Iowa was fully served by railroads, suggesting that all of these new buildings were second-generation replacement depots. Shortly after work started, the paper reported on July 28, 1899, that:

Excavation for the foundation is now about completed. The foundation will be built of stone, five feet high. The building will be frame with tile roof. The building will be 24 x 81. There will be two distinct waiting rooms for ladies and gentlemen separated by a commodious ticket office and a lunch room in the east part of the building and a registry room will also be included. Each waiting room will have toilet rooms in connection. The building will be nicely finished on the inside and the exterior will be built according to the latest style of architecture. A building connected by a roof, over a platform, will be built for baggage room on the east. 300 feet of platform will be built along the side of the depot. The lunch room in the depot will be 27 x 24; ladies' waiting room 20'7" x 24; gents' waiting room 20'8" x 24.

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The "latest style of architecture" appears, in this case, to have been a modified version of Chicago & North Western's "Number One" standard plan for combination depots, although the 1920 I.C.C. valuation sheet identifies the depot as a "Std. #2" design. Even so, Grant and Bohi's 1988 study of country railroad stations indicates that the distinguishing features of the Number One plan were its greater length, three doors on the front façade instead of two, and the addition of a separate women's waiting room. The Number Two and Number Three standard plans did not include a ladies' waiting room. The Wall Lake depot is thus closest in design to the Number One plan, but as built it varied from the plan in two respects: the track-side bay was angled instead of squared and a lunch room replaced what normally would have been a freight room, which accounts for the fact that the Wall Lake depot was built nine feet shorter than the standard ninety-foot Number One plan. (See Figs. 3 & 4.)

In 1913, the depot was altered to connect the waiting rooms with an interior hallway. As reported in the January 16, 1913 edition of the *Wall Lake Blade*,

Formerly there were two waiting rooms with two ticket windows, making very inconvenient work for the ticket agent and many disagreeable waits upon the part of the passengers, but under the new improvement these two waiting rooms are connected by a hall north of the former [i.e., reduced in size] ticket office, the sale window being in the north end of the ticket office instead of on each side as before, both waiting rooms being served from the one ticket window.

Connecting the two waiting rooms likely meant the end of separate areas for men and women inasmuch as later (undated) floor plans indicate that the former men's waiting room, on the west side of the ticket office, had been changed to a "general waiting room" and the former ladies' waiting room, on the east side, had been changed to a "smoking waiting room." The same undated floor plans also indicate that in September 1913 a 12 x 15 foot kitchen was added behind the lunchroom on the north (rear) side of the depot. This addition is no longer extant, having been removed at an undetermined date.

Despite some alterations, the architectural integrity of the Chicago & North Western passenger depot remains intact. The limestone foundation was carefully restored by stonemason Paul Henry of Rockwell City to match the original size and color of the stones and the mortar. Restoration plans by Stott & Associates Architects of Ames, Iowa, call for installing two new doors on the rear elevation to match the originals. Restoration plans also call for re-roofing the depot with shingles that simulate slate. Although the original roofing material of the Wall Lake depot reportedly was tile, Chicago & North Western typically used slate to roof its depots.

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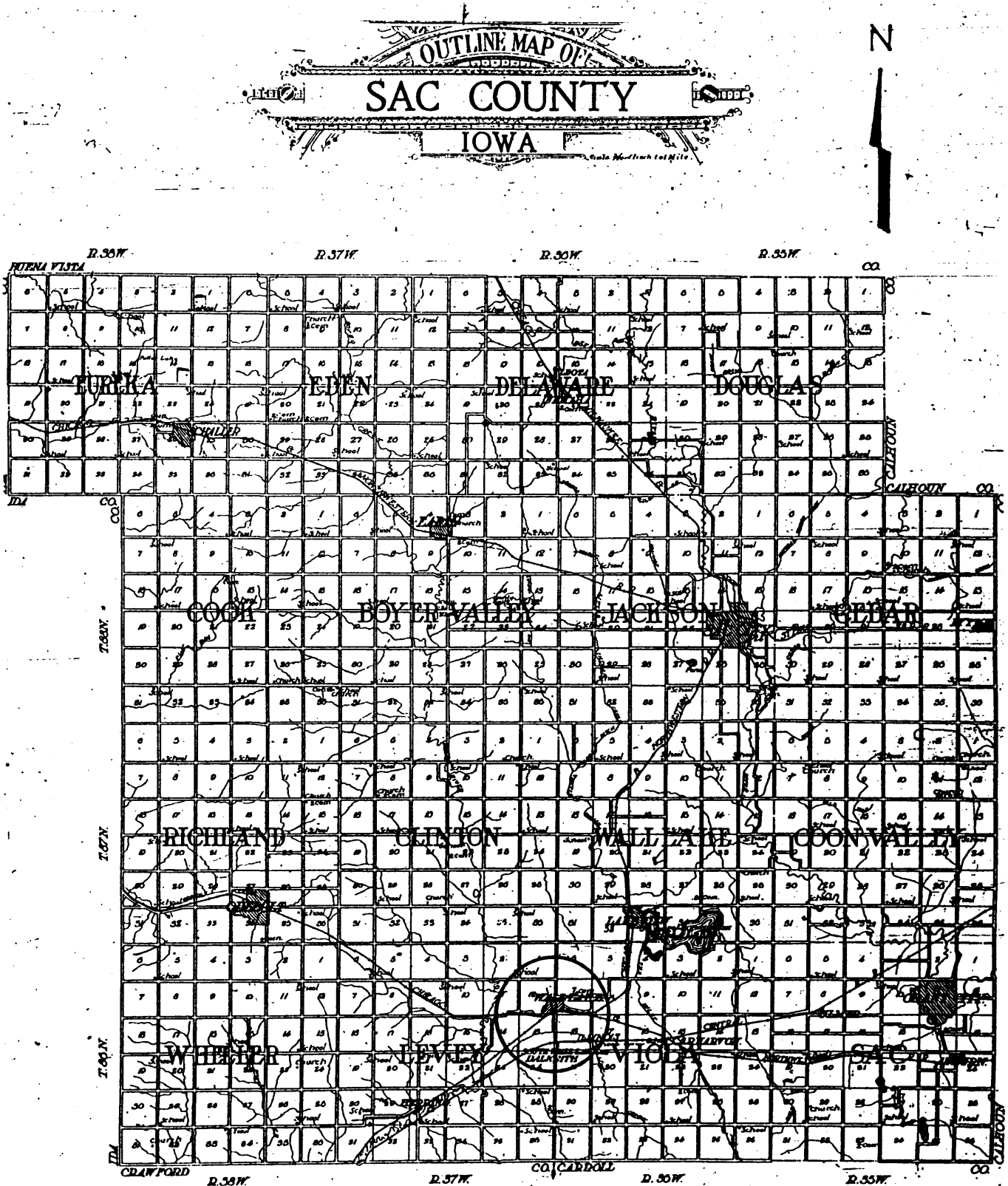
Chicago & North Western passenger depot
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Figure 1. 1908 Atlas of Sac County, Iowa



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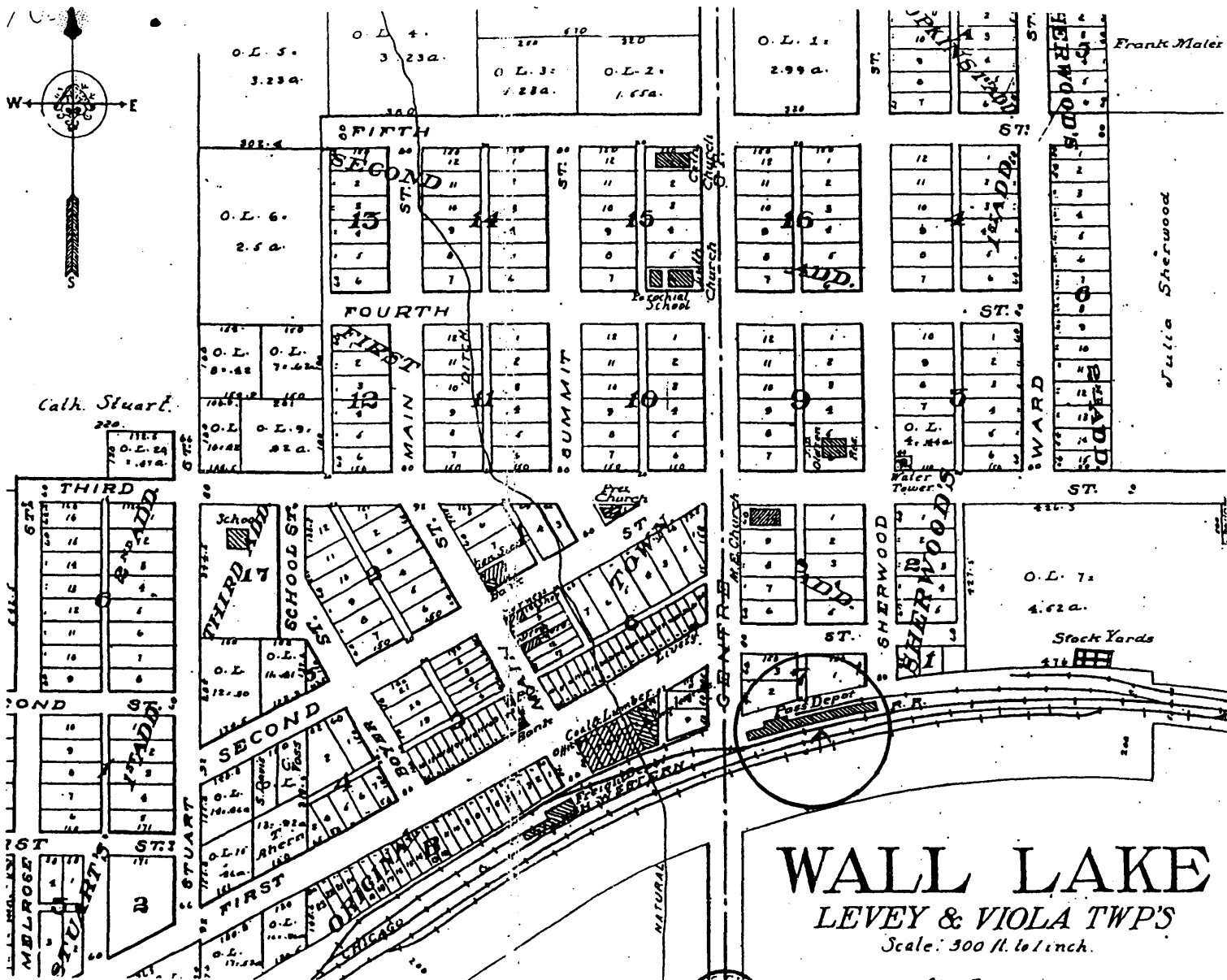
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Figure 2. Wall Lake, Iowa. 1913 Atlas of Sac County, Iowa.



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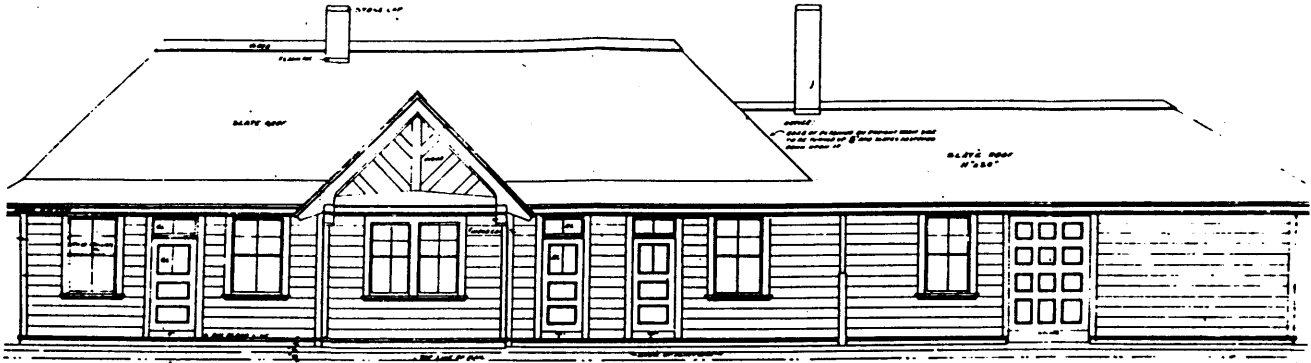
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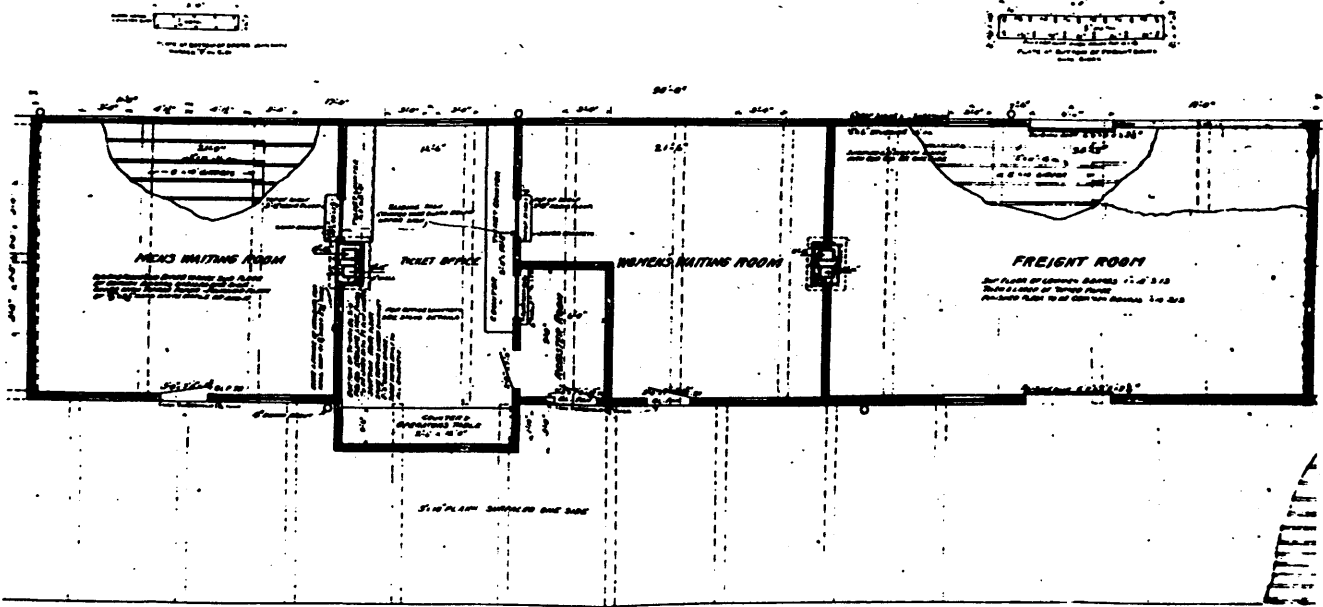
Figure 3. Chicago & North Western Number One Standard Plan Depot. Source: Grant and Bohi, *The Country Railroad Station in America* (Sioux Falls, S.D., 1988), p. 97.



ELEVATION TOWARDS TRACK

The longer high roof of the C&NW "Number One" depot is revealed in this drawing of the trackside elevation — *Chicago & North Western Transportation Co.*

The principal difference in the floor plans of the C&NW "Number One" and "Number Two" depots is that the larger structure contains a women's waiting room — *Chicago & North Western Transportation Co.*



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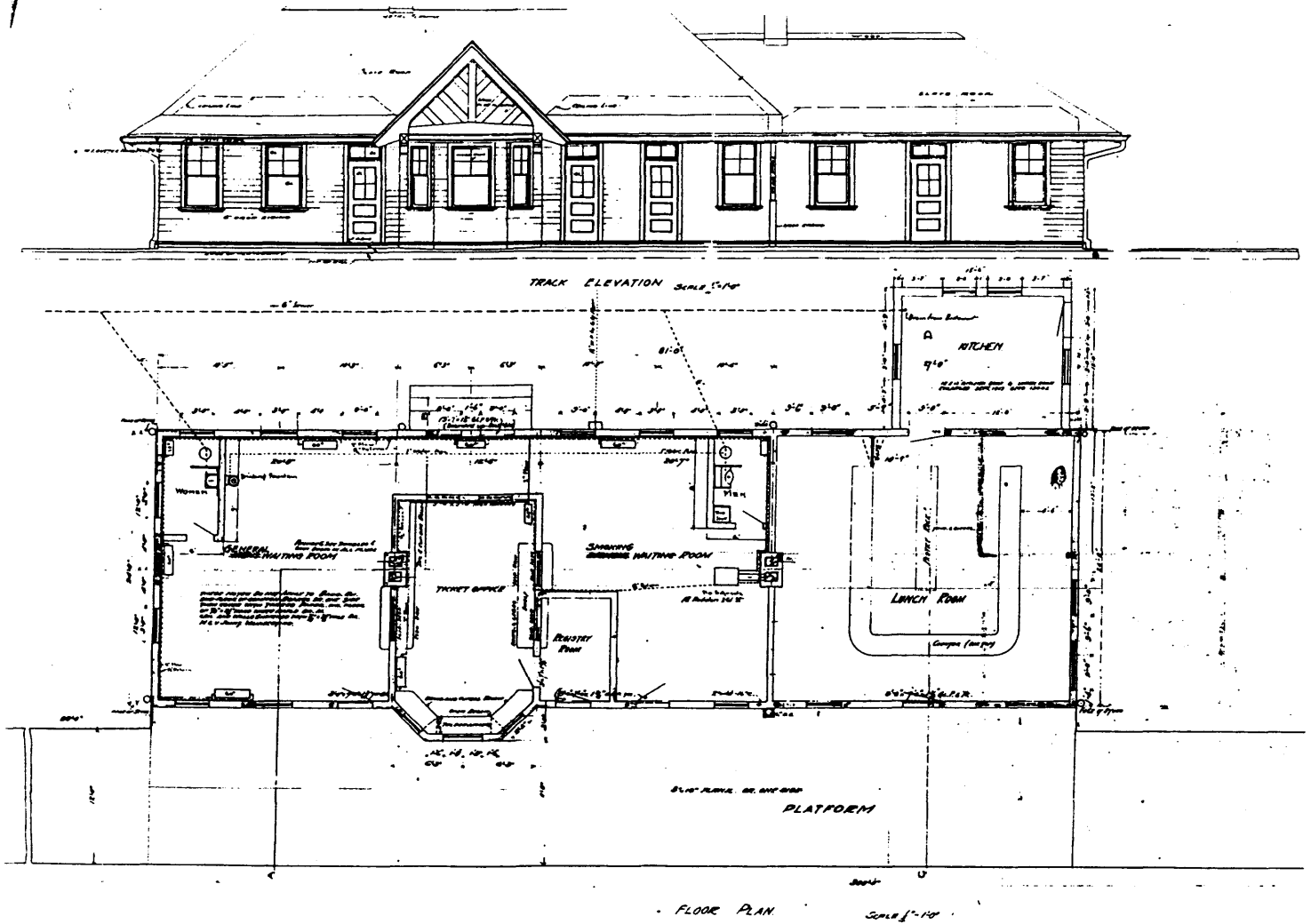
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Figure 4. Chicago & North Western depot, Wall Lake, Iowa. Undated floor plan showing 1913 alterations.



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Statement of Significance

The Chicago & North Western Passenger Depot is significant under Criterion A at the local level as the sole surviving railroad-related building in a small town that was once served by two major railroads. It is also significant under Criterion C at the state level as an excellent example of standard-plan depot design and construction. It meets the registration requirements for combination passenger and freight depots as articulated in *The Advent and Development of Railroads in Iowa: 1855-1940* (MPDF, 1990), Section F. Specifically, under Criterion A, the depot is "associated with a railroad that had a major influence in the growth and development of the community," and under Criterion C, it exemplifies "the evolution of a corporate style associated with a particular railroad" and also "the architectural standardization practices of railroads."

Under Criterion A, the depot is the only surviving structure in Wall Lake to provide evidence of the enormous role that rail transportation played in the life of this small town from the 1880s until about World War II. By the turn of the century, Wall Lake, with a population of not quite 800, was served by both the Chicago & North Western and the Illinois Central railroads. Of the two, the C&NW was the first line to be built. In 1877, the Maple River branch of the C&NW was extended westward, and the railroad's land company platted the Town of Wall Lake. The first depot reportedly was finished in August of 1877 and located approximately on the site of the current depot. By 1890, thirteen trains passed through Wall Lake daily (except Sunday), transporting passengers and freight in all four directions.

Competition from the Illinois Central prompted the C&NW to upgrade its Wall Lake station and to extend its trackage. When the Illinois Central announced in late 1898 that it would build a new line from Fort Dodge to Omaha, passing through Wall Lake, the C&NW countered by building new lines connecting Wall Lake southwest to Denison and west to Mondamin. These lines were built under the auspices of the Boyer Valley Railway Company, organized in 1898, leased to the C&NW in 1899, and then sold outright to the C&NW in 1900. C&NW also purchased more land in and around Wall Lake and commenced expanding and improving its facilities. The improvements included machine shops and a roundhouse at an area known as the "Sac Y" south of town, a larger depot (the extant building) with an express building, more side tracks, and new stockyards located east of the depot. The original depot (no longer extant) was moved to a new site west of Center Street and used as a separate freight depot.

Access to agricultural products; to extensive sand and gravel deposits northeast of Wall Lake; and to nearby hunting, fishing, and water recreation areas provided the impetus for railroad competition in the area. Of these, access to agricultural products undoubtedly was the most important, as evidenced by the construction of stockyards. The *Wall Lake Blade* acknowledged as much in a news item of December 23, 1898, noting that:

This is one of the best shipping points for the stock in this part of the state. There are many extensive feeders of cattle in this neighborhood and, of course, if the Central runs a line into this place they will at least get a part of the stock to haul to market. Besides this, there is grain and merchandise business they would also get a share of. It would seem that the Central would not pass all of these, but will run into our rapidly growing little city and share the honors with Northwestern.

Under different circumstances, service by two major railroads might have transformed Wall Lake into a regional center, but it was not a county seat or a railroad division point, and the abundance of rail lines in Iowa kept most small towns like Wall Lake from growing much larger. Nonetheless, until World War II, Wall Lake enjoyed some of the best rail connections in northwest Iowa.

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Under Criterion C, the Wall Lake depot embodies the characteristics of the second generation of standardized combination depots that were prevalent during the heyday of railroad growth just before and after the turn of the twentieth century. Although not as substantial as many second-generation depots, which often were constructed of brick, the Wall Lake depot nonetheless reflects the railroad line's concern with public image during an era of growth and competition for passengers and freight. By 1899, when the depot was constructed, the Chicago & North Western had absorbed a variety of lines and aimed to simplify its corporate structure as well as minimize operating costs. The company thus adopted three standard combination depot plans, the design of which has been attributed to the prominent Chicago architectural firm of Frost and Granger. The three plans varied according to size and use of interior space, with Number One being the largest and most elaborate of the three inasmuch as this is the only plan to incorporate a separate waiting room for women. By 1902, the C&NW reportedly had built about two dozen "Number One" depots in Iowa, Wisconsin, Minnesota, and South Dakota. How many Number One standard-plan depots are extant in these four states is currently undetermined, but the number cannot be large because so many railroad structures have been demolished.

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Bibliography

Bryant, Ray L. *A Preliminary Guide to Iowa Railroads, 1850-1972*. Privately produced, 1984.

A Century of Living in Wall Lake, 1877-1977. Wall Lake Centennial Committee, 1977.

Conard, Rebecca and Tracy Ann Cunning. *The Advent and Development of Railroads in Iowa: 1855-1940*. NRHP Multiple Property Document prepared for Iowa Bureau of Historic Preservation, 1990.

Grant, H. Roger and Charles W. Bohi, *The Country Railroad Station in America*. Sioux Falls: The Center for Western Studies, Augustana College, 1988.

Interstate Commerce Commission, Bureau of Valuation. Inventory sheet for Chicago & North Western passenger depot at Wall Lake, Iowa, 4 December 1920. Source: Chicago & North Western Historical Society Archives, Joseph Pierson, 1343 Knollwood Road, Deerfield, IL 60015.

Parrott, Charles. "An Architectural Study of Chicago and Northwestern Railway Passenger Stations on the Iowa Division Designed by Charles S. Frost, 1893-1919." Iowa State University Department of Architecture, August 1971.

Wall Lake Blade:

26 December 1890	19 May 1899
9 January 1891	2 June 1899
16 October 1891	9 June 1899
20 May 1898	23 June 1899
23 September 1898	7 July 1899
30 September 1898	21 July 1899
7 October 1898	28 July 1899
21 October 1898	4 August 1899
28 October 1898	11 August 1899
4 November 1898	25 August 1899
11 November 1898	1 September 1899
25 November 1898	6 October 1899
23 November 1898	20 October 1899
20 January 1899	3 November 1899
27 January 1899	17 November 1899
10 February 1899	24 November 1899
17 February 1899	1 December 1899
3 March 1899	16 January 1913
24 March 1899	

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Verbal Boundary Description

The property is a rectangular parcel 42 x 300 feet, in Wall Lake, Iowa, parallel to the existing railroad tracks of the Chicago, Central & Pacific Railroad Company. It commences at the east edge of 3727 Perkins Avenue and proceeds eastward 300 feet. The north-south dimension starts 8 feet north of the center of the track and proceeds northerly for 42 feet.

Verbal Boundary Justification

These historic boundaries are those of a parcel of land leased for an indefinite period of time to the City of Wall Lake by the Chicago, Central & Pacific Railroad Company.