

PH0351105

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED APR 19 1976

JUN 23 1976

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC *Wm*
*** Chicago, Milwaukee, St. Paul and Pacific Railroad Depot**
AND/OR COMMON
Grafton Depot

2 LOCATION

IA 330

STREET & NUMBER Property located directly west for 50 feet of
Lot 11, Block 4, original town of Grafton

---NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Grafton

--- VICINITY OF

Third

STATE

CODE

COUNTY

CODE

Iowa

14

Worth

195

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input checked="" type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME
Chicago, Milwaukee, St. Paul and Pacific Railroad
STREET & NUMBER

CITY, TOWN

STATE

Chicago

--- VICINITY OF

Illinois

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. Worth County Courthouse
STREET & NUMBER

CITY, TOWN

STATE

Northwood

Iowa

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

---FEDERAL ---STATE ---COUNTY ---LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Grafton Depot was built by the Chicago, Milwaukee and St. Paul Railroad following the architectural lines of their depot plan, "Bridge and Building Department 24' by 60' Passenger and Freight Depot Type 1901." It is a two story, gabled roof frame building with original clapboards made from native timber cut six inches wide. The roof, also original, is covered with wood shingles. Decorative roof brackets are found at regular intervals under the eaves. The foundation is of brick and cement, and there are two inside end chimneys made of brick.

The shape of the building, which is arranged symmetrically, is in the form of a central block with one wing. The first floor of the central block contains the waiting room and ticket office. The second floor contained the living quarters for the agent consisting of two bedrooms, a sitting room and a kitchen. The wing contains a one-floor freight room.

The first floor waiting room and ticket office appears to contain the original oak floors, wainscoting and millwork. The second floor living quarters have been altered over the years with modern wall and floor coverings over the original oak floors and wainscoting.

A 1909 picture shows that there was a wood platform surrounding the depot which has since been removed. The chimneys were also rebuilt at one point and apparently the freight door was shifted from the east to the west side in the early days of the station.

The architect's drawings indicate that there may have been finials and gable end brackets at one time. The changes to this building have been minor, however, and a look at the architect's drawings and the 1909 picture show that the building has really changed remarkably little since it was first conceived by the architect.

A citizens group, Grafton Community Action, has recently obtained title to the depot in order to turn it into a public living museum, one to keep alive the memories and history of the past 100 years. The citizens of our community plan to restore the building to its original condition. The railroad is working closely with us on this project and they have promised to furnish us many artifacts. There is also the remote possibility of obtaining an old steam locomotive! The Worth County Historical Society has shown great interest in helping on this project. Community and county enthusiasm is very great.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1879

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Grafton Depot is significant as a well preserved type of building that is rapidly vanishing as more and more railroads are abandoned and their old depots removed or allowed to deteriorate. It is also significant in its ties with the founding and continued existence of the town of Grafton.

Grafton owes its ties and existence to the railroad. The Mason City to Austin line was started in 1870, but Grafton was not founded until 1878, when a Mr. White surveyed and plotted out the town for what was then the Chicago, Milwaukee and St. Paul Railroad. By fall of 1878, the railroad line was completed and the town not only had a railroad station, but also a post office, saloon, dwelling house and other miscellaneous buildings.

The railroad (which is represented physically by the depot) has always played a significant role in the events of our community. Livestock sold for slaughter had to be sent by rail. Grain sales from our elevators were sent and continues to be sent by rail. Our fuel, coal and oil, was brought into the community by rail. So was freight, dry goods, hardware, groceries, fruits and vegetables. Our whole commerce depended on the rail and the depot agent!

Many of our senior citizens of today were first introduced to our community when they stepped off the passenger trains and entered the depot. Service men, leaving to fight in "The Great War" left via our depot. The passenger train was the way of life for many years to the community. In addition, much of the communication received by citizens of Grafton was handled by Western Union telegraph, which was part of the service provided by the railroad through the depot and its agent.

This depot was one of the last of the small town depots to close in Iowa (October, 1974) and a whole era of history temporarily closed with it.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Clyde, J. F., History of Mitchell and Worth Counties, Volume 1, S. J. Clarke Publishing Co., Chicago, page 356.

News article, (unknown date or origin) belonging to Mr. Fred Paulson, Kensett, Iowa. Information provided in letters from Chicago, Milwaukee, St. Paul and Pacific Railroad Company.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one acre

UTM REFERENCES

49-4300			6800		
A	1,5	4,364,1,0	4,79,0	6,7,0	
	ZONE	EASTING	NORTHING		
C					
B					
	ZONE	EASTING	NORTHING		
D					

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Stanley R. Walk, Chairman

ORGANIZATION

Worth County Bicentennial Commission

DATE

March 11, 1975

STREET & NUMBER

R. R. #1

TELEPHONE

CITY OR TOWN

Grafton

STATE

Iowa

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Adrian S. Anderson

TITLE

Director, Div. of Historic Preservation

DATE

April 14, 1976

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Acting

W. M. Muntz

DATE

6/23/76

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

Charles A. ...

DATE

6.23.76

ACTING CLERK OF THE NATIONAL REGISTER