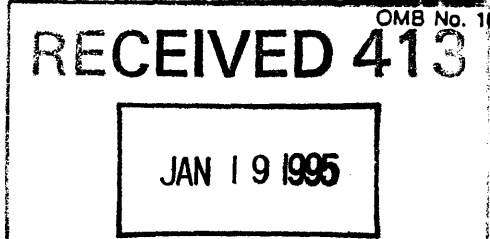


United States Department of the Interior
National Park Service

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 an 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, Milwaukee, & St. Paul Narrow Gauge Depot, LaMotte
other names/site number _____

2. Location

street & number Market Street N/A
 not for publication
city or town LaMotte N/A
 vicinity
state Iowa code IA county Jackson code 097 zip code 52054

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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.)
[Signature] 1/9/95
Signature of certifying official/Title _____ Date _____
State Historical Society of Iowa
State of 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 certifying official/Title _____ Date _____

State or Federal agency and bureau _____

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 Edson H. Beall Entered in the National Register 2/17/95 Date of Action _____

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
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
		sites
		structures
		objects
1	0	Total

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

Advent & Development of Railroads in Iowa: 1855-1940

Number of contributing resources previously listed
in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/Rail-related

Current Functions
(Enter categories from instructions)

WORK IN PROGRESS

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER: Milwaukee Line

Combination Depot

Materials
(Enter categories from instructions)

foundation CONCRETE
walls WOOD: Weatherboard

roof ASPHALT

other

Narrative Description

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

Name of Property

County and State

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.)

Property is:

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or 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)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1911-1935

Significant Dates

1911

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

CHICAGO, MILWAUKEE & ST.

PAUL RAILROAD

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:

Name of Property

County and State

10. Geographical Data

Acreage of Property Less than one acre.

UTM References

(Place additional UTM references on a continuation sheet.)

UTM grid for Zone 15, Easting 695980, Northing 4684760

UTM grid for Zone, Easting, Northing

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 RICK AND DIXIE CLASEN
organization date AUGUST 1994
street & number 806 PLEASANT telephone (319) 773-2352
city or town LAMOTTE state IA zip code 52054

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 SHPO or FPO.)

name RICK AND DIXIE CLASEN
street & number 806 PLEASANT ST telephone (319) 773-2352
city or town LAMOTTE state IA zip code 52054

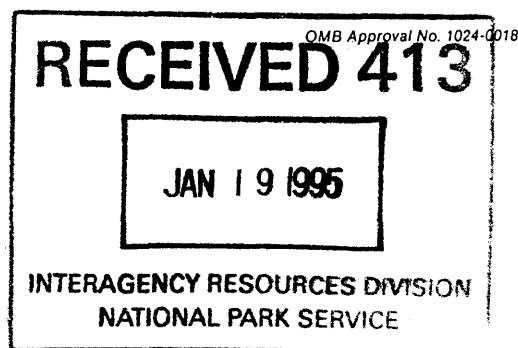
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain 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 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 Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1



CFN-259-1116

Chicago, Milwaukee, & St. Paul Narrow Gauge Depot
Jackson County, Iowa

Description:

The depot in LaMotte was designed and built by the Chicago, Milwaukee & St. Paul Railway on its original site. It is a typical, standardized Milwaukee Road combination depot. This building possesses almost all the diagnostic features for depots from this line described in the Multiple Property Document entitled "The Advent and Development of Railroads in Iowa."

The LaMotte Depot features angle braces with the cross piece recessed so that the brace resembles an "A" set at 45 degree angles. A four pane rectangular window is located above the freight door, and there is a rectangular bay with two tall four pane windows. The present paint scheme incorporates colors from two different phases of company history. The brown trim around windows and doors was from one of the company's earliest schemes, while the gray color of the main body may have been part of a later scheme that used two shades of gray.

The 1911 replacement depot is a 1 1/2 story structure on the southeast side of Market Street, the only remains of the Chicago, Milwaukee, & St. Paul Narrow Gauge Railway in LaMotte. The foundation is concrete, on top of which are 2" x 6" sills which support 2" x 4" stud walls. The outside is clad with 5 1/2" wood siding. The depot faces southeast with the original inlaid Capital Brick walk/platform surrounding it. The front door is to the east overlooking the valley with a multi-light transom overhead. The main level has a passenger room that is 19' x 11' with floors of 2" maple tongue-and-groove. The passenger and ticket rooms are divided by a partition leaving a ticket office which contains a bay window to the east. This bay extends out and overlooks the trackbed. The built-in operator's desk and cabinets in the ticket office are original. Again, the floors in the ticket office are of 2" maple tongue-and-groove, with walls and ceiling of 3 1/2" southern pine tongue-and-groove siding.

The freight room to the south has two large sliding freight doors, one to the east and one to the west, with a night drop door located to the east. This freight room measures 19'4" east to west and 21'5" south to north. Above each door are four panel transoms. The floor is made of 6" pine boards and the walls are clad with 8" double pine.

There have been few changes or alterations to this building over the years. The present restoration project is primarily one of providing needed repairs while maintaining the original integrity. When the project is completed, the depot will display local and railway history with an antique sales shop providing financial support.

United States Department of the Interior
National Park Service

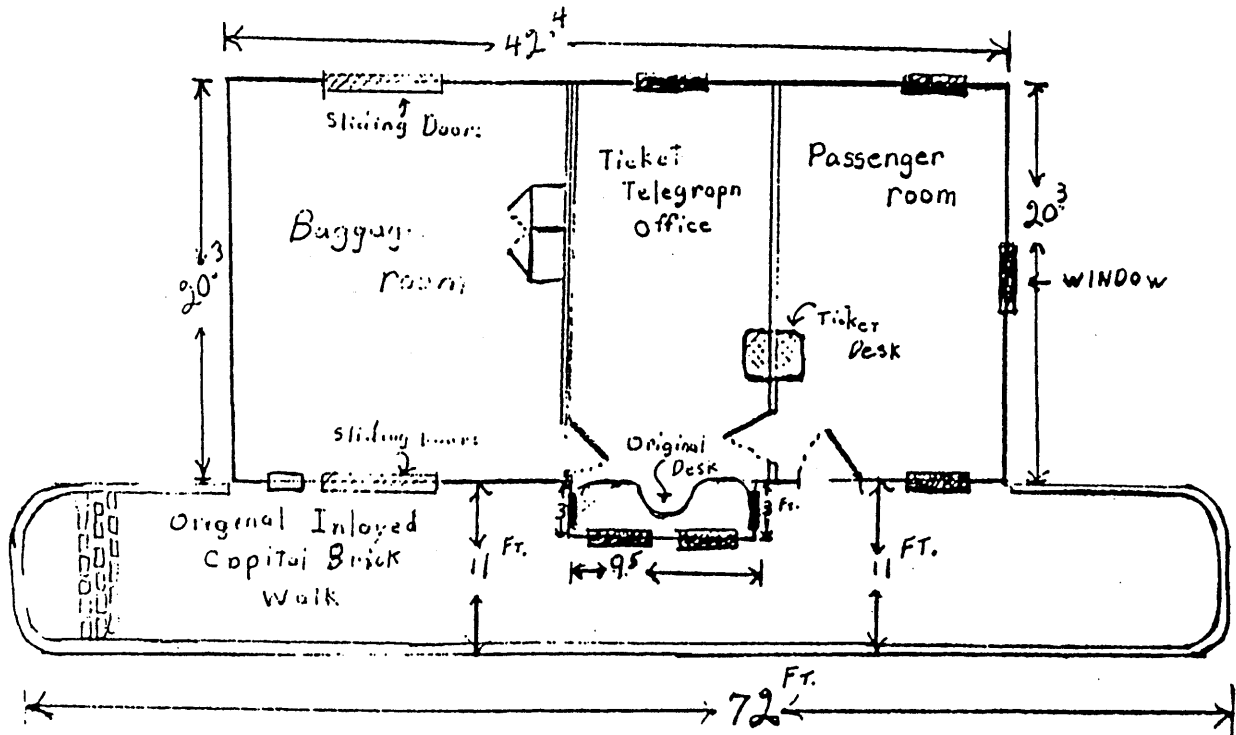
National Register of Historic Places Continuation Sheet

Section number 7 Page 2

CFN-259-1116

Chicago, Milwaukee, & St. Paul Narrow Gauge Depot
Jackson County, Iowa

Description (continued):



Floor Plan of Depot

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

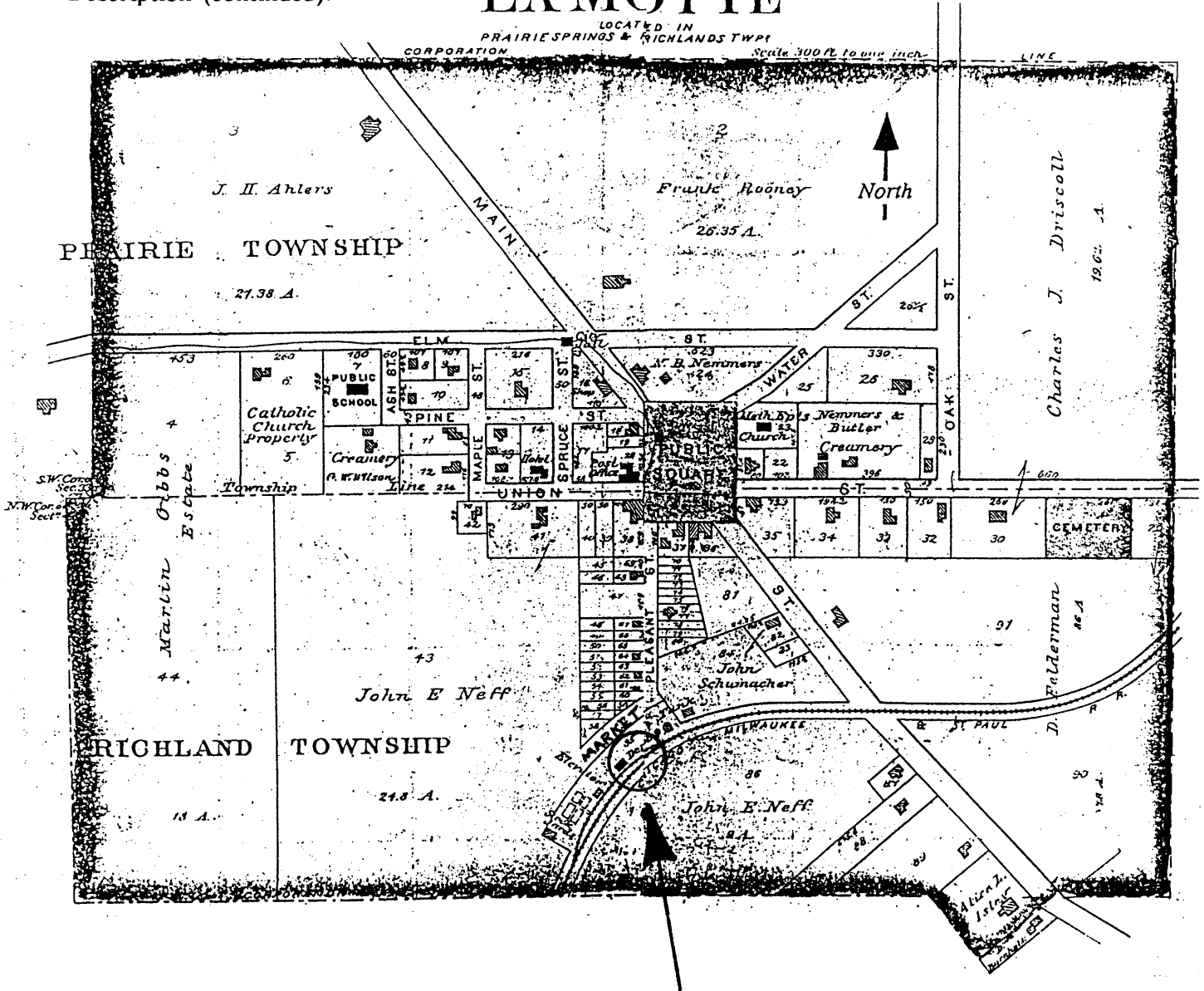
Section number 7 Page 3

CFN-259-1116

Chicago, Milwaukee, & St. Paul Narrow Gauge Depot
Jackson County, Iowa

Description (continued):

LA MOTTE



Map of LaMotte showing location of the depot.
(Atlas and Plat Book of Jackson County, Iowa, 1893)

United States Department of the Interior
National Park Service

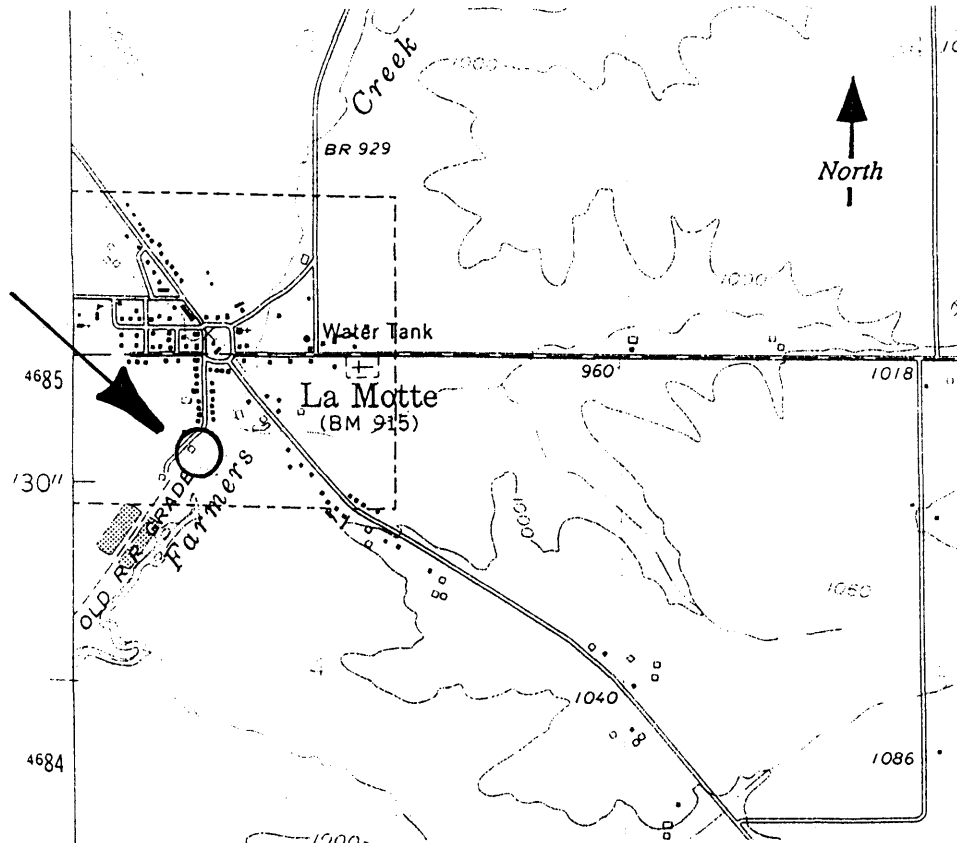
National Register of Historic Places Continuation Sheet

Section number 7 Page 4

CFN-259-1116

Chicago, Milwaukee, & St. Paul Narrow Gauge Depot
Jackson County, Iowa

Description (continued):



U.S.G.S. Map of LaMotte
Location of depot indicated by arrow.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

CFN-259-1116

Chicago, Milwaukee, & St. Paul Narrow Gauge Depot
Jackson County, Iowa

Statement of Significance:

The Chicago, Milwaukee, & St. Paul Depot at LaMotte (1911) is locally significant under Criterion A due to its association with the narrow gauge line that ran 30 miles from Bellevue to Cascade. It is significant under Criterion C because it exemplifies what appears to be the corporate style and standardization practices of the Milwaukee railroad.

This is one of twelve narrow gauge roads built in Iowa and as one writer later put it, the "Last Narrow Gauge East of the Rockies". The LaMotte station held an important place on the line as the first downhill stopping point for water after the trains had surmounted the long pull up the Mill Creek grade to the summit along the 11 mile stretch running from Bellevue. The railroad served towns along its route as the principal lifeline for freight and bringing in outside produce up to the mid-1920s. Thereafter, increasing truck and automobile traffic on increasingly improved roads joined with the economic downturn of the 1930s to reduce passenger and freight revenues. By 1933 the Milwaukee Road abandoned the branch and, notwithstanding last ditch efforts to save the line, by early 1936 -- after 56 years of commercial service -- the line was torn up and the materials sold for scrap. Thus ended Iowa's longest lived narrow gauge railroad and closed an era of such rail operations in the state.

The present building replaced an 1880 depot that was destroyed by fire in 1910. The line was incorporated as the Chicago, Bellevue, Cascade & Western Railroad (CBC&W) in August, 1877 by local residents from Cascade, Bellevue, and towns in between. To finance construction, stock was sold to individuals. This stock was purchased either with cash or by providing labor working on the line. Another source of funding were special taxes approved by voters in communities along the line. Narrow gauge was selected because it could be built at lower cost. The use of smaller locomotives and cars helped keep costs down. Construction was started on September 19, 1878 but faltered due to lack of money. The line was taken over by the Chicago, Clinton, Dubuque and Minnesota Railroad Co. (CCD&M), and the construction was completed on December 30, 1879. The first train arrived in Cascade on January 1, 1880. Within ten months the CCD&M sold its entire rail holdings to the growing Chicago, Milwaukee & St. Paul. For most of its remaining 55 years, the narrow gauge remained a branch line of the Milwaukee.

Architecturally, the simple gable roof rectangular frame depot is a good example of the standardized design used by the Milwaukee line during the late 19th century. The design would have been somewhat outdated by the time this depot was constructed in 1911. This building retains a high level of integrity. It is the only extant rail-related structure in the community. The archeological potential of other rail-related sites (water tank, elevator, & stock yard) has not been addressed as these are outside the area being nominated. Only the depot and the area immediately adjacent are included in this nomination.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 & 10 Page 6

CFN-259-1116

Chicago, Milwaukee, & St. Paul Narrow Gauge Depot
Jackson County, Iowa

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Bellevue Leader. Numerous articles from 1879 through 1936. Available at the Bellevue Public Library, Bellevue, Iowa.

Butler, Margaret Moyle. Research and interviews conducted during 1954-55 on the history of the Bellevue to Cascade Narrow Gauge Railroad, 1879-1936. From the files of the Jackson County Historical Society, Maquoketa, Iowa.

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Nemmers, Dr. C.J. "Last Narrow Gauge East of the Rockies." Weekly Philatelic Gossip, Vol 59, No 2, September 11, 1954. Published at Holton, Kansas.

Tigges, John and Jacobson, Jon. Milwaukee Road Narrow Gauge: The Chicago, Bellevue, Cascade & Western, Iowa's Slim Princess. No publisher, no date.

Wilson, Ben Hur. "From Bellevue to Cascade." Palimpsest, 1932, Vol XIII, pp 166-77.

VERBAL BOUNDARY DESCRIPTION:

A parcel of land located in Lot F of the Town of LaMotte, being part of lots 85 and 86 of said town. This parcel is rectangular in shape with a NE/SW axis, measuring 92' by 51', centered around the depot in question. This rectangle allows for an extension of ten feet on all sides of the building and the brick walk/platform along the SE elevation.

BOUNDARY JUSTIFICATION:

This is the area historically associated with this resource.