

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received APR 11 1985

date entered MAY 9 1985

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic WAHOO BURLINGTON DEPOT (SD16-5)

and/or common n/a

2. Location

street & number 431 W. Third n/a not for publication

city, town Wahoo n/a vicinity of

state Nebraska code 031 county Saunders code 155

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input 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	n/a 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 type="checkbox"/> other:

4. Owner of Property

name Saunders County Historical Society

street & number P.O. Box 255

city, town Wahoo n/a vicinity of state Nebraska 68066

5. Location of Legal Description

courthouse, registry of deeds, etc. Register of Deeds

street & number Saunders County Courthouse

city, town Wahoo state Nebraska 68066

6. Representation in Existing Surveys

title Nebraska Historic Buildings Survey has this property been determined eligible? yes no

date on-going federal state county local

depository for survey records Nebraska State Historical Society

city, town Lincoln state Nebraska 68501

7. Description

Condition		Check one	Check one	
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			n/a

Describe the present and original (if known) physical appearance

The Wahoo Burlington Depot is a rectangular wood frame structure, the main body of which is two stories tall (ticket office, waiting rooms and living quarters) while the freight rooms are a single story in height. Both sections are covered with gabled roofs, while a pent-roof porch section shelters all three sides around the main section of the depot. The structure is still painted its historic Burlington red with green trim.

The Wahoo Burlington Depot is a two-story, rectangular wood frame building with a gabled roof. It is painted, as it always has been, mineral red with green doors, roof and trim. White on red painted signs on the northwest and southeast sides read WAHOO. Originally, plank platforms extended from the northwest and southwest freight room doors. Today only the northwest platform remains. The southwest platform was removed because it was rotting and deemed unsafe. The original brick sidewalk around the depot was removed when the depot was abandoned by the railroad. The Saunders County Historical Society replaced it with bricks found in Wahoo. A chain link fence, erected in 1974 as part of a lease agreement between the historical society and Burlington-Northern, surrounds the depot on three sides and lies between the building and the railroad tracks. The tracks serviced by the depot consist of the main tracks, southwest of the depot, and the switch tracks north of the depot.

The business of the depot was handled on the main floor. A floor plan called the combination design was used in many depots nation-wide. The design, the intent of which was to provide efficiency in completing railroad business, places the waiting room at one end, the depot agent's office in the middle, and the baggage and freight area at the other end. With some modification, this is the floor plan of the Wahoo Burlington Depot. As one walks through the building from southeast to the northwest, one passes through a men's waiting room, depot agent's office, ladies' waiting room, baggage room and freight room. A large bay window on the southwest side of the ticket office afforded the depot agent a view of the track. The grey painted walls in all rooms but the freight room have wainscoting on the lower three feet and horizontal panelling the remainder of the way to the ceiling. The freight room walls are untreated lumber, except for a small area near the door to the baggage room, which is painted. The floors in both stories are wood.

Stairways in the freight room and northeast of the ladies' waiting room give access to the depot agent's upstairs living quarters. The apartment consists of a dining room, kitchen, pantry, bathroom, living room and two bedrooms. They, along with a small landing above the freight room comprise the entire second story which does not extend over the freight room. The walls in the apartment are plaster with wood trim around doorways and windows.

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 checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-1972	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1886-1972 **Builder/Architect** Omaha and North Platte Railroad Company

Statement of Significance (in one paragraph)

Architecturally, the Wahoo Burlington Depot is significant as an excellent and highly typical example of the "combination station," an efficiently designed product of standardization and industrialization -- the only example still extant in Wahoo. The building is significant in the area of transportation for the functional and symbolic role it played in the community from 1886 until 1972.

The Wahoo Burlington Depot, built on the Ashland-to-Schuyler line, was completed in 1886, several months before the tracks it serviced were completed in 1887. It was the last depot built in Wahoo, joining the Northwestern and Union Pacific depots in providing service to this area of Saunders County. Originally owned by the Omaha and North Platte Railroad Company, it was leased to the Chicago, Burlington and Quincy Railroad in 1886 and later deeded to them in 1908. The CB&Q became the Burlington-Northern Railroad in 1970. The depot closed in 1972 when a mobile agency was instituted and the tracks were abandoned three years later. Today, it is the only remaining depot of the three in Wahoo.

The depot's architect is unknown. As was frequently the case, the railroad company had a standard design, drawn by an anonymous employee, that was used for its depots. The construction was probably done by employees of the railroad's bridge and building department with different crews completing the various tasks involved in building the depot.

The depot's main floor plan is a slight variation of a nationally used pattern called the combination design. The variation in this design reflects the social atmosphere of the late 19th century, which often separated men and women in social situations. In this case, two waiting rooms were in the depot, the men's waiting room at one end, was separated from the ladies' by the depot agent's office. This separation gave women the freedom, in those modest times, to lie down between journeys without fear of showing something they should not. The women, and children who waited with them, were also spared the "roughness" of the men's waiting room.

The importance of the Wahoo Burlington Depot lies not so much in its architecture, historic events, or persons associated with it, but in its role and service to Wahoo and Saunders County. The presence of the railroad helped assure Wahoo's prosperity and that of the surrounding area. Towns without railroad stations had little chance of survival and often dwindled to just a few buildings. The near doubling of Wahoo's population experienced between 1880 and 1890 (1064 to 2006, according to the 1922 Nebraska Blue Book) may not have happened without the Burlington Depot and its two sister depots.

9. Major Bibliographical References

See continuation sheet

10. Geographical Data

Acreeage of nominated property less than ten

Quadrangle name Wahoo East, Nebraska

Quadrangle scale 1:24,000

UTM References

A 1 4 7 0 0 1 9 5 4 5 6 4 3 4 0
Zone Easting Northing

B
Zone Easting Northing

C

D

E

F

G

H

Verbal boundary description and justification Described as all of Lots 2 and 3, Block 15, Original Town of Wahoo, in the southeast quarter of Section 4, T14N, R7E of the 6th Principal Meridian, and together measuring 132' by 132'; including all historically associated real estate in the immediate setting of the depot.

List all states and counties for properties overlapping state or county boundaries

state n/a code county code

state code county code

11. Form Prepared By

name/title Joanne M. Kudla, Curator; (Tech. Ed. D. Murphy, Survey Architect)

organization Saunders County Historical Society date September 1984
(Nebraska State Historical Society) (December 1984)

street & number P.O. Box 255 telephone 402-443-3090
(P.O. Box 82554) (402-471-3270)

city or town Wahoo state Nebraska 68066
(Lincoln) (68501)

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 Marion E. Knecht 3/28/85

title Director, Nebraska Historical Society date

For NPS use only

I hereby certify that this property is included in the National Register

for Delores Byers Entered in the National Register date 5-9-85
Keeper of the National Register

Attest: date

Chief of Registration

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Depots were often the nucleus of a small town, serving as the business, communication and transportation center, as well as a promoter of settlement and an advertisement for the town itself. Railroad service provided easy access to the area for both immigrant and American settlers. First impressions of a town were frequently formed by the first building railroad travellers saw -- the depot; which made it a focal point of community pride.

For businessmen, farmers and others, the Wahoo Burlington Depot provided a means to ship and receive goods. Businessmen's supplies and products came and went by rail. It was the only means for farmers to get their goods to market. Grain, livestock and other farm products were shipped out every day of the week except Sunday. Perishables, such as cream, were shipped by express to large dairies in Minnesota. The amount of business done by the Wahoo depot helped make the Ashland-to-Schuyler line the most productive fifty miles of track in the Burlington system during the early 1900's. Without this service to businessmen and farmers, economic prosperity would be doubtful.

As a communications center, the Wahoo depot provided a link with the outside world. Mail was sent and received by rail. The depot had a telegraph to communicate with other depots along the line. The presence of telegraph facilities made the depot agent a logical choice for the Western Union operator. Even after telephones were installed in homes and businesses, because of their unreliability, messages to businesses or towns-people were sent by telegraph to the depot. The agent would then pass the message on to the appropriate party.

Not the least in importance, was the depot's role in providing transportation for the people of Wahoo and Saunders County. School children attending Wahoo High School or Luther Academy travelled to Wahoo on the morning train, attended classes at their respective schools, then returned home on the evening train. People wishing to visit Wahoo or any of the towns along the line often came by rail. People could also travel to Omaha or Lincoln from the Wahoo Burlington Depot. Often special excursions were offered for popular events such as the state fair.

The Wahoo Burlington Depot served Wahoo and Saunders County well for almost one hundred years of use. It provided people of the area a link to the outside world. Before the age of the automobile, when distances seemed greater and small towns provided many of the services necessary to its citizens, the depot was the pulse of the town -- always busy with many people around, either on business or pleasure. Today the Wahoo Burlington Depot is the only depot left in Wahoo and a greater portion of the county, a reminder of the important role played by the railroad in the prosperity of the town and area. It was donated by the Burlington-Northern Railroad Company to the Saunders County Historical Society who exhibits it as it might have looked sixty years ago.

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Burlington Northern Railroad, Archives, Newberry Library,
60 West Walton Street, Chicago, Illinois 60610.

Reizdorff, James, "Survey of Non-Extant and Relocated Railroad
Depots in Nebraska," Route 3, Box 86, David City, NE 68632.

Rezad, Mrs. Marie, Personal Reminiscences, 1545 North Locust
Street, Wahoo, NE 68060.

Saunders County Historical Society, Archives, P.O. Box 255,
Wahoo, NE 68066.