



United States Department of the Interior

NATIONAL PARK SERVICE


1849 C Street, N.W.

Washington, D.C. 20240

March 21, 2011

Notice to file:

This property has been automatically listed in the National Register of Historic Places. This is due to the fact that the publication of our Federal Register Notice: "National Register of Historic Places: Pending Nominations and Other Actions" was delayed beyond our control to the point where the mandated 15 day public comment period ended after our required 45 day time frame to act on the nomination. If the 45th day falls on a weekend or Federal holiday, the property will be automatically listed the next business day. The nomination is technically adequate and meets the National Register criteria for evaluation, and thus, automatically listed in the National Register of Historic Places.

Edson Beall 
Historian
National Register of Historic Places
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JAN 20 2011

OMB No. 1024-0018
(Expires: 1-31-2009)

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, or computer, to complete all items.

1. Name of Property

historic name Calmar Passenger Depot

other names/site number Calmar Depot, Calmar Passenger Station

2. Location

street & number 201 North Maryville Street N/A ☐ not for publication

city or town Calmar N/A ☐ vicinity

state Iowa code IA county Winneshiek code 191 zip code 52132

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.)

Bauman Mitchell / DSHPO January 3, 2011
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 certifying official/Title Date

State or Federal agency and bureau

4. 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): _____

Signature of the Keeper

Edson H. Beall

Date of Action

3-21-11

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		buildings
		sites
		structure
		objects
1		Total

Name of related multiple property listing

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

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

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use**Historic Functions**

(Enter categories from instructions)

TRANSPORTATION / Rail-Related

Current Functions

(Enter categories from instructions)

OTHER / Recreational Trail Facility

7. Description**Architectural Classification**

(Enter categories from instructions)

Late 19th and 20th Century Revivals /

Classical Revival

Materials

(Enter categories from instructions)

foundation Concrete

walls Stucco

roof Asphalt

other

Narrative Description

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

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Calmar Passenger Depot

Name of property

Winneshiek County, Iowa

County and State

Section 7 Page 1

DESCRIPTION

The Calmar Passenger Depot is located in Calmar, Winneshiek County, Iowa about nine miles south of Decorah, the county seat. Calmar is a city with a population of about 1058. The depot stands in a central location about one block north of the city's commercial district and Public Square.

The following description and historic integrity assessment is based on site inspections, historic photos, information provided by the Calmar City Clerk, and plans of the depot as drawn up by the Chicago, Milwaukee and St. Paul Railway (Milwaukee Road) Engineering Department in 1915. In the lower right corner of page 1 of the set of plans it states:

Chicago, Milwaukee & St. Paul Railway
Engineering Department
Calmar, Iowa
Passenger Depot
H. C. Lothholz Engineer of Design

These plans are the source for the names of each room in the depot with two exceptions. A toilet was installed in 2008 on the south side of the building in part of the space historically occupied by a "register room" (see page 2) to facilitate the property's current use as an entry point to a recreational trail. Also, the canopy is labeled "pavilion" on the original plans, but the term canopy is used here (Figures 2 and 3) to better identify its historic function, namely to provide shelter for vehicles and passengers going between horse-drawn carriages or automobiles and the depot waiting room.

The depot is an eight room, single story rectangular structure on a concrete foundation measuring 102 by 34 feet overall. As originally built this facility included a 27 foot canopy on the east end which made the overall length of the building 130 feet. This was removed by the railroad in about 1970 and reconstructed in 1998.

The exterior walls and partition walls between the smoking room and baggage rooms are eight inch hollow tile with stucco on the exterior and plaster on the interior, both applied directly on the tile. The roof structure, interior partition walls, and the floor system for most of the building are of wood frame construction, while the floors of both the express room and the baggage room are concrete laid directly on the ground. Three inch maple flooring is in place in all but these two rooms and the rest rooms in the north side which have tile floors.

The main body of the building is covered with a medium pitch gable roof, now clad with asphalt shingles. The low pitch hipped roof over the baggage and express rooms is covered with tar and gravel. The windows are mainly wood, double-hung 1/1 sash on brick ledges. The material in these and the roof trim plus all the interior woodwork is pine.

There is a partial (22 by 30 feet) basement that is reached by a staircase along the exterior north wall. This was originally open and set off by a pipe railing at ground level, but it is now enclosed with wood construction. The basement is divided into two rooms of about the same size, with the southernmost originally used for coal storage and a furnace and the other for housing electrical storage batteries.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Calmar Passenger Depot

Name of property

Winneshie County, Iowa

County and State

Section 7 Page 2

Other notable features of this building include the neo-Classical treatment of the boxed eaves with returns and the pediment over the ticket office. A neo-Classical element is also present in the canopy with a similar treatment of the cornice and clusters of free standing wooden columns in the Tuscan order. The exterior walls are covered with a stucco aggregate that includes small pieces of pink quartzite, a metamorphic stone that in coarser form is often used as track ballast by railroads. Including quartzite in the stucco mix lends a reddish tone to the walls.

The twin chimneys are the result of a dual heating system that comprised a coal burning furnace in the basement with vents and registers in the smoking room and ticket office. There was also a stove in the general waiting room.

Comparing the building as is with the original plans and a historic photo (Figure 2), it appears that the Calmar depot was erected as designed. The first major alteration to the property was undertaken by the railroad when it converted the general waiting room into a "freight room" in the 1950s. This involved the removal of the existing two rows of back-to-back seats and the installation of an overhead door on the east end. The existing door and threshold were removed, the opening was enlarged, the interior floor altered to accommodate a ramp, and overhead rails were attached to the ceiling. The overhead door has been removed and the opening reduced to its original single door size with wood construction.

The railroad also removed the canopy in about 1970, with the exception of the concrete pedestals that supported the columns. The canopy was reconstructed in 1998 as it was originally built in 1915.

Unstuccoed areas where the canopy met the waiting room have been patched with non-matching material and the overhead door was removed and replaced with the current entryway. The original "slate" (probably asbestos) roof cladding was replaced in about 1992 and the two original roof ventilators were removed at that time. The original grey color of the exterior window frames, trim, and cornice was painted over with the current maroon at the same time. Several newly fabricated wood storm windows that match the originals but with plexiglass lights have been installed.

Comparing the original floor plan with the current layout (Figure 3) indicates that, with a single exception, the original arrangement of interior space is intact. The depot was originally equipped with men's and women's toilet facilities and these have been retained and remodeled. The toilet next to the ticket office on the south side of the depot was most likely originally a "register room." This was not labeled as such on the original floor plan, but according to Grant and Bohi (see Bibliography) we can assume that this space was provided for conductors "to report the arrival of their trains in a logbook maintained for that purpose." (Grant and Bohi, 95)

The original seating in both waiting rooms has been removed but the large original baggage room platform scale is still in place. Most of the original woodwork is in place but the original paint has been removed to the bare wood. The original maple flooring has been sanded and partially replaced.

There are some minor cracks on the exterior stucco, but on the whole the building is in good overall condition. It is currently owned by the City of Calmar and it serves as a recreational trail entry point and service center.

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 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.

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1915-1940

Significant Dates

1915

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

Chicago, Milwaukee & St. Paul Railway

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:

Winneshiek County Historic Preservation

Commission Archive

Calmar Passenger Depot
Name of Property

Winnebago County, IA
County and State

10. Geographical Data

Acreage of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet)

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	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	David C. Anderson	date	01-20-2011
organization		telephone	563-382-3079
street and number	169 Lundy Bridge Drive	zip code	52172
city or town	Waukon	state	IA

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 Calmar	telephone	563-562-3154
street & number	101 South Washington St.	zip code	52132
city or town	Calmar	state	Iowa

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.). A federal agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it contains a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 120 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 National Register of Historic Places, National Park Service, 1849 C St., Washington, DC 20240.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Calmar Passenger Depot

Name of property

Winnebago County, Iowa

County and State

Section 7, 8 Page 3

Integrity

The Calmar Passenger Depot retains a high degree of all seven aspects of historic integrity. Its location next to the railroad tracks just north of the city's Public Square and central commercial district plus being next to Calmar's principal north-south traffic corridor (Maryville St.) and State Highway No. 52 are identical to the property's original setting and location, and also maintain the historic feeling and association of the property with a railroad that is still functioning albeit at a much reduced scale since passenger service was discontinued in 1960. Also important to the original design, setting, function, and feeling is the fact that it is still possible to turn off Maryville St. under the canopy and proceed back onto the street just as people did in their carriages or automobiles when leaving off and picking up passengers. There are two minor and reversible departures from the original design that only marginally affect the property's integrity. The entrance was enlarged in 1953 and then partially restored to its original state after the city purchased the depot in 1991. The other change was to add a toilet on the south side (trackside) for trail users. The historic materials and workmanship are otherwise retained except for the exterior trim color scheme and replacing the original "slate" roof cladding with asphalt shingles. Most importantly, the original exterior stucco is still in place. The conversion of the Iowa and Minnesota Division line of the former Milwaukee Road to a recreational trail and using the Calmar Depot as its point of entry and service center is an appropriate use for both properties, considering their association with railroad development in Iowa. There have been discussions locally about adding a railroad museum component to the depot but no decision has been made to do this.

SIGNIFICANCE

The Calmar Passenger Depot is eligible for listing on the National Register of Historic Places under Criterion A (Transportation) as a locally significant property associated with the railroad mode of passenger transportation in northeast Iowa and in the City of Calmar between 1915 and 1940. The property meets the registration requirements outlined in a National Register Multiple Property Documentation Form (NRMPDF) with the title, "The Advent and Development of Railroads in Iowa: 1855-1940," that was completed in 1990 and is on file at the State Historic Preservation Office (SHPO) in Des Moines. How the Calmar Depot relates to the standards outlined in this document will be discussed at the end of the significance narrative. Since it was built in 1915 to replace an existing depot at the same location that was destroyed by fire, its period of significance begins with that year. However, to fully demonstrate the current property's historical importance, a brief discussion of the larger context of railroad history in the northeast Iowa region must be included here along with a summary of the early general history of the area.

Euro-American settlement of northeast Iowa and southern Minnesota officially began after the removal of the Sioux (Dakota) and Winnebago Indians following the Treaties of Mendota and Traverse des Sioux in 1851. Parts of this region were settled earlier but the important railroads running west from the Mississippi river were not built until the 1860s. Railroads had been extended west to the Mississippi from Chicago and Milwaukee during the 1850s since Wisconsin and Illinois had been opened for white settlement earlier than the territories west of the River. Before the advent of these east-west rail lines, the Mississippi itself was the most important means of transportation to and from the area.

The first railroad west from the Mississippi in northeast Iowa was the McGregor Western which was incorporated in 1863. The Milwaukee and Mississippi Railroad had reached Prairie du Chien across from McGregor in 1857.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Calmar Passenger Depot

Name of property

Winneshiek County, Iowa

County and State

Section 8 Page 4

By 1866 the McGregor Western was in place to Cresco in Howard County and it ran through Calmar and Conover in Winneshiek County and Postville in Allamakee County. Shortly thereafter this line was extended to Owatonna, Minnesota, which already had a rail connection to the Twin Cities of Minneapolis and St. Paul. This Twin Cities to Chicago via Milwaukee line that included the McGregor Western came under the control of the Chicago, Milwaukee and St. Paul Railway (later known as the Milwaukee Road) and it was the first rail link between these important cities. (Donovan, 179-180) A vital point in this line was the famous pontoon bridge across the Mississippi at Marquette (North McGregor at the time), which was built, owned and operated by John Lawler of Prairie du Chien until his death in 1891 when it too fell under the Milwaukee Road's control.

The McGregor Western and its connecting lines in Wisconsin and Minnesota was a key factor in the early settlement and development of the area it served, both in terms of moving people onto the land and getting agricultural produce (mainly wheat until about 1880) out to market. The well known firm, Cargill, Inc. was created in connection with this early railroad in that Will Cargill first entered the grain trade in Conover in 1865. This was the railroad's termination point at the time but it soon extended its tracks west and north to Cresco and Lime Springs, Austin, and Owatonna to the Twin Cities. Within three years Cargill had purchased several grain warehouses in Conover. (Work) This later became the Iowa and Minnesota Division of the Milwaukee Road.

Although there had been a small settlement in Calmar since 1854, the advent of the railroad late in 1864 caused great expectations for future growth in the town but disappointment as well, when it became clear that Conover, a village a few miles west of Calmar, would be the initial terminus and be provided with a depot and other facilities. Calmar at this time was not even accorded whistle stop status. (Eichorn, 49) The fortunes of the two communities were reversed a few years later, however, when what was now the Chicago, Milwaukee and St. Paul moved its passenger depot and other facilities to Calmar, which also became a division point. In 1869 a branch line was extended from Conover to Decorah, delaying Conover's total demise until train service was discontinued to Decorah in 1978. At about the time when the railroad moved its terminal to Calmar, the three Cargill brothers moved to the Twin Cities and La Crosse, Wisconsin. (Work)

There were two divisions of the railroad running through Calmar in 1869, the Iowa and Dakota, and the Iowa and Minnesota. The Dakota Division was extended to New Hampton, Iowa and later on to Rapid City, South Dakota. In 1880 a line was extended south via Jackson Junction that eventually reached Cedar Rapids, Ottumwa, and Kansas City plus Omaha via Cedar Rapids. Calmar's position was further enhanced when the railroad built a 10-stall round house there in 1911. (Nelson).

When the present passenger depot was built in 1915, Calmar was the point from which three divisions and a branch line to Decorah came together. The Chicago and Council Bluffs Division had been added since 1874. Schedules ("Time Tables") published in the *Calmar Courier* in 1915 indicate that the Decorah branch line carried 10 trains daily (five each arriving and departing), six of which were passenger only and four "mixed," namely hauling both passengers and freight. (Figure 1) E.J. Hackett, who came to Calmar in 1920 and became the passenger "station master," recalled that extra trains were run to Decorah during the annual County fair and during the Christmas and New Year holidays for Luther College students. (Here and below as recorded by Ron Arnold for the *Calmar Jubilee Edition, 1850-1975*.) Mr. Hackett also noted that Calmar was a "re-icing point" into the post-1915 years before mechanical refrigeration became the norm on railroad "cold cars." Up to 750 tons of ice was cut from the Mississippi each winter near Marquette and hauled to Calmar for storage in two ice houses. He also recounted how

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Calmar Passenger Depot

Name of property

Winnebago County, Iowa

County and State

Section 8 Page 5

The Calmar station buzzed with the furor of travelers rushing to make their trains and when as many as 34 separate passenger train arrivals and departures daily kept the atmosphere alive with the wheezing of the giant steam work-horses.

There were also freight trains to and from Calmar on all three divisions and the Decorah line plus mixed passenger and freight trains. In 1920 there were 13 men employed at the railroad's freight house, which is no longer extant. A good indication of the nature and extent of railroad-related properties in Calmar at this time can be seen in a plat map published in 1905. (Figure 5) These included warehouses and grain elevators and stock yards adjacent to the tracks east of the passenger and freight depots. Calmar also had several hotels at the time, and one of them was directly across Maryville St. from the passenger depot.

The Milwaukee Road network in Iowa had long since reached its maximum extent by 1906 when construction on a line to Seattle and Tacoma on the West Coast was begun. This was completed three years later but it seems to have been financially unsuccessful. Consequently, the company went into receivership in 1925 and re-emerged as the Chicago, Milwaukee, St. Paul and Pacific in 1928. (Donovan, 211) August Derleth referred to the Milwaukee Road as "the strongest railroad empire in the land" at this time. (Derleth, 198-201) In the Midwest, the period after 1902 and through the 1940s were arguably the best years for passenger rail travel as the cars became more luxurious (while remaining affordable) and train speed increased.

Returning to the passenger train time tables published weekly in Calmar beginning in 1915, we see that on June 25, 1915 (Figure 1) there were six trains a day coming through Calmar on the Chicago to Rapid City route (three in each direction). There were four trains to and from the Twin Cities and two each way on the Chicago and Council Bluffs division that connected with the Union Pacific for travel on to the West Coast. Sleeper cars were available on several of these trains. On the Decorah branch line there were three passenger and two mixed passenger/freight trains each way daily.

Railroad passenger service had begun to decline across the U.S. at the end of World War II, but in Calmar as late as 1948 each of the three division lines out of the city had "excellent" and "quite luxurious" service. (Nelson) Some of these trains had names, and they were well-known at the time.

On the line between Chicago and South Dakota there were two trains a day each way, the *Sioux* and the *Marquette*. The *Sioux* was the fast mail train, running at night. The *Marquette*, with more convenient departure times, ran between Chicago and Mason City with a Cafe Parlor Car, a sleeping car and of course a diner and a coach. Also still in operation was the *Minnesota Marquette*, which in a sense began its run at Calmar, breaking from the *Marquette* and continuing to Minneapolis-St. Paul. This train also featured a through sleeping car from Chicago to Minneapolis. On the Cedar Rapids to Calmar line there were still two trains a day making their runs. One was a gas motor car, commonly called a 'Doodle-Bug.' (Nelson)

Things were to change rapidly, however. After the Milwaukee Road switched over to diesel locomotives in the early 1950s, fewer employees were needed to service the engines which could also pull larger trains with fewer stops for coal and water. (Arnold) The round house (no longer extant) was reduced to two stalls in 1954 and abandoned by 1976. The passenger depot waiting room was made available for freight storage in 1953,

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Calmar Passenger Depot

Name of property

Winneshiek County, Iowa

County and State

Section 8 Page 6

and on August 10, 1954 the railroad terminated its last daily-except-Sunday passenger train to Cedar Rapids and back. (Hofsommer, 177-178)

The *Marquette* was removed in the early 50's despite protests from cities along the line, (and on January 6, 1960) the last passenger train serving Calmar, the *Sioux*, was discontinued. The end of an era had occurred. (Nelson, Arnold)

In 1985 the Milwaukee Road was absorbed by the Soo Line Railroad. Most of the trackage has been abandoned, but the line from Marquette to Mitchell, South Dakota, formerly the Iowa and Dakota Division of the Milwaukee Road, is now owned and operated by the Iowa, Chicago, and Eastern Railroad. Two to four trains a day run through Calmar hauling coal and mixed freight. The passenger depot was purchased by the City in 1991 and it currently serves as a service center and trailhead for a bicycle and hiking trail that occupies the former railbed from Calmar through Conover to Cresco. This trail and the continuing freight traffic past the passenger depot on the same railbed that carried the first trains to Calmar maintains the historic physical relationship between the depot and the still functioning railroad.

Significance Summary

Turning to the NRMPDF cited above, "The Advent and Development of Railroads in Iowa: 1855-1940," relevant portions are as follows:

Section F. Significant Properties Associated with the Advent and Development of Railroads in Iowa from 1855 to 1940. 1. Property Type: Depots. Subtype c. Passenger Depot (local).

Local passenger depots were built solely to accommodate passengers at stations where the passenger business was of sufficient importance to warrant a separate building. The size, design, and class of building varied according to local needs. Many local passenger depots were built from standard plans, although first-class depots, that is, larger buildings of customized design may have been architect designed. Interior features varied. The waiting area may have been separated into men's and women's waiting rooms, rather than one general room. Other partitioned areas might include a lunch room, supply rooms, rooms for conductors and trainmen, toilets, and offices. (F-7)

Section F. 3. Significance.

Iowa depended heavily on railroads to move goods and people from the 1850s through W.W. II, and many towns in the state owe their very existence to railroads. Consequently, almost every extant depot is significant at the local level.

Section F. 4. Registration Requirements. a. Area of Significance: Criterion A.

Depots associated with a railroad that had a major influence in the growth and development of the community; depots associated with railroad division points or other key locales historically important in the operation of a railroad line.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Calmar Passenger Depot

Name of property

Winneshiek County, Iowa

County and State

Section 8 Page 7

Section F. 4. Registration Requirements. b. Integrity Considerations.

The Calmar Depot retains a high degree of all seven aspects of historic integrity. See the discussion on page 3 (Section 7) above.

The Calmar Depot was designed by an engineer, and in many ways it resembles other stations in Iowa and Wisconsin, e.g. at Ellendale, North Dakota, a city only a little larger than Calmar. While most railroad stations in the rural Midwest were based on standard types, each station was custom built to the extent necessary to serve local needs. (Grant and Bohi, 82)

While a small settlement existed at Calmar before the railroad arrived in 1864, its economic impact began when the Chicago, Milwaukee and St. Paul moved its passenger depot and service facilities to Calmar from Conover and made Calmar a division point in 1869.

When the Calmar Passenger Depot was erected in 1915, The Milwaukee Road was at its high point in terms of the extent of its network, and it was a nexus for three divisions and a branch line to Decorah, providing dependable transportation throughout Iowa and to much of the United States west of Chicago. This was also the age of coal-fired steam locomotion, a fact reflected in the depot's substantial size and fire-resistant construction. That it is a passenger depot and not a combination passenger/freight depot demonstrates the importance of the relatively small community of Calmar in a network of passenger service that lasted until 1960.

In 1950, a roundhouse, coaling and water station, freight and ice houses, plus other service facilities associated with steam powered railroad operations plus a large contingent of railroad employees and many business enterprises that were dependent on railroad transportation (e.g. warehouses, stockyards, and hotels) had sustained the community for many years. Most of this is now gone, and Conover, where the McGregor Western first established passenger and freight depots and other facilities before it moved to Calmar, exists in name alone.

And yet, the Calmar Depot remains and freight trains still operate in the city. As a local historian put it more than half a century ago:

Today the volume of railroad traffic, both in passengers and freight, has been curtailed, due in large measure to modern trucking. However, Calmar still is Winneshiek County's railroad center, and as long as railroads are necessary, will continue to be the leader. (Eichorn, 51)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Calmar Passenger Depot

Name of property

Winneshiek County, Iowa

County and State

Section 9 Page 8

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United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Calmar Passenger Depot

Name of property

Winnebago County, Iowa

County and State

Section 10 Page 9

GEOGRAPHICAL DATA

Verbal Boundary Description

That part of Lots 6, 7, and 8 in Block 46 of the Town of Calmar lying northeasterly of a line running parallel with and 30 feet distant (measured at right angles) northeasterly of the Iowa, Chicago and Eastern Railway main line track as the same is now located in said Town of Calmar.

Boundary Justification

The described boundary includes all the land the depot has occupied since it was built in 1915. The historic spatial relationship between the railroad track and the depot is retained.

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National Park Service

**National Register of Historic Places
Continuation Sheet**

Calmar Passenger Depot

Name of property

Winneshiek County, Iowa

County and State

Section Add'l Page 10

PHOTOGRAPHS

Photographer: David C. Anderson

All photos were taken on November 3, 2009

The negatives are in the Winneshiek County Historic Preservation Commission Archive,
Decorah, Iowa.

All directions are "camera facing"

Calmar Passenger Depot

No. 1 - View of Canopy - NW

No. 2 - General View - NW

No. 3 - General View - SW

No. 4 - View of North and West Elevations - SE

No. 5 - View from General Waiting Room toward Ticket Office - SE

No. 6 - Detail of South Elevation - N

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Calmar Passenger Depot

Name of property

Winneshiek County, Iowa

County and State

Section Add'l Page 11

Figure 1. Milwaukee Road Timetable for Calmar, Iowa. Source: *Calmar Courier*, June 25, 1915.

C. M. & St. Paul			
Time Table			
The following trains all carry pas- senger			
IOWA AND DAKOTA DIV.			
EAST BOUND			
	Ar.	De.	
No. 4 Pass.	11:30 a.m.	11:55 a.m.	
No. 92 Freight	-	2:30 p.m.	
No. 32 Pass.	-	4:30 p.m.	
No. 8 Pass.	9:55 p.m.	10:10 p.m.	
WEST BOUND			
	Ar.	De.	
No. 1 Pass.	3:50 a.m.	4:05 p.m.	
No. 91 Freight	-	9:40 a.m.	
No. 3 Pass.	10:05 a.m.	10:25 a.m.	
No. 25 Pass.	-	4:30 p.m.	
IOWA AND MINNESOTA DIV.			
Departing			
No. 1 Passenger	-	4:10 a.m.	
No. 93 Freight	-	5:45 a.m.	
No. 3 Passenger	-	12:01 p.m.	
No. 61 Freight	-	12:45 a.m.	
Arriving			
No. 62 Freight	-	9:35 a.m.	
No. 2 Passenger	-	2:45 p.m.	
No. 94 Freight	-	3:15 p.m.	
No. Passenger	-	9:50 p.m.	
DECORAH LINE			
Departing			
No. 201 Mixed	-	7:39 a.m.	
No. 203 Passenger	-	10:10 a.m.	
No. 205 Mixed	-	2:20 p.m.	
No. 233 Passenger	-	4:45 p.m.	
No. 207 Passenger	-	10:15 p.m.	
Arriving			
No. 204 Mixed	-	9:45 a.m.	
No. 206 Passenger	-	11:45 a.m.	
No. 232 Passenger	-	4:20 p.m.	
No. 208 Mixed	-	8:55 p.m.	
No. 210 Passenger	-	11:40 p.m.	
C. & C. B. DIV.			
Departing			
No. 95 Freight	-	5:45 a.m.	
No. 21 Passenger	-	2:50 p.m.	
Arriving			
No. 22 Passenger	-	2:50 p.m.	
No. 96 Freight	-	6:40 p.m.	
Weekly special for San Francisco arrives from Austin 10:00 a.m. each Tuesday; departs over C. & C. B. Div. at 10:10 a.m.			
No. 8 carries two Chicago and one Milwaukee Sleeper out of Calmar I. & M. and I. & D. No. 1 carries sleepers North and West out of Cal- mar. You may secure your reserva- tions by phoning telegraph office F. J. MARRON, Ticket Agt			

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National Park Service

**National Register of Historic Places
Continuation Sheet**

Calmar Passenger Depot

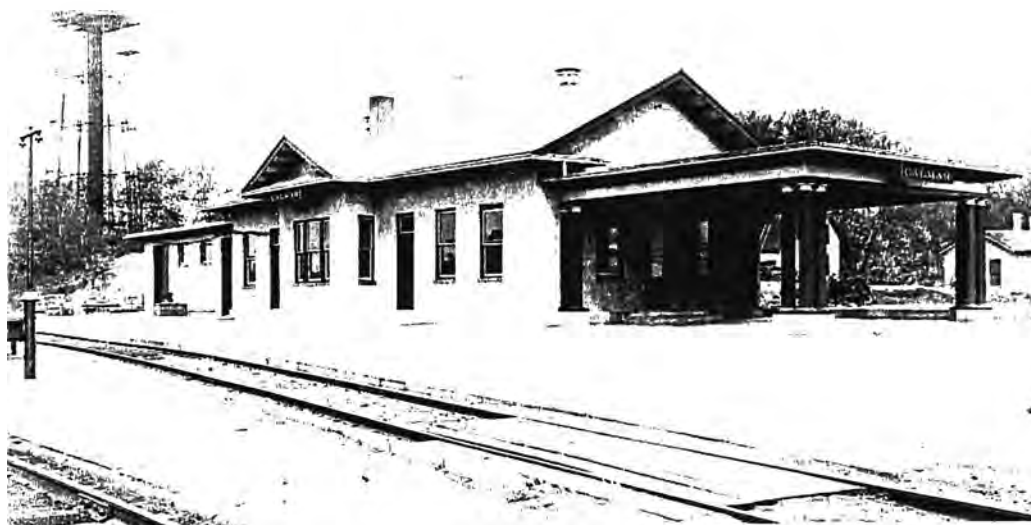
Name of property

Winneshiek County, Iowa

County and State

Section Add'l Page 12

Figure 2. Calmar Passenger Depot
Undated Historic Photo (postcard). James P. Ronan Collection.



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National Park Service

**National Register of Historic Places
Continuation Sheet**

Calmar Passenger Depot

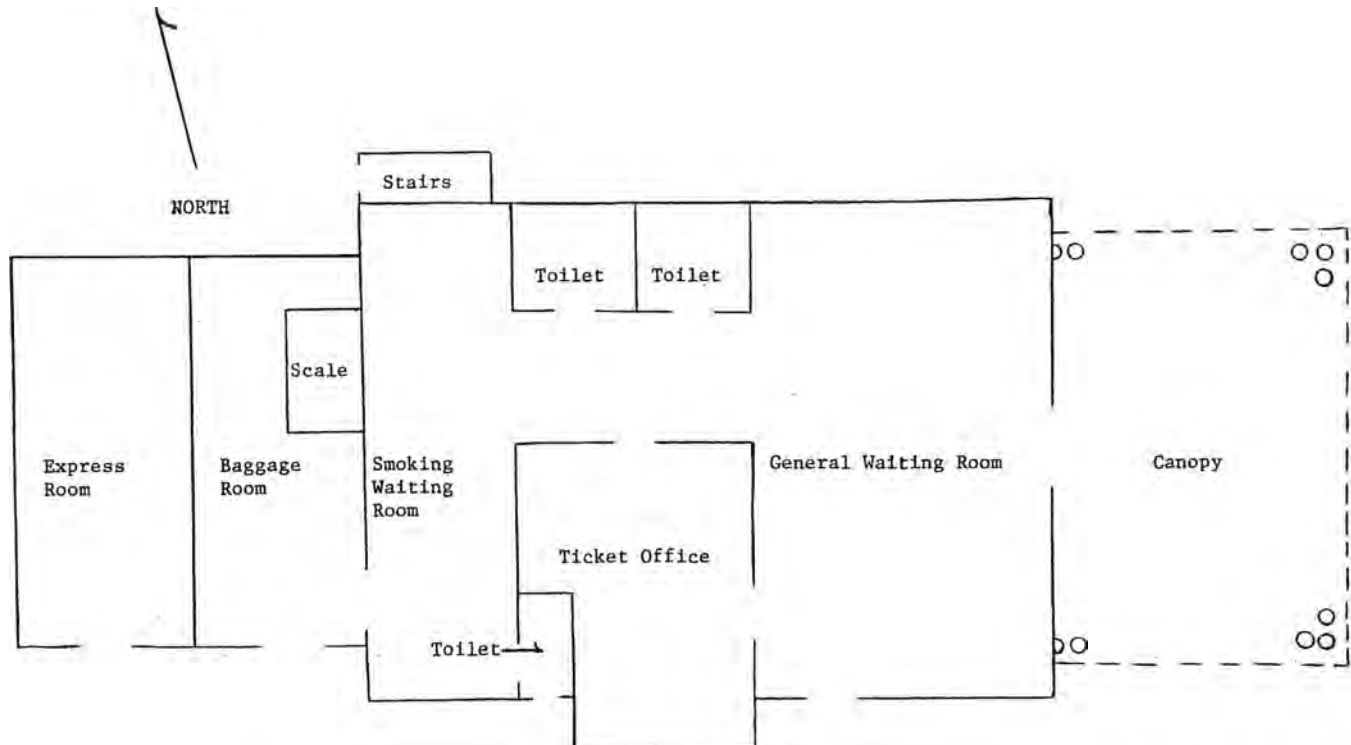
Name of property

Winneshiek County, Iowa

County and State

Section Add'l Page 13

Figure 3. Calmar Passenger Depot
Sketch Floor Plan (not to scale)
November 11, 2009



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National Park Service

**National Register of Historic Places
Continuation Sheet**

Calmar Passenger Depot

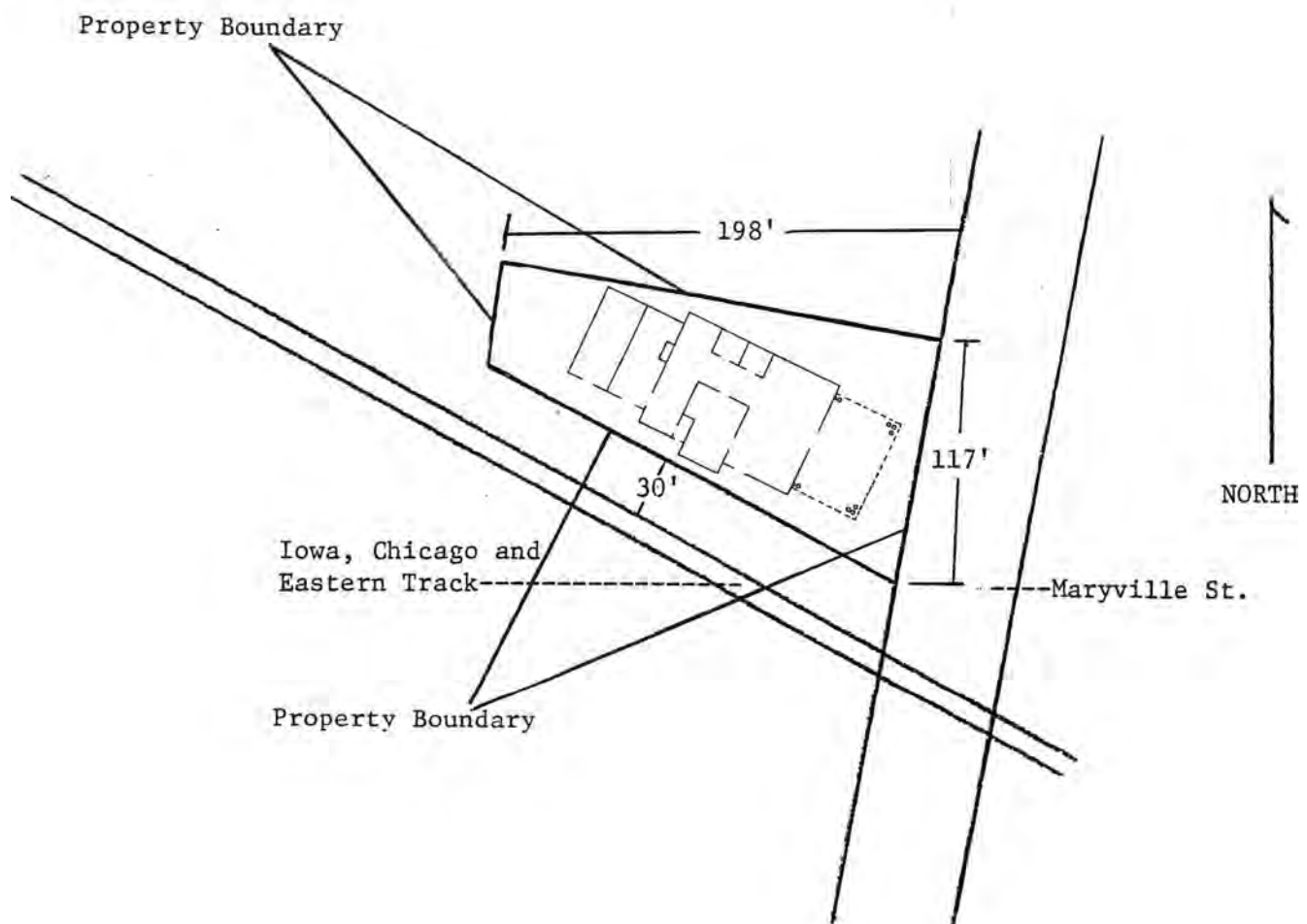
Name of property

Winneshiek County, Iowa

County and State

Section Add'l Page 14

Figure 4. Calmar Passenger Depot
Site Plan
November 11, 2009



United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Calmar Passenger Depot

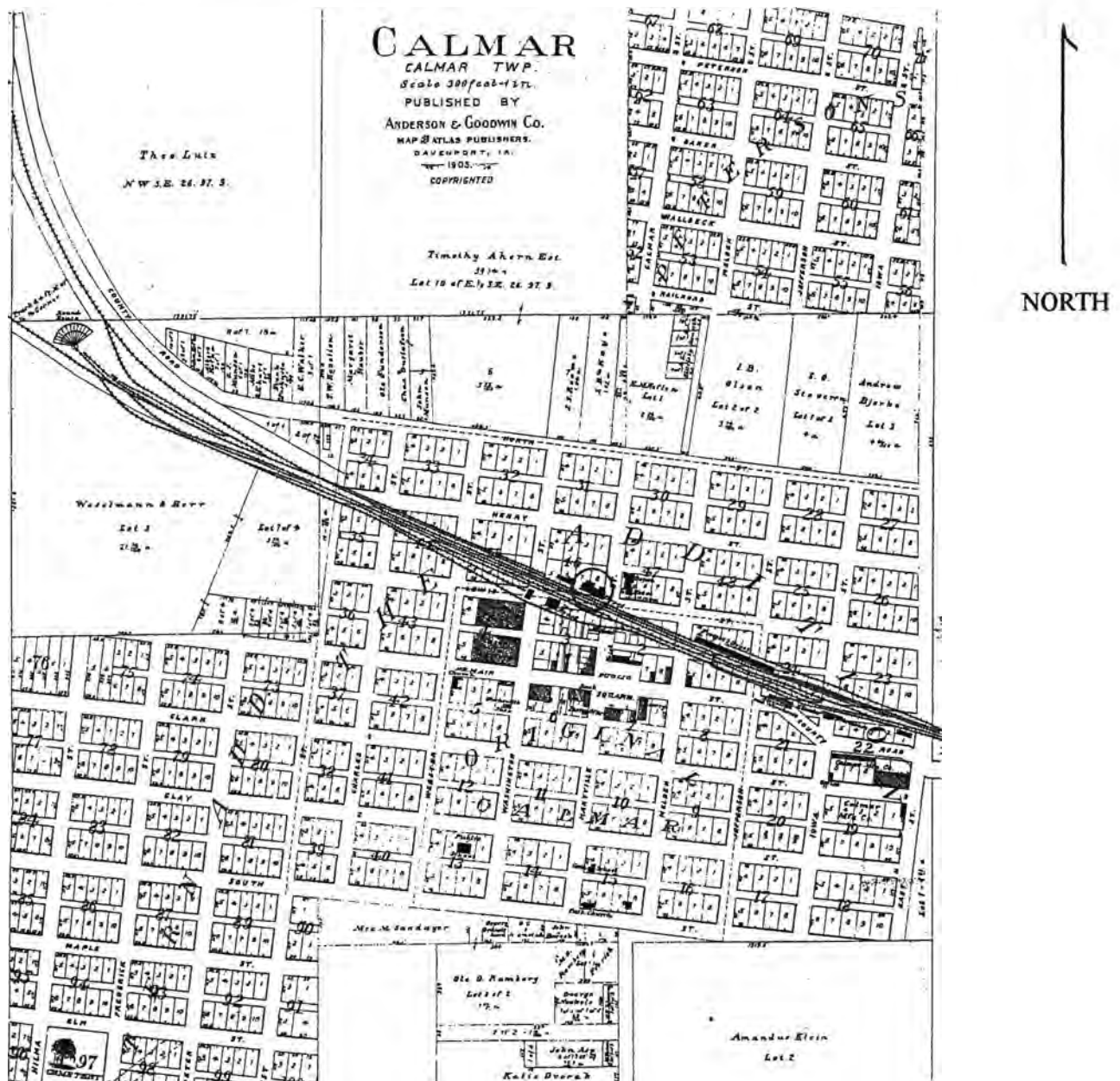
Name of property

Winneshiek County, Iowa

County and State

Section Add'l Page 15

Figure 5. 1905 Plat of Calmar (excerpt)
The Depot is circled.



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National Park Service

**National Register of Historic Places
Continuation Sheet**

Calmar Passenger Depot

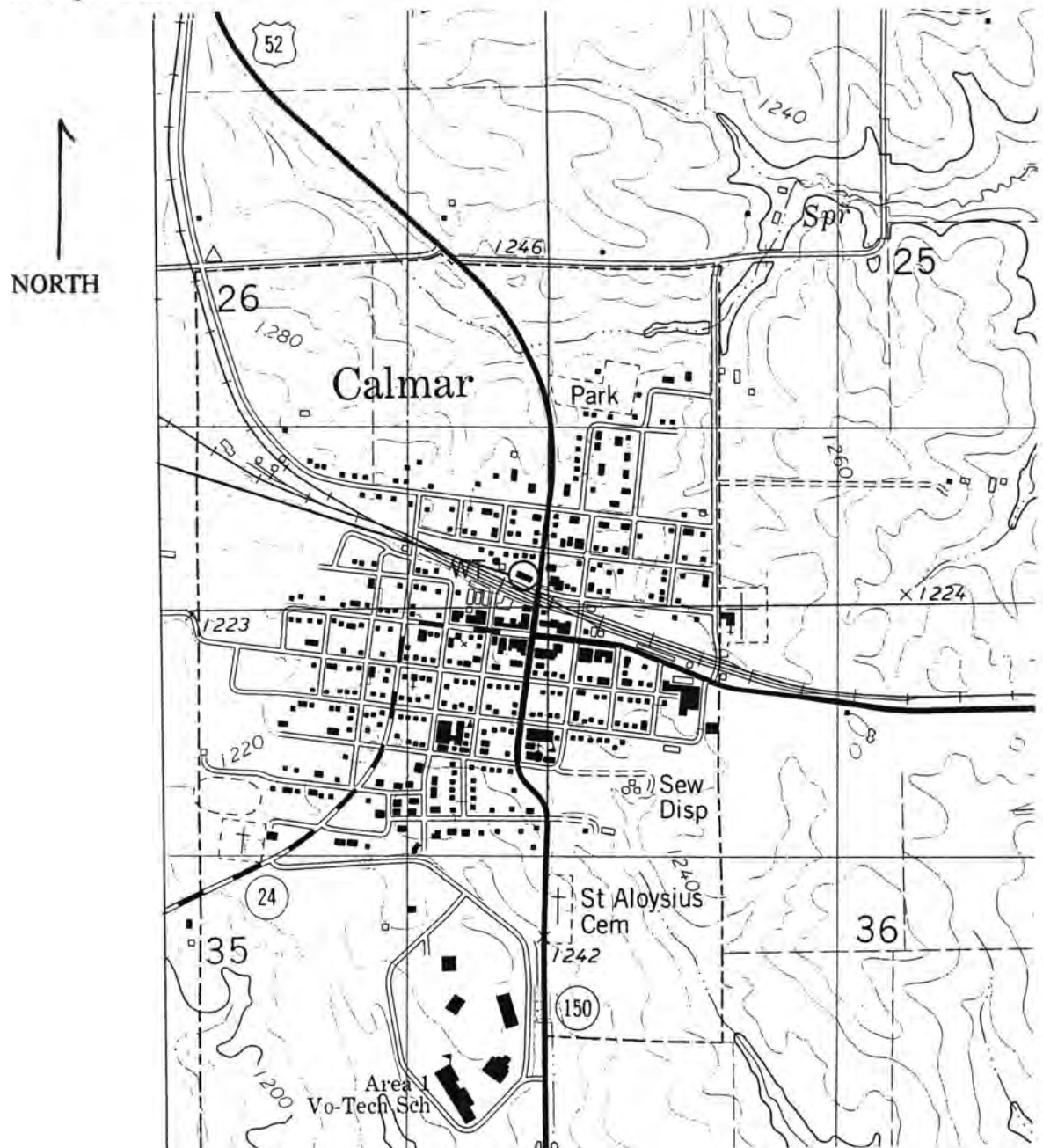
Name of property

Winneshie County, Iowa

County and State

Section Add'l Page 16

Figure 6. U.S.G.S. Topographic Map
Calmar Quadrangle (1981)
The depot is circled.



United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Calmar Passenger Depot

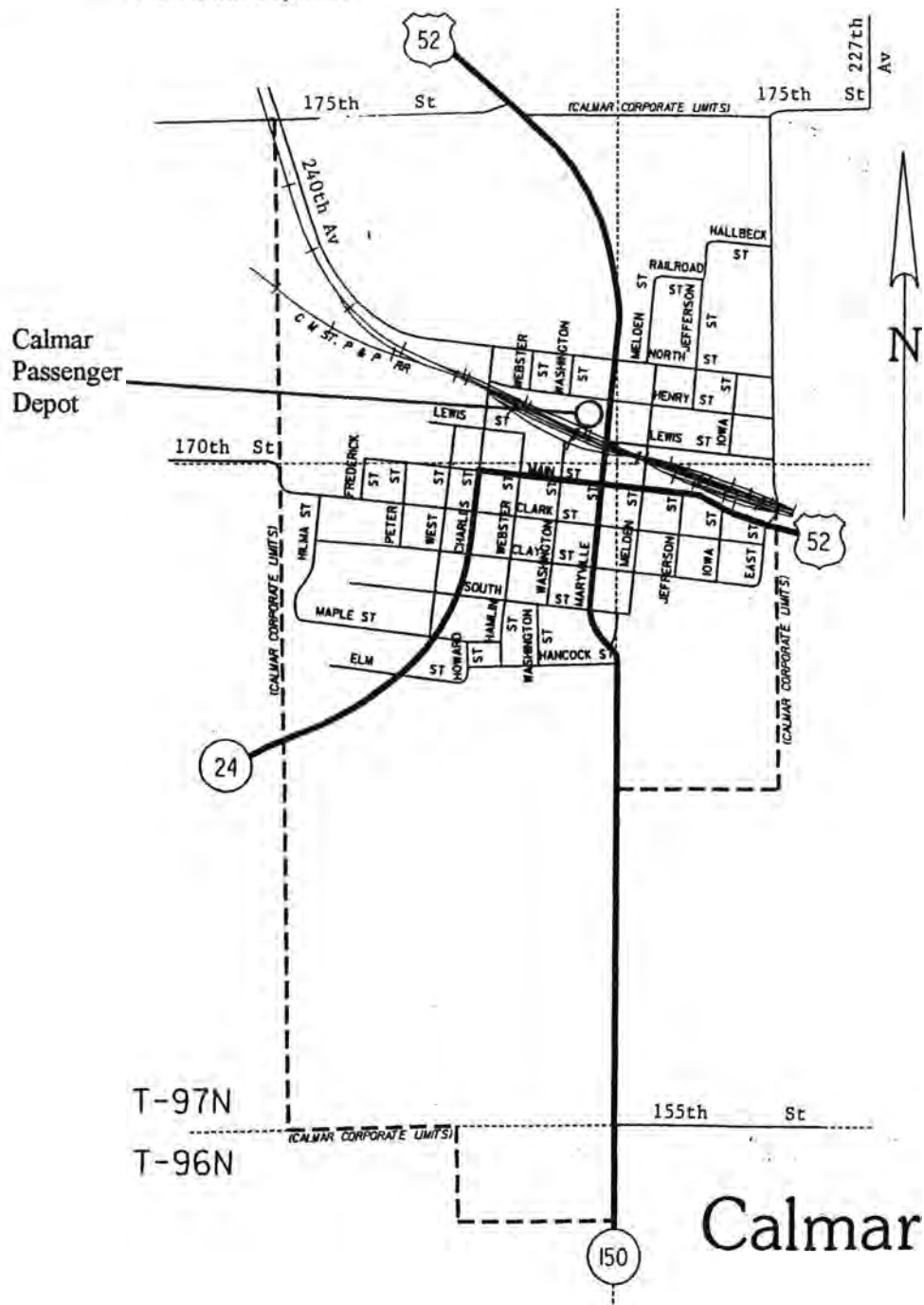
Name of property

Winneshiek County, Iowa

County and State

Section Add'l Page 17

Figure 7. City of Calmar
November 11, 2009



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Calmar Passenger Depot

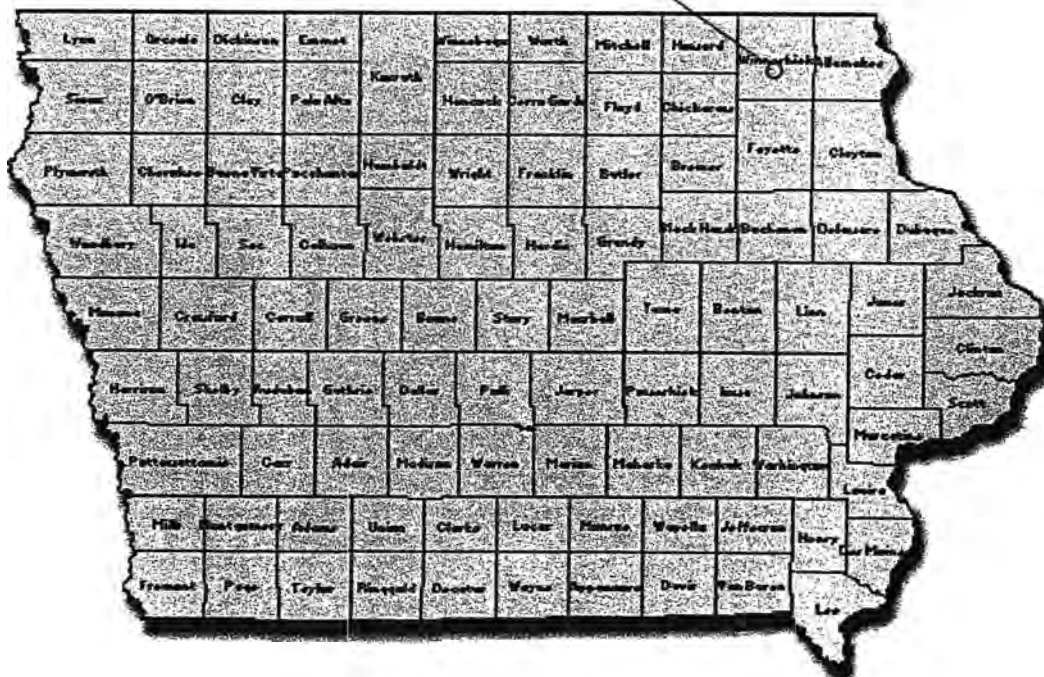
Name of property

Winneshiek County, Iowa

County and State

Section Add'l Page 18

Figure 8. State of Iowa (date and source of map unknown)
Approximate Location of Calmar



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Calmar Passenger Depot
NAME:

MULTIPLE Advent & Development of Railroads in Iowa MPS
NAME:

STATE & COUNTY: IOWA, Winneshiek

DATE RECEIVED: 2/03/11 DATE OF PENDING LIST: 3/09/11
DATE OF 16TH DAY: 3/24/11 DATE OF 45TH DAY: 3/21/11
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11000137

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 3.21.11 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



CALMAR DEPT
CALMAR, IA

No. 1



CALMAR DEPOT
CALMAR, IA
NO. 2



CALMAR DEAT
CALMAR, IA
No. 3



CALMAR DEPT
CALMAR, IA
No. 4



CALMAR DEPOT
CALMAR, IA
NO. 5



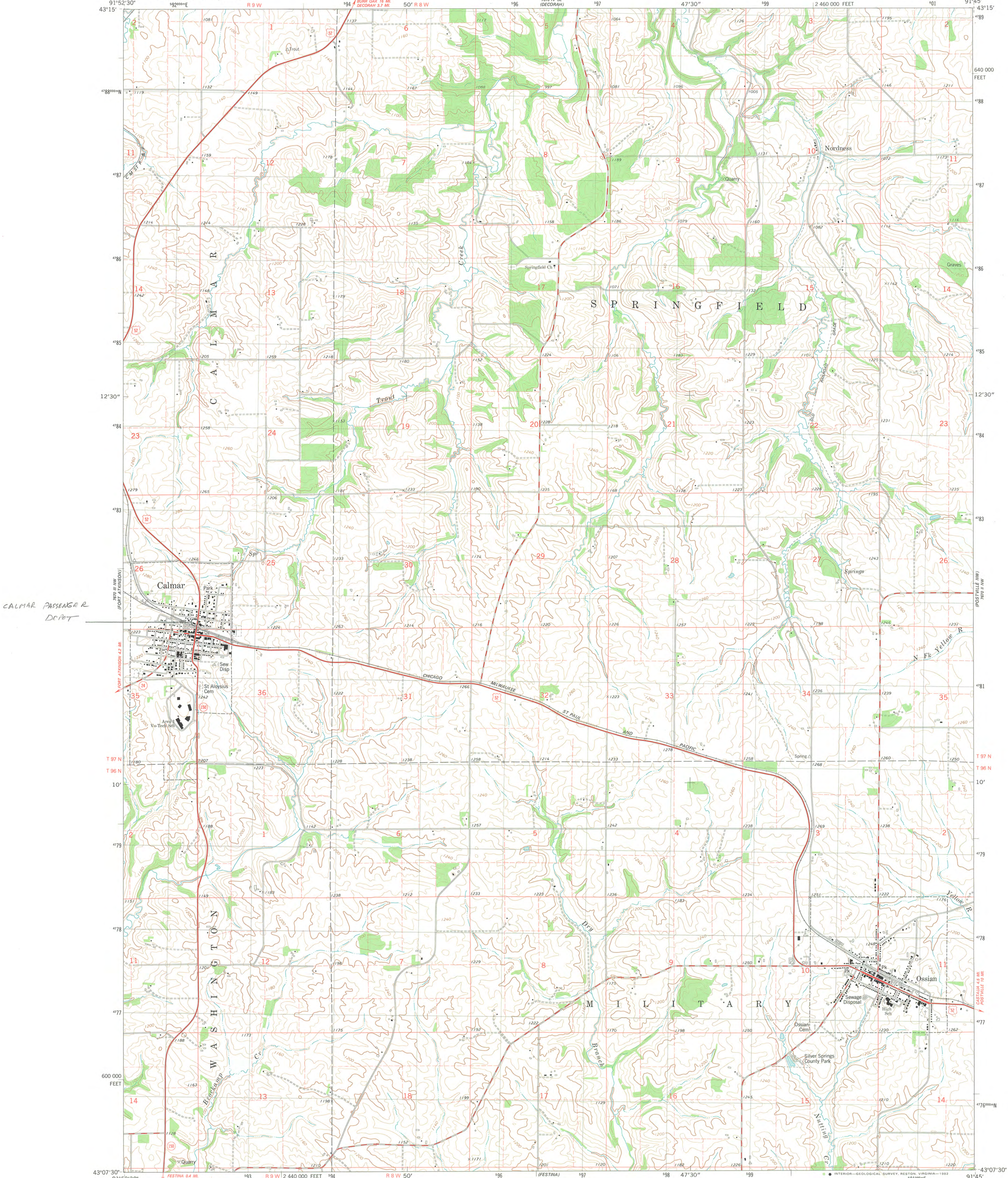
CALMAR DEPOT
CALMAR, IA
No. 6



CALMAR DEPOT
CALMAR, IA
No. 7

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

CALMAR QUADRANGLE
IOWA-WINNEBAGO CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)



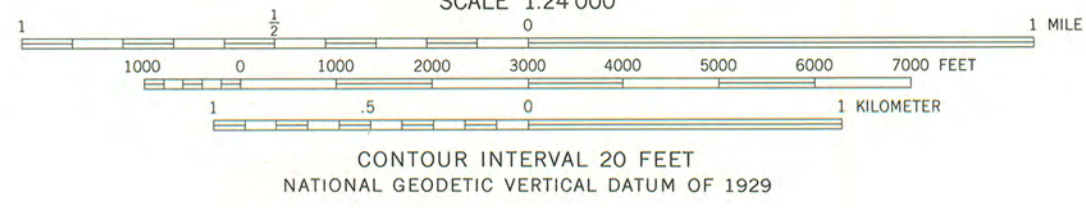
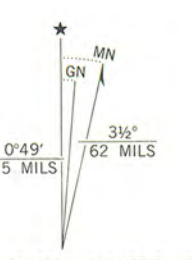
Mapped, edited, and published by the Geological Survey
Control by USGS and NOS/NOAA

Topography by photogrammetric methods from aerial photographs
taken 1975. Field checked 1977. Map edited 1981

Projection and 10,000-foot grid ticks: Iowa coordinate
system, north zone (Lambert conformal conic)
1000-meter Universal Transverse Mercator grid, zone 15
1927 North American Datum

To place on the predicted North American Datum 1983
move the projection lines 6 meters north and
14 meters east as shown by dashed corner ticks

Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked



ROAD CLASSIFICATION	
Primary highway, hard surface	Light-duty road, hard or improved surface
Secondary highway, hard surface	Unimproved road
Interstate Route	U. S. Route
	State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
AND BY THE IOWA GEOLOGICAL SURVEY, IOWA CITY, IOWA 52240
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

CALMAR, IOWA
N4307.5-W9145/7.5

1981
DMA 7670 III NE-SERIES V876

CLG NATIONAL REGISTER REVIEW

CLG Name Winneshiek County Date of Public MeetingProperty Name Calmar Passenger Depot, 201 North Maryville Street, Calmar, Winneshiek County

1. For Historic Preservation Commission:

- ☒ Recommendation of National Register eligibility
☐ Recommendation of National Register ineligibility

Signature Steven L. Johnson Date August 26, 2010Print Name Steven L. JohnsonTitle Chair, Winn. Co. Historic Preservation Commission

Reason(s) for recommendation:

2. For Chief Elected Local Official:

- ☒ Recommendation of National Register eligibility
☐ Recommendation of National Register ineligibility

Signature Joe Mc Casland Date 8-30-10Print Name JOE MC CASLANDTitle MAYOR of Calmar

Reason(s) for recommendation:

3. Professional Evaluation:

- ☒ Recommendation of National Register eligibility
☐ Recommendation of National Register ineligibility

Signature David G. Stanley DatePrint Name David G. StanleyTitle Director - Bear Creek Archeology, Inc

Reason(s) for recommendation:



February 3, 2011

Carol Shull, Chief
National Park Service
National Register of Historic Places
1201 Eye Street, N.W.-- 8th Floor
Washington, D.C. 20005

Dear Ms. Shull:

The following National Register nomination(s) are enclosed for your review and listed if acceptable.

- Calmar Passenger Depot, 201 North Mareyville Street, Calmar, Winneshiek County, IA
- Saint Patrick's Catholic Church and Rectory, 1312 Third Street, Perry, Dallas County, IA

Sincerely,

Elizabeth Foster Hill

Elizabeth Foster Hill
Tax Incentive Programs Manager/
National Register Coordinator