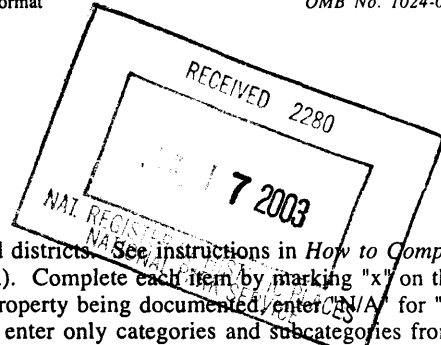


United States Department of the Interior  
National Park Service

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" on the appropriate line 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, BURLINGTON & QUINCY FREIGHT HOUSE--CHARITON

other names/site number CB&O Freight Depot; Burlington Freight House; Burlington Northern & Santa Fe Freight House

2. Location

street & number Northwest Corner of Auburn and Brookdale N/A not for publication

city or town Chariton N/A vicinity

state Iowa code IA county Lucas code 117 zip code 50049

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 of certifying official Donell J. Sike  
**STATE HISTORICAL SOCIETY OF IOWA**

Date July 16, 2003

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 the property is :

Signature of Keeper

Date of Action

entered in the National Register.

**Entered in the  
National Register**

**AUG 28 2003**

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)

Chicago, Burlington & Quincy Freight House--Chariton  
Name of Property

Lucas County, Iowa  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many lines as apply)

**Category of Property**  
(Check only one line)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
<u>1</u>		buildings
		sites
		structures
		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) **previously listed in the National Register**

**Number of contributing resources**

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

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

**Materials**  
(Enter categories from instructions)

foundation Stone

walls Wood/weatherboard

roof Asphalt

other Glass

**Narrative Description**

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

Chicago, Burlington & Quincy Freight House--Chariton  
Name of Property

Lucas County, Iowa  
County and State

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" on one or more lines 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" on all the lines 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  
COMMERCE

**Period of Significance**

1904-1953

**Significant Dates**

1904

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

CB&Q Railroad

**Narrative Statement of Significance -** (Explain the significance of the property on one or more continuation sheets)

**9. Major Bibliography 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):**

- previous determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Record
- designated a National Historic Landmark
- recorded by American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

**Primary location of additional data:**

- State Historical Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository

Chicago, Burlington & Quincy Freight House--Chariton  
Name of Property

Lucas County, Iowa  
County and State

**10. Geographical Data**

Acreeage of Property Less than one acre

**UTM References**

(Place additional UTM references on a continuation sheet.)

1		15		4	7	3	89	5		45	40	650	
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Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet)

Zone Easting Northing

2		---		---	---	---	---	---		---	---	---	
---	--	-----	--	-----	-----	-----	-----	-----	--	-----	-----	-----	--

Boundary Justification

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

Zone Easting Northing

3		---		---	---	---	---	---		---	---	---	
---	--	-----	--	-----	-----	-----	-----	-----	--	-----	-----	-----	--

Zone Easting Northing

4		---		---	---	---	---	---		---	---	---	
---	--	-----	--	-----	-----	-----	-----	-----	--	-----	-----	-----	--

**11. Form Prepared By**

name/title William C. Page, Public Historian  
organization Chariton Historic Preservation Commission date January 1, 2003  
street & number 520 East Sheridan Avenue (Page) telephone 515-243-5740  
city or town Des Moines state Iowa zip code 50313

**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 Lucas County Arts Council  
street & number Post Office Box 145 telephone 641-774-4836 (Maggie Miller, President)  
city or town Chariton state IA zip code 50049

**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

**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, Burlington & Quincy Freight House--Chariton, Lucas County, Iowa.

**GENERAL DESCRIPTION**

The Chicago, Burlington & Quincy Freight House is a large, 1-story, frame, railroad facility, completed in 1904 by the CB&Q Railroad. It rests on stone pilings, is clad with shiplap siding, and has a gable roof. Until about 1975, the building continued to be used as a freight house. It is presently under rehabilitation for adaptive reuse as a cultural center.

The footprint of the building is long and narrow. It readily reads as a railroad-related structure because of its shape and because a railroad siding is located along the western edge of the property. The building possesses two interior areas, one for office use and one for storage use. The integrity of this building is high. It is presently painted red.

The Freight House is oriented to irregular points of the compass. The length of the building runs northwesterly to southeasterly. For convenience, however, the following descriptions presume that the length of the building runs due north to due south. (The irregular layout of streets and city blocks in this section of Chariton challenges one's sense of direction, and this directional simplification assists the viewer's orientation to the building.) The south side of the building is its primary façade.

**EXTERIOR**

The original footprint of the CB&Q Freight House is a rectangle that measures 151.6' x 24.6'. (See Continuation Sheet 7-15.) The building rests on stone pilings, is clad with wood, shiplap siding, and has a gable roof with wide eaves, exposed rafters, and braces. The present roof, which is a replacement, is of corrugated metal. The original roof material is presently unknown.

The south façade of the building features a series of windows and a door, which signal to the public the business office in the building. The storage area, which is situated behind the office, is the largest space in the building and of utilitarian design. Passers-by can clearly read this space as a storage area because of its many, large freight doors on the east and west facades.

The public entrance to the building is located on the south façade. This façade features paired windows flanked by a single window on the west and the front door on the east. The wood door features five panels arranged in a 2/1/2 configuration and original hardware. A 3-pane, fixed transom stands above this door. A set of paired windows is located on the east elevation of the Freight House. The west elevation has a set of paired windows and two additional windows. All of these windows are presently clad with cover-up plywood, but the original wood sash and much of the original window glass remain intact underneath them. A project is currently underway to repair

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

**NATIONAL REGISTER OF HISTORIC PLACES**  
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Chicago, Burlington & Quincy Freight House--Chariton, Lucas County, Iowa.

and restore these windows. Those in the office area feature 6/6 double-hung sash. The others vary in pane configuration and are fixed.

The storage area occupies most of the building. The east elevation has three freight doors, the west elevation has three freight doors, and the north elevation (the rear of the building) has one freight door. The doors on the east and west elevations are located equidistant from one another. The rear freight door is located in the middle of north elevation. These heavy, wooden doors feature 3/3 wood panels. They function as over-head doors, which can be raised on sidetracks. The doors are hinged in two sections and partially fold when raised, and this prevents them from swinging in an outward swathe. When first installed, these doors created a stir. According to a contemporary newspaper account:

They are the Cross Horizontal folding door, made by the Variety Manufacturing Company of Chicago, and are the first and only ones in use outside of Chicago. They are practical, easily operated, and take no space out of the rooms. (*Chariton Patriot* 1904)

A large transom surmounts each of these doors. Each transom features an 8/8 windowpane configuration. Cover-up materials presently clad these transoms, but their original materials remain intact underneath them. Small, fixed windows with 2/2 pane configurations flank many of the freight doors on the east and west elevations and are located near the roofline. These windows remain intact without cover-up materials. A pedestrian door is located on the west elevation of the building near the front of the storage area. This door originally accessed the dock from inside the building. Two windows flank this door.

Two brick chimneys serve the building. One is located at the rear of the office area (see below), and one is located near the south end of the storage area. Both chimneys are situated near the ridge of the roof. A metal flue is also situated near these chimneys.

### **INTERIOR**

The interior of the CB&Q Freight House possesses two functional areas: the office area and the storage area. Each of these spaces remains virtually intact since the building was originally constructed.

**United States Department of the Interior**  
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Chicago, Burlington & Quincy Freight House--Chariton, Lucas County, Iowa.

Office Area

The office area is located at the south end of the building. It features a public space and service space. The public space measures about 23' x 23'. Historically, it served as a drop-off site and pick-up site for shippers, where business could also be conducted.

The service space is located to the north of the public space. The service space measures about 7' x 23'. The freight manager's office and toilet facilities are located in this area, as well as an access door to the storage area at the rear of the building.

A contemporary newspaper account describes these areas, when the Freight House was first completed in 1904:

The front door opens into a large hall, which is screened off from the apartment occupied by Agent Pepper and his assistants in a manner similar to the fixtures in the banks. The office has been fitted up with fine new desks and other furniture and the appointments are certainly very pleasing to look upon. There is a case for the rate cards and a number of drawers and cabinets for other papers and books. A little room leading from the office is especially fitted up with shelves and cabinets for records. The employees are thus enabled to keep them clean and in good shape and at the same time they are easy of access.  
(*Chariton Democrat* 1904)

The walls and the ceilings of the office and service areas are clad with plaster and feature painted surfaces of considerable age. The walls and the ceiling of the storage area remain unfinished on the interior. The flooring in the office area is wood plank.

Storage Area

The storage area of the Freight House is located north of the office area. The storage area measures about 122' x 23' and constitutes one large room. As described above, the storage area is accessed by seven, large freight doors and one pedestrian door from the office area. As described in 1904, a Fairbanks' scales in this room provided the means to weigh freight. The walls and the ceiling of the storage area are unfinished. The flooring is wood plank.

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**NATIONAL REGISTER OF HISTORIC PLACES**  
**CONTINUATION SHEET**

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Chicago, Burlington & Quincy Freight House--Chariton, Lucas County, Iowa.

**ALTERATIONS**

A series of platforms abutted the Freight House originally, but all of these have been removed.

A 1907 Sanborn fire insurance map pictures loading docks on the east, north, and west elevations of the building. (See Continuation Sheet 7-11.) The dock at the rear of the Freight House was described in 1904 as:

A covered platform 92 feet long and 38 feet wide. On one side of the shed are painted signs bearing the names of stations north and south, and freight being sent to these places is placed underneath the label of that name, so that the truckmen in loading the cars put the freight in the car in the order in which it is to be unloaded, i.e. E., St. Joseph, Mo., will be the last unloaded, consequently freight billed to that city is loaded into the car first, and so on. (*Chariton Patriot* 1904)

The same source notes that a platform on the west side of the Freight House (described as "south") is 242 feet long and 10 feet wide "holding seven cars, 34 feet long;" and that another one will be built on the north [*i.e.* east] side to accommodate three cars, so that freight to be transferred can be trucked directly across." (*Ibid.*)

Sometime between 1913 and 1927, the loading dock on the east elevation was removed. (See Continuation Sheets 7-12 and 7-13.) Later, the loading dock on the west side of the building was removed. Then, in 2000, the rear loading dock was removed because of severe deterioration.

In 2001, a wooden ramp and entrance platform was installed on the southeast corner of the Freight House to provide handicap accessibility to the building. Today, a plan for the adaptive reuse of the Freight House as a cultural center calls for some interior modifications. Preservation architect Cooper W. Norman presently is preparing this design.

**SITE**

The Freight House is located within the CB&Q railroad yard in Chariton, now owned by the Burlington Northern & Santa Fe Railroad (BNSF).

The Truckmen and Draymen House, a resource associated with the Freight House but now nonextant, stood at its rear. According to a contemporary newspaper:



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Chicago, Burlington & Quincy Freight House--Chariton, Lucas County, Iowa.

Another building adjoining the covered platform, small, but none the less important, is a house for the truckmen and draymen, where they keep their platform tools and take care of perishable property. It is heated by a large stove and shelves are placed for the accommodation of dinner pails, and thus the employees who bring their dinners are provided with a warm, comfortable place to eat. (*Chariton Patriot* 1904)

According to this same source, another nonextant resource also stood nearby:

Near by at the other corner of the platform is the coal and lamp house. Here the lamps, with all the paraphernalia for that kind of lighting are kept. The method of lighting has not yet been fully decided upon, but it will probably be gasoline. (*Ibid.*)

A contemporary report notes that:

A new six foot brick walk will be laid in front of the [Freight House] lot and a three-foot brick walk will lead to it from the freight office. (*Chariton Democrat* 1904)

These walks survive to the present day and contribute to the site's integrity.

During the late nineteenth century, a number of facilities, dependent on the railroad for transportation, arose in the vicinity of the yard. They included the G. J. Stewart & Co. grain elevator and feed mill, a sash and door wholesale house (later converted to a warehouse for flour and cement ware), a lumber yard (a property later converted to an ice house and then to Eikenberry & Co. elevator in 1915), a salt warehouse, the Chariton Machine Works, and the Chariton Wholesale Grocery Co.

Following World War II, further construction occurred in the environs. About 1950, Robert Combs built a Quonset hut directly north of the Freight House as an investment property. Combs operated Y-Not Posters, an advertising firm, but leased the building to E&D Vault for about twenty years. Combs later leased it to Chariton Feed and Grain into the 1980s. (*Umberhower*) Each of these businesses benefited from this building's proximity to the railroad.

All of these properties form a cluster of resources, which call attention to the importance of the railroad for Chariton's development as a community, and are likely National Register eligible as an historic district. (*Cunning*)

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Chicago, Burlington & Quincy Freight House--Chariton, Lucas County, Iowa.

## SITE MAP

ARROW LOCATES PROPERTY



The circle to the left of the Freight House locates the present CB&Q Depot and the circle to the right locates the present Rock Island Depot in Chariton.

Source: U.S.G.S. Map (7.5 Minute Series), Chariton Quadrangle, 1982.

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# NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

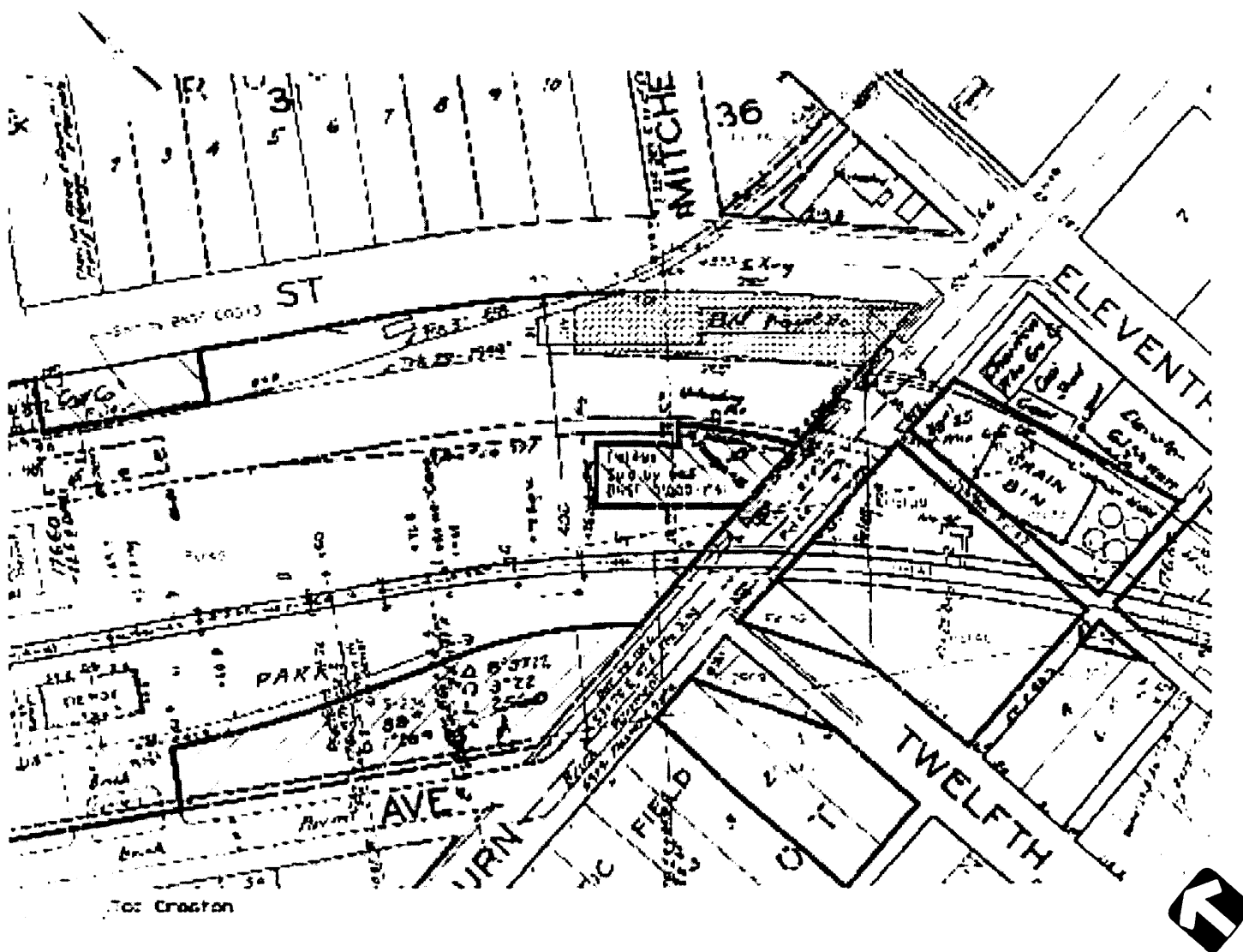
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Chicago, Burlington & Quincy Freight House--Chariton, Lucas County, Iowa.

## NEIGHBORHOOD MAP

SHADED AREA LOCATES PROPERTY'S BOUNDARY



The shaded area, marked "BN" in the upper center of this map, indicates the site and boundaries of the CB&Q Freight House.

Source: Catellus Management Corporation, 1999.

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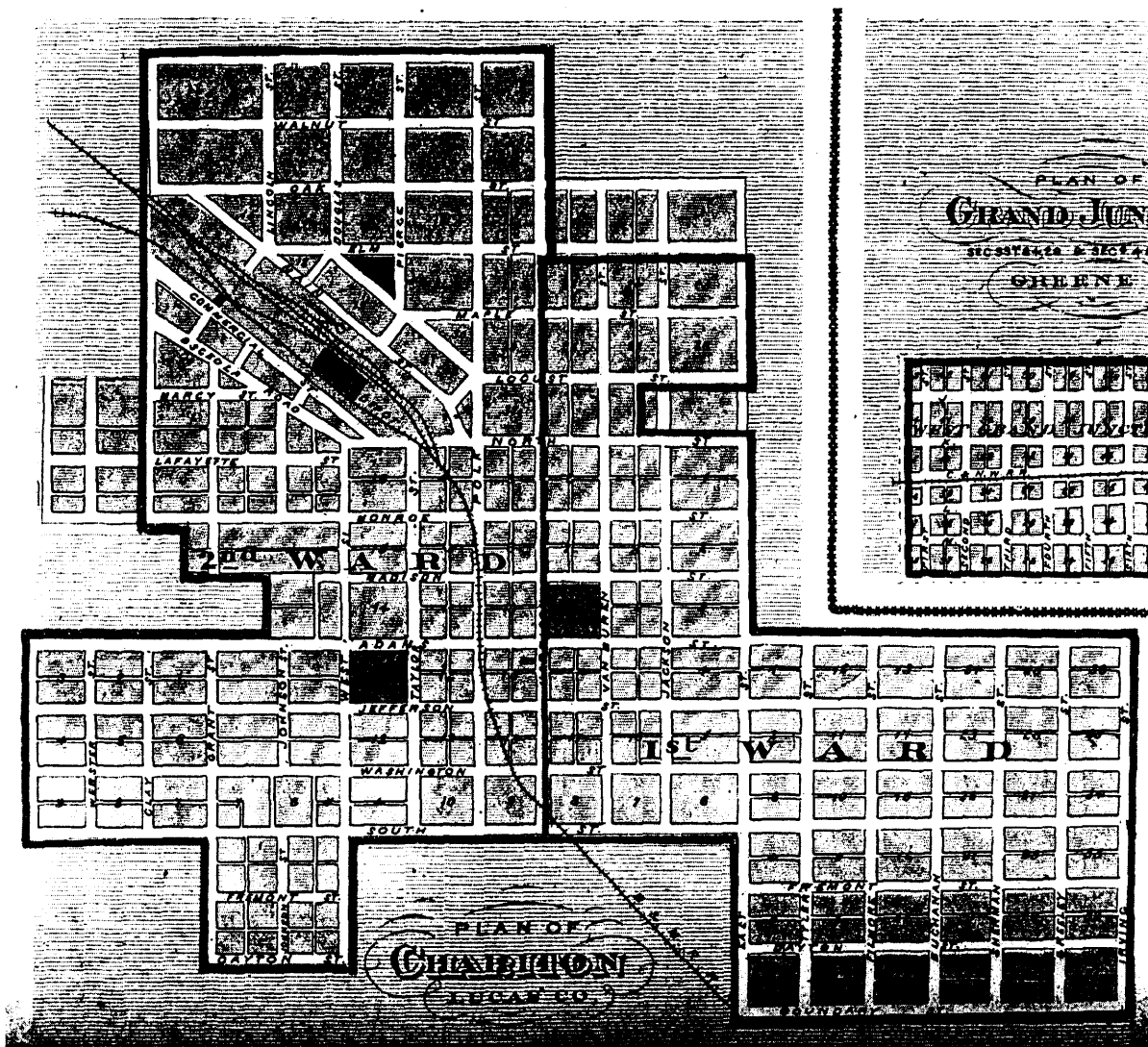
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Chicago, Burlington & Quincy Freight House--Chariton, Lucas County, Iowa.

## CHARITON IN 1875



Already in 1875, the railroad exerted considerable influence on town building in Chariton, as is evident in the tracks, sidings, depot, and yard, which bisect the community.

Source: *Andreas Historical Illustrated Atlas of Iowa*, p. 196.



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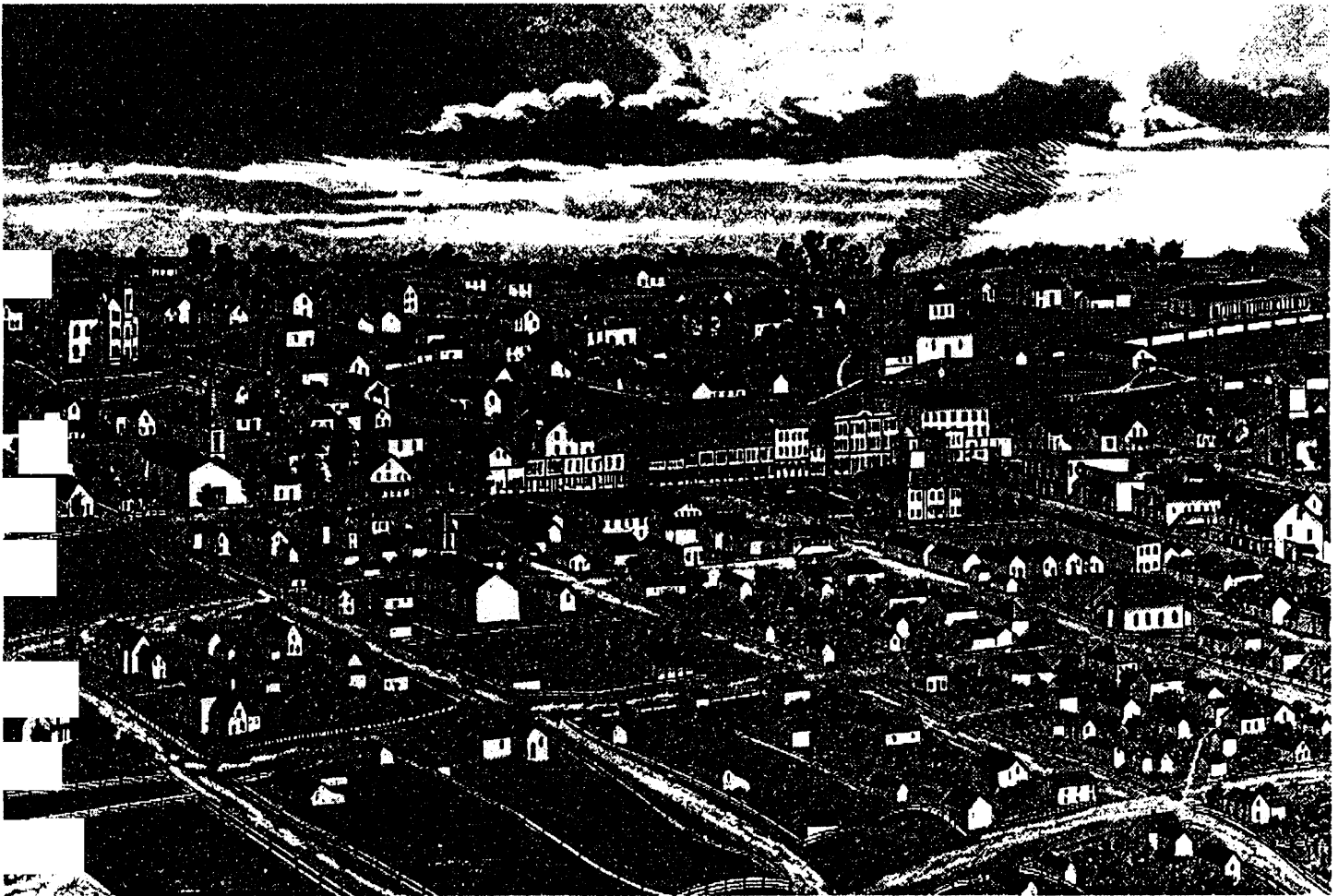
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Chicago, Burlington & Quincy Freight House--Chariton, Lucas County, Iowa.

# BIRD'S EYE VIEW OF CHARITON, IOWA

1875



This drawing pictures the "CB&Q Eating House" and water tower (20) in the upper center and "Ilion," the S. H. Mallory Estate (house with tower) in the upper left. A train idles near the Eating House.

This drawing is puzzling because the CB&Q depot, so famous in local lore and built as pictured here, was actually constructed on the northwest side of Chariton (far left). Neither the depot nor other railroad facilities appear in this bird's eye view at that location, although a map of Chariton in this same publication (see previous continuation sheet) pictures them at their correct sites.

Source: *Andreas Historical Illustrated Atlas of Iowa*, p. 155.

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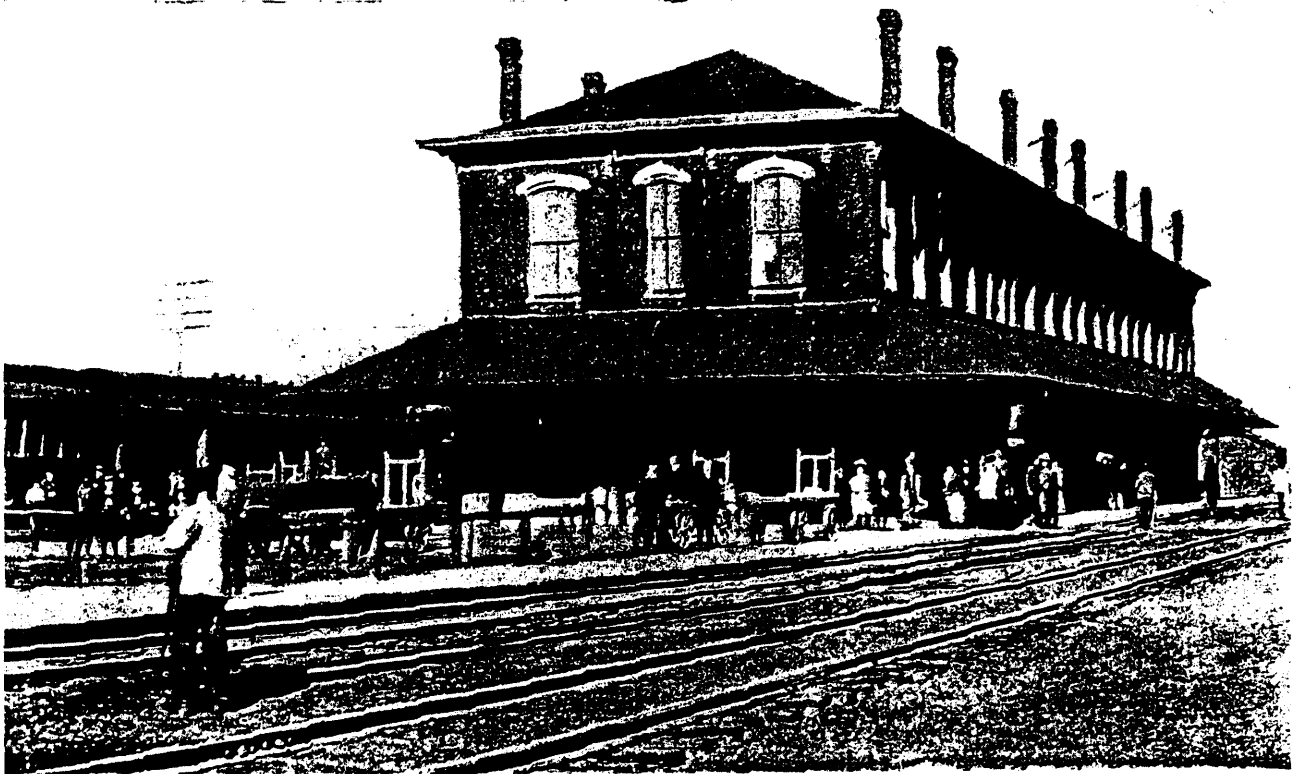
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Chicago, Burlington & Quincy Freight House--Chariton, Lucas County, Iowa.

## CB&Q PASSENGER DEPOT — CHARITON

CIRCA 1910



C. B. & Q. Depot, Chariton, Iowa. COPYRIGHT C. E. FLUKE

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C. D. WILLIAMS, PHOTOGRAPHER, BLOOMINGTON, ILL.

In the late 19<sup>th</sup> century, the CB&Q Passenger Depot at Chariton (nonextant) was comparable in size to contemporary railroad stations in Des Moines, the capital city of Iowa, an indication of Chariton's importance within the CB&Q system.

Source: Archives of the Lucas County Genealogical Society.

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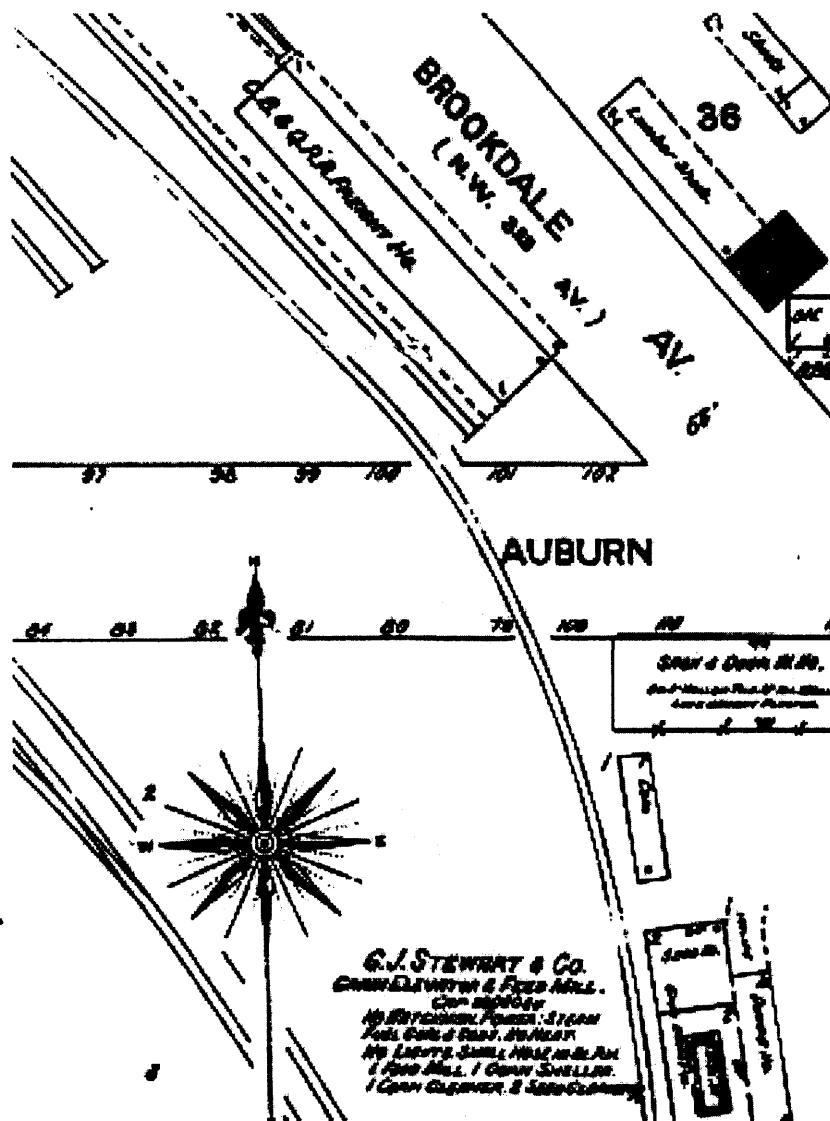
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Chicago, Burlington & Quincy Freight House--Chariton, Lucas County, Iowa.

## FIRE INSURANCE MAP

1907



This map shows local enterprises near the Freight House. The Freight House itself is located in the wedge between Brookdale and Auburn. The dock of the Freight House terminated in a grassy yard northwest of the building.

Source: Sanborn Fire Insurance Map Co., 1907.

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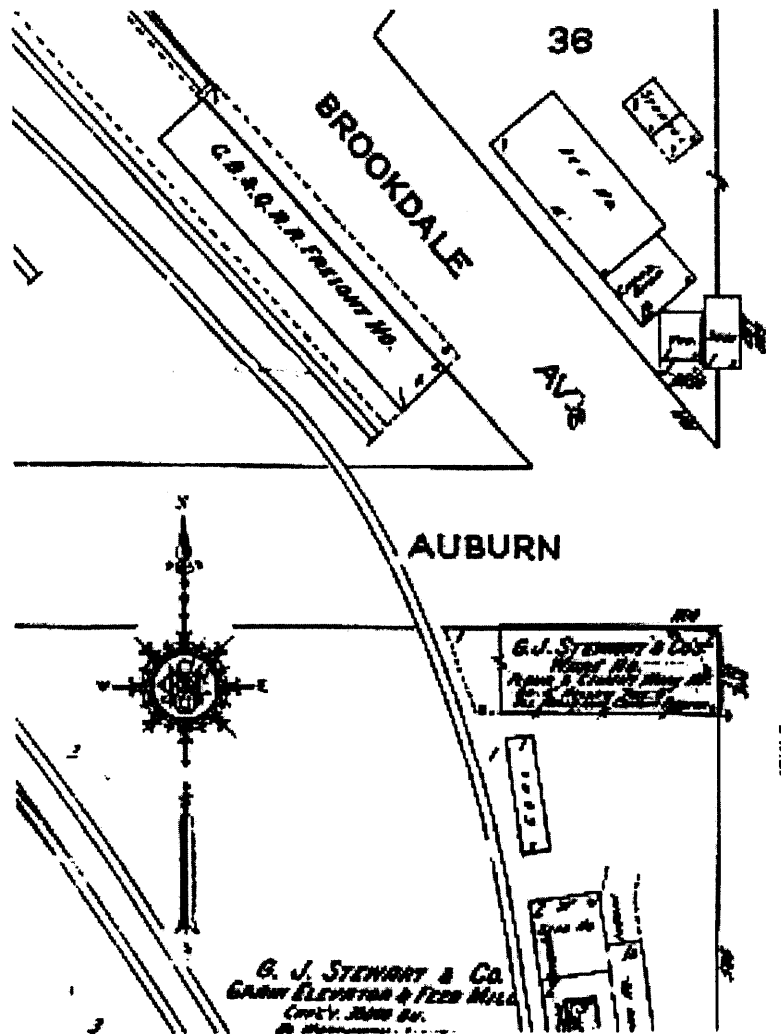
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Chicago, Burlington & Quincy Freight House--Chariton, Lucas County, Iowa.

## FIRE INSURANCE MAP

1913



G. J. Stewart & Co.'s warehouse has replaced the sash and door warehouse as pictured south of Auburn in 1907. The Freight House itself is located in the wedge between Brookdale and Auburn.

Source: Sanborn Fire Insurance Map Co., 1913.



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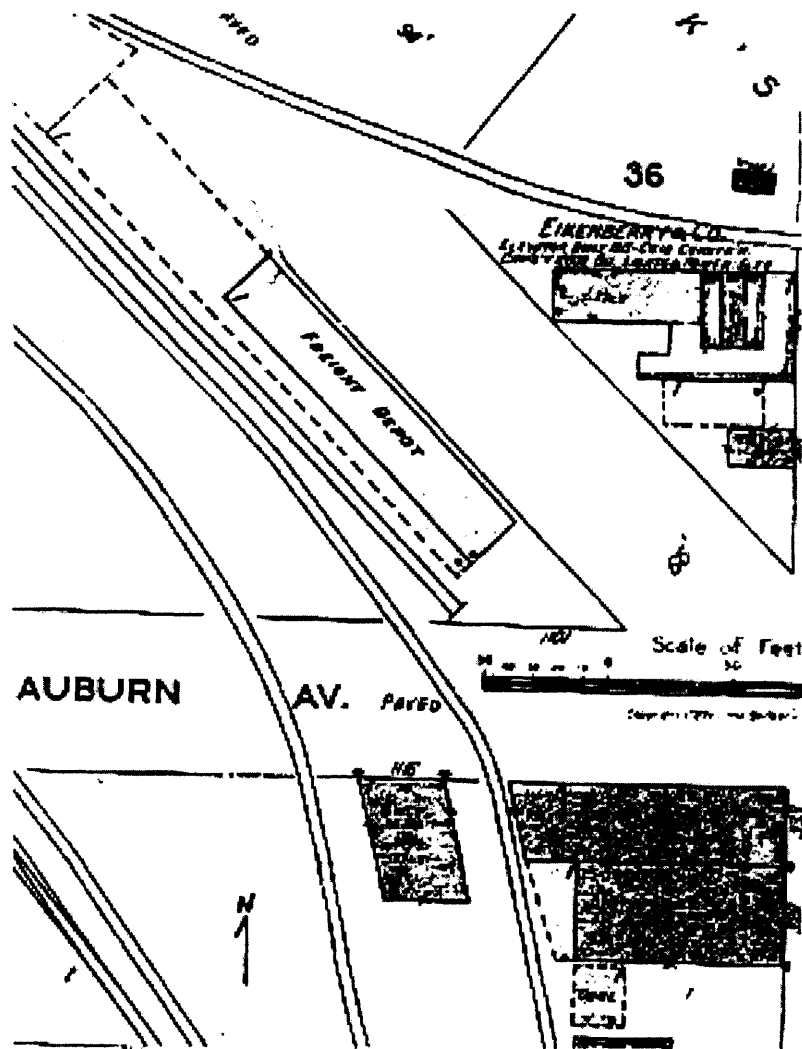
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Chicago, Burlington & Quincy Freight House--Chariton, Lucas County, Iowa.

## FIRE INSURANCE MAP

1927



This map shows the CB&Q Freight House The Freight House, located in the wedge between Brookdale and Auburn, without the loading dock on its east elevation.

Source: Sanborn Fire Insurance Map Co., 1927.

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## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

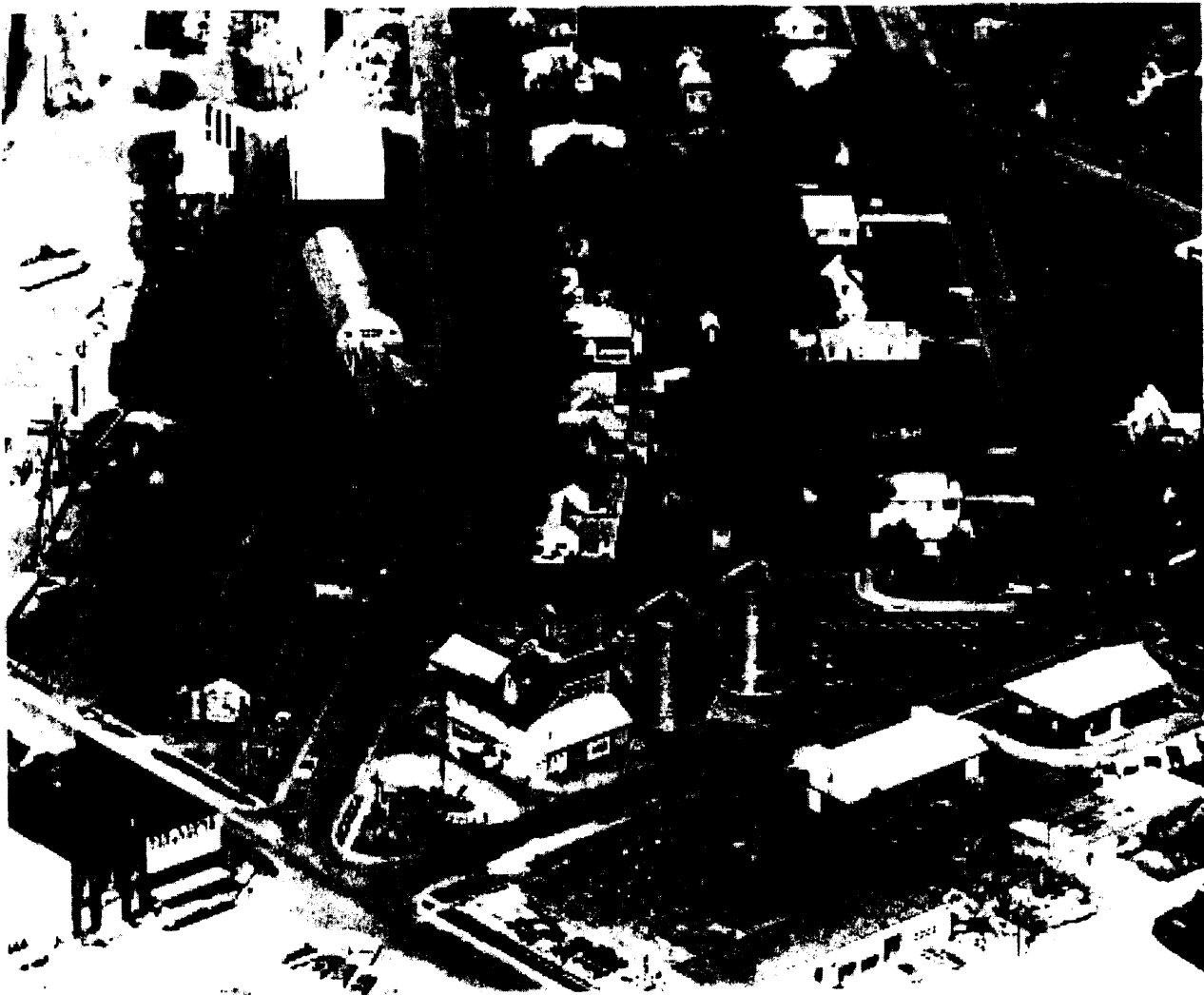
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Chicago, Burlington & Quincy Freight House--Chariton, Lucas County, Iowa.

### AERIAL VIEW OF NEIGHBORHOOD

CIRCA 1980



This photograph pictures the CB&Q Freight House with its nonextant north addition (left center) and the Combs Quonset Hut directly north of it.

Source: Chariton Historic Preservation Commission.



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# NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

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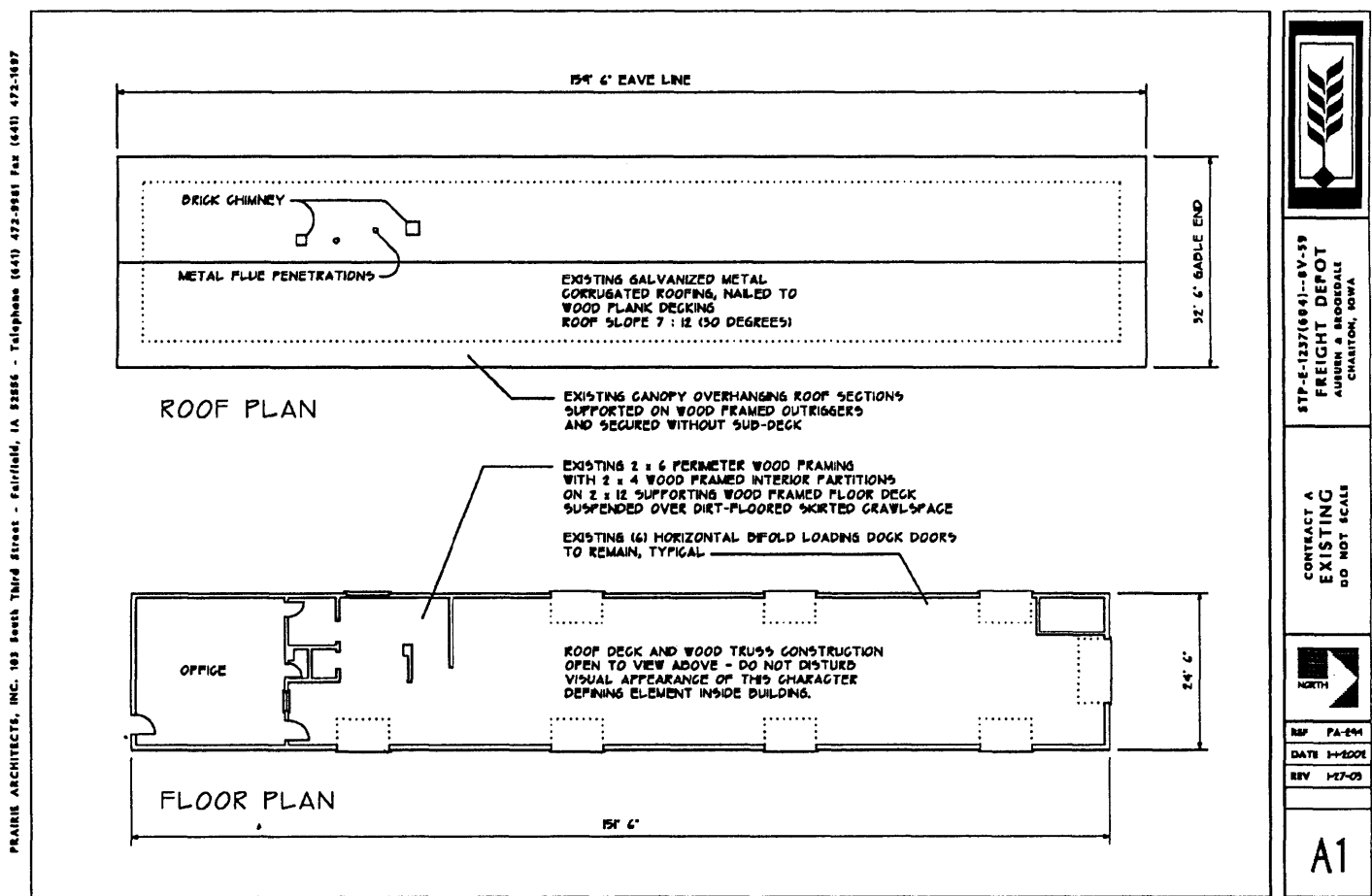
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Chicago, Burlington & Quincy Freight House--Chariton, Lucas County, Iowa.

## FLOOR & ROOF PLAN SKETCH: EXISTING

CIRCA 2000



Source: Prairie Architects, Inc. 2003.



United States Department of the Interior  
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# NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

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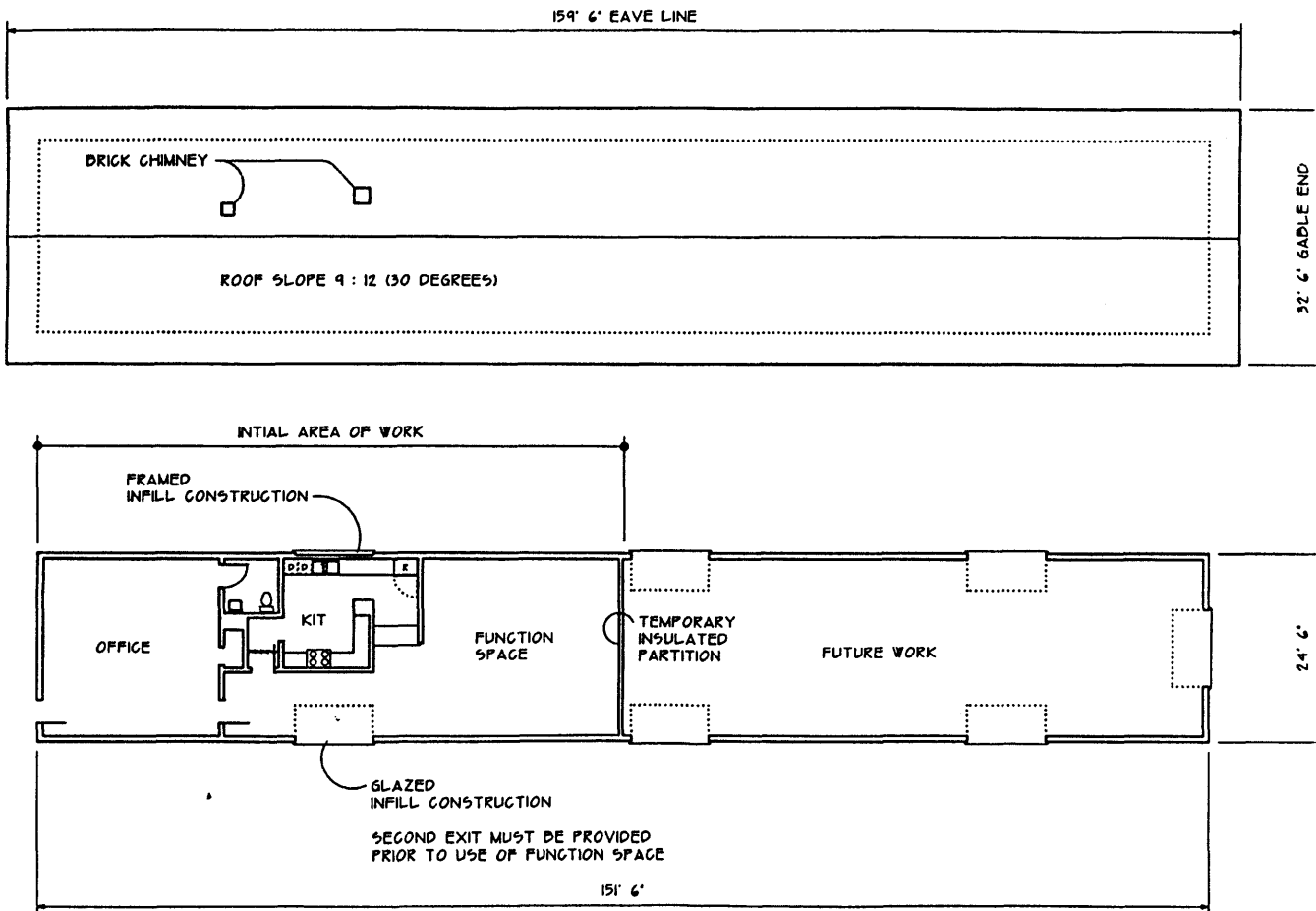
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Chicago, Burlington & Quincy Freight House--Chariton, Lucas County, Iowa.

## FLOOR & ROOF PLAN SKETCH: PROPOSED

2002



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National Park Service

## **NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET**

Section number 8 Page 17

CFN-259-1116

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Chicago, Burlington & Quincy Freight House--Chariton, Lucas County, Iowa.

### **SUMMARY OF SIGNIFICANCE**

Completed and first occupied in 1904, the Chicago, Burlington & Quincy Freight House—Chariton is locally significant, under National Register Criterion A. The property calls attention to the “Golden Age of Railroading” in Iowa and its effects on the commercial growth of Chariton as a southern Iowa wholesale and distribution center. The CB&Q’s decision to replace its erstwhile combination passenger and freight depot with this new building reflects the railroad’s expansion during this period and its desire to specialize its facilities. The Freight House possesses an interior space of over 3,700 square feet, and this large size reflects Chariton’s importance as a division point for the CB&Q and the city’s emerging role as a distribution center.

The period of significance, under Criterion A, for the Freight House is 1904, the year in which the building was completed and first occupied. An article in the *Chariton Patriot* newspaper of March 10, 1904, which describes the recently erected building, substantiates this date.

The property contains one resource for this nomination, the Freight House itself, which is classified as a building and as contributing to this nomination.

Although the formal name for this property is the “Chicago, Burlington & Quincy Freight House—Chariton,” this nomination frequently abbreviates the name—CB&Q Freight House, or simply, Freight House—for convenience.

### **BACKGROUND**

#### Early History

As part of its effort to span Iowa in quest of a route across the state, the Burlington and Missouri River Railroad Company incorporated in 1853. The company availed itself of federal grants of public domain across Iowa to encourage the construction of trunk lines across the state. The Michigan Central railroad and the Chicago, Burlington & Quincy railroad, then working in joint interest with one another, carried this project forward. Colonel A. Hebard completed the original survey for this projected east-west line in 1858. (State Historical Company: 572) By 1861, this route had reached Jefferson County. It would become the most southerly of the four major east-west railroad lines that crossed Iowa from the Mississippi to the Missouri River.

The Civil War interrupted these efforts. Following the war, the CB&Q renewed its construction efforts. A field survey established the final grade for the new road; Wolf, Carpenter & Angle won

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the contract to provide the grading and the bridging of the road westward from Ottumwa; and S. H. Mallory subcontracted with that firm to build the bridges along that portion of the line. (*Ibid.*)

The trunk line of the CB&Q road traversed Lucas County through Russell, Chariton, Cleveland, and Lucas, a 27-mile stretch. The road was completed to Chariton in 1867 and reached the town of Lucas in 1868. This line came from Ottumwa and pushed on toward the Missouri River. (*Ibid.*) The line reached Clarke County in 1868 and the Missouri River in 1869.

Two branch lines at Chariton emerged from this trunk line. The southern branch served points to the south, including Derby, Humeston, Garden Grove, Leon, and Mt. Ayr in Iowa and Grant City, Albany, and, eventually, St. Joseph in Missouri.

The northern branch, known as the Chariton, Des Moines & Southern and also as the Indianola Branch, was built in 1878. It served Lacona and the county seat of Warren County, Iowa. At its height, up to six trains a day ran on this branch line. (Lucas County Genealogy Society: 72)

In the early 1870s, the CB&Q designated Chariton as a division point along its cross-state line. The construction of new facilities at Chariton followed this designation. Located a little to the northwest of the town's square, the CB&Q yards included a combination passenger depot and freight house built in 1872 and many ancillary structures. (See Continuation Sheet 7-7.)

The CB&Q depot quickly became a community landmark. (See Continuation Sheet 7-9.) It included an hotel, dining hall, telegraph office, and large waiting room, as well as a freight house. Chariton residents heavily patronized the dining hall, and it became a center for local society.

Other railroad lines were also projected for Chariton during the fourth quarter of the nineteenth century, including the Chariton, Oskaloosa & Northeastern Railroad, organized in 1878. By 1881, a local history predicted that:

The railroads already constructed in Lucas have contributed largely to the development and prosperity of the county in all its material relations—population, agricultural interests, manufacturing, etc., and the day is not far distant when Iowa productior [*sic*] will maintain a railroad through every tier of counties, within her borders. Such is her future. (State Historical Company: 573)

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Considering that Iowa possessed eventually one of the most complete rail networks in the nation, this prediction proved remarkably accurate. At its height, twelve trains a day were said to run through Chariton. (Lucas County Genealogy Society: 72)

Today, two other railroad-related buildings survive in Chariton. The CB&Q Passenger Depot, now clad with metal siding, is situated to the west of the Freight House. (See Continuation Sheet 7-5.) The Rock Island and Pacific Depot is located east of the city square. (See Continuation Sheet 7-5.)

### S. H. Mallory

S. H. Mallory (1835-1903) was a Victorian entrepreneur, whose commercial ventures catapulted him into a position of great wealth and influence in Chariton. His intimate business connections with the CB&Q likely played a role in the line's selection of Chariton as a division point, and hence, the city's emerging importance as a shipping center and its subsequent need for a bigger freight house, the subject property of this nomination.

Mallory subcontracted with the CB&Q to build bridges along the road's new line through southern Iowa. He later contracted with the railroad to provide it with foodstuffs. Mallory's choice of Chariton as his place of residence elevated the status of the community.

Mallory amassed a fortune through these business ventures. He and his family settled in Chariton and built an estate on the north side of town. Known by them as "Ilion" (after Mallory's hometown in New York State) and local townspeople as "Mallory's Castle," the Mallory property stood as an architectural landmark in Chariton on the northwest side of town. Ilion is a variant name for "Illia," the Latin name for the ancient city of Troy, which the Greeks razed during the Trojan War. This name proved all too prophetic for the Mallory property. Their residence was razed in 1955.

### **A GOLDEN AGE OF PROSPERITY**

During the late nineteenth and early twentieth centuries the State of Iowa witnessed a Golden Age of Railroads. The transportation services these roads offered promoted flourishing local economies. The CB&Q Freight House in Chariton calls attention to both of these historic contexts.

Throughout the 1880s and the 1890s, the CB&Q operated as one of Iowa's biggest railroads in terms of its mileage of track. In 1890, it ranked as the fifth largest in the state. Then, at the turn of

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the twentieth century, the CB&Q launched a massive construction campaign that increased its mileage by more than 40 percent. Between 1901 and 1902, for example, the road increased its miles of track in the state from 798 to 1,358. (State of Iowa: 855) By 1905, the CB&Q stood fourth among the railroads in Iowa with 1,372 miles of track, behind only the Chicago, Rock Island & Pacific with 2,030, the Chicago, Milwaukee & St. Paul with 1,864, and the Chicago & North Western with 1,569. (*Ibid.*: 856)

The CB&Q's expansion marched along side that of other railroads in Iowa. According to the State Census of 1905:

The period 1890 to 1904 is one of great development. The mileage of the state doubles; interior commercial centers, as Des Moines, Cedar Rapids, Oskaloosa, Fort Dodge and Waterloo, become more prominent, and branch roads in all directions make the transportation system of the state one of the best. (*Ibid.*: cxxiv)

Lucas County further benefited from this era of expansion, when the Chicago, Rock Island & Pacific Railroad built a branch line through Chariton in 1911-1912. Lucas County's rich, bituminous coal deposits provided an additional incentive for this road, and it built feeder lines to outlying coalfields to exploit this source of steam power. Historians generally date the duration of this golden age of steam locomotion to circa 1920. (Conard and Cunning: E13-E19)

The CB&Q Freight House—Chariton also calls attention to this era of expansion. Completed in 1904, this new freight house reflects the CB&Q's decision to specialize its facilities in Chariton for freight operations and to underwrite the cost of a second-generation freight house. It was not uncommon for railroads to recycle older buildings for use as freight houses (Conard and Cunning: F20), so the decision to construct a new freight house at Chariton indicates the importance the CB&Q attached to its freight business there.

The CB&Q Freight House—Chariton calls attention to the importance of the railroads for the local economy. The railroads provided steady employment to local residents. Prior to World War I, it is said that, in and around the Chariton area, the railroads employed one person in every 25. These employees included "road builders, section hands, telegraph operators, engineers, brakemen, firemen, conductors, station and yard men. In many instances generation after generation followed the railroad work and it was almost family." (Lucas County Genealogical Society: 72) The railroads also provided rapid transportation to import and export goods, passenger service for the general public, and commuter service for coal miners, who worked in the mines to nourish the railroads' insatiable appetite for power.



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The presence of the CB&Q Railway encouraged the rise of Chariton as a manufacturing and wholesale center. The State Census of 1905, quoted above, alluded to the "interior commercial centers," which the railroads promoted during the late nineteenth and early twentieth centuries. Chariton provides another example of this phenomenon. The large size of the CB&Q Freight House indicates the volume of raw materials, wholesale goods, and manufactured products transported in and out of the community. This freight included manufactured wood products, machinery, wholesale groceries, salt, agricultural products, lumber, and other building materials.

Chariton's role as a distribution center gained further significance following World War II. In 1948, HyVee Food Stores, Inc. relocated its headquarters and distribution center from Lamon, Iowa, to Chariton because of that community's excellent railroad connections. HyVee has since become one of Iowa's largest corporations. Its distribution center remains in Chariton to the present day.

#### **ADAPTIVE REUSE**

The railroad used the Freight House for storage purposes until about 1975. In the 1980s, a local feed business rented the building and used it for storage. Sometime during this period, a metal roof was installed to protect the building and its interior. In the 1990s, the Freight House fell into disuse. The grounds became overgrown with vegetation, and the building itself lacked maintenance.

Alyse Hunter, chair of the Chariton Historic Preservation Commission, reports what happened then:

A member of the Lucas County Arts Council wrote a letter to Mr. Robert D. Krebs, chairman and CEO of the Burlington Northern and Santa Fe Railroad in regard to obtaining the property and building. The Arts Council in conjunction with the Chariton Historic Preservation Commission was keenly interested in restoration of the building and improvement of the grounds. The original CB&Q Freight House appeared to be a potential liability to the BNSF Railroad, but its preservation and restoration would be a very important piece of history for southern Iowa and the community of Chariton. It would also be a beneficial addition to the communities' enhancement of the arts and preservation of architectural structures. (Hunter)

In 2000, the Lucas County Arts Council acquired the Freight House from the Burlington Northern and Santa Fe Railroad. In conjunction with the Chariton Historic Preservation Commission, this

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organization is in the process of remodeling the building for adaptive reuse as a center for the arts in Lucas County. In 2001, the City of Chariton received a Transportation Enhancement Program grant-in-aid administered through the Iowa Department of Transportation for preliminary engineering and construction administration for the Freight House. Preservation architect Cooper W. Norman of Fairfield, Iowa, is presently preparing the plans for this adaptive reuse. They call for the restoration of the exterior of the building, the construction of a kitchen in the front of the storage area, and a temporary insulated partition to divide the storage area into two functional spaces. (See Continuation Sheet 7-14.)

This adaptive reuse respects the Secretary of the Interior's Standards for Rehabilitation. The building's exterior fabric—including its original windows, doors, and wood siding—is being preserved rather than replaced. Interior wall and ceiling surfaces, including some of their original finishes, are also being preserved. Although a modern toilet is being installed in a former office, the building's original toilet room and its fixtures also are being preserved. A modern kitchen is planned at the south end of the storage area to adapt the facility to its new use. The appropriate treatment for the building's roof to insulate the building remains under discussion.

#### **REPRESENTATION IN OTHER CULTURAL RESOURCES SURVEYS**

Previous survey work in Iowa shows that the CB&Q Freight House is a rare survivor among railroad resources in the state. As Rebecca Conard has noted:

Since these structures often were the first to go when railroads began to retrench in the 1930s and 1940s, comparatively few of these structures are left, and their increasing scarcity gives them growing importance as buildings that reflect the elaborate physical plants railroads needed and were able to build during their heyday. (Conard and Cunning: F-32)

In a 1990 survey of railroad resources in Iowa, Conard and Cunning identified only four extant freight houses among the 120 resources surveyed. (Conard and Cunning: G1) Although Lucas County was not included in the scope of this survey, the project does provide an illuminating insight into the relative scarcity of freight houses within a sample area of Iowa.

In 1998, the Chariton Historic Preservation Commission undertook a "Planning for Preservation" project, sponsored by the State Historical Society of Iowa. Consultant Tracy Ann Cunning of

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Tallgrass Historians, who conducted the project, identified a potential historic district associated with the railroad, which runs along the BNSF route in the eastern environs of downtown Chariton.

In 2000, Alyse Hunter, chair of the Chariton Historic Preservation Commission, submitted an "Iowa Site Inventory Form" for the CB&Q Freight House to the State Historical Society of Iowa for their review and comment. The SHSI determined that the property was National Register eligible and issued on November 15, 2000, a Certification of Eligibility to that effect. In 2002, the Chariton Historic Preservation Commission received a Certified Local Government grant-in-aid to hire this consultant to prepare a National Register of Historic Places nomination for the Freight House.

### **POTENTIAL FOR HISTORICAL ARCHAEOLOGY**

The site's potential for archaeological significance is, as yet, undetermined, but subsurface deposits might be uncovered, which yield information about the products brought into and exported from Chariton by rail.

### **RECOMMENDATIONS FOR FURTHER RESEARCH AND REGISTRATION**

Further research and evaluation is recommended to follow up on the 1998 consultant finding that a potential historic district, associated with the railroad, exists along the BNSF route in Chariton. The Freight House would serve as a contributing resource to such a district.

This program received Federal Funds from the National Park Service. Regulations of the U.S. Department of the Interior strictly prohibit unlawful discrimination in Federally Assisted programs on the basis of race, color, national origin, age or handicap. Any person who believes he or she has been discriminated against in any Program, activity of facility operated by a recipient of federal assistance should write to: Director, Equal Opportunity Program, U.S. Department of the Interior, National Park Service, 1849 C. Street NW, Washington, D.C. 20240.

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Cunning, Tracy

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Hunter, Alyse

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Many, Dorothea

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Norman, Cooper W.

2002 Letter of Correspondence to Alyse Hunter dated May 22, 2002. Includes "Architect's Comments with Regard to Owner's Concept Statement" and floorplan drawings for the proposed adaptive reuse of the CB&Q Freight House's interior.

## **MAPS**

Sanborn Fire Insurance Maps for Chariton, Iowa

1907, 1913, and 1927.

United States Geological Survey; Chariton Quadrangle; 1982.

## **ORAL HISTORY**

Hunter, Alyse, with William C. Page, August 23, 2002. Hunter, who is the former chair of the Chariton Historic Preservation Commission, shared information about the adaptive reuse project for the CB&Q Freight House.

Umbenhower, Paul, with Alyse Hunter, December 20, 2002. Umbenhower is the operator/owner of the Chariton Feed and Grain Co., which is located near the CB&Q Freight House. He shared information about its surroundings.

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**VERBAL BOUNDARY DESCRIPTION**

That portion of The Burlington Northern and Santa Fe Railway Company's (formerly Chicago, Burlington & Quincy Railroad Company) Station Ground property at Chariton, Iowa, situated in the SE 1/4 of Section 19, Township 72 North, Range 21 West of the 5<sup>th</sup> P. M., Lucas County, Iowa, described as follows, to-wit:

Beginning at the point of intersection of the North right of way line of Auburn Avenue with the Southwesterly right of way line of Brookdale Street in the City of Chariton, Iowa, according to the recorded plat thereof; thence Northwesterly along said Southwesterly right of way line of Brookdale Street, also being the Northeasterly boundary of said Station Ground property, a distance of 300.0 feet, thence Southwesterly along a line drawn radially to said Northeasterly boundary a distance of 50.0 feet; thence Southeasterly along a line drawn concentric with said Northeasterly boundary line a distance of 265 feet, more or less, to the North right of way line of Auburn Avenue; thence East along said North right of way line to the Point of Beginning, **EXCEPTING THEREFROM**, that portion lying Northeasterly of a line drawn parallel with and 9.0 feet normally distant Southwesterly from the centerline of said Railway Company's Spur Track No. 31, as now located and constructed. (Quit Claim Deed prepared by Catellus Management Corporation)

**BOUNDARY JUSTIFICATION**

Contains sufficient land for the resource to be seen and viewed within the historic context of its functional purpose.

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Northwest corner Auburn and Brookdale  
Chariton, IA 50049  
Looking west  
William C. Page, Photographer  
August 23, 2002
  
2. Chicago, Burlington & Quincy Freight House—Chariton  
Northwest corner Auburn and Brookdale  
Chariton, IA 50049  
Looking south  
William C. Page, Photographer  
August 23, 2002
  
3. Chicago, Burlington & Quincy Freight House—Chariton  
Northwest corner Auburn and Brookdale  
Chariton, IA 50049  
Looking east  
William C. Page, Photographer  
August 23, 2002
  
4. Chicago, Burlington & Quincy Freight House—Chariton  
Northwest corner Auburn and Brookdale  
Chariton, IA 50049  
Looking north  
William C. Page, Photographer  
August 23, 2002

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5. Chicago, Burlington & Quincy Freight House—Chariton  
Northwest corner Auburn and Brookdale  
Detail of front door  
Chariton, IA 50049  
Looking northwest  
William C. Page, Photographer  
August 23, 2002