

United States Department of the Interior
National Park Service

OCT - 5 2005

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 any 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 Fremont, Elkhorn and Missouri Valley Railroad Depot
Other names/site number Chicago and Northwestern Railroad Depot, NeHBS #PC06-003

2. Location

Street & number 304 South Main Street Not for publication
City or town Plainview Vicinity
State Nebraska Code NE County Pierce Code 139 Zip code 68769

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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.)

Bob Richardson DSHPO Date 9/28/05
Signature of certifying official Date
Nebraska State Historical Society
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): _____

Edouard H. Beall 11.16.05

[Signature] Date of Action
Signature of Keeper Date of Action

Fremont, Elkhorn and Missouri Valley RR Depot

Name of Property

Pierce County, Nebraska

County and State

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
		Structures
		Objects
1		Total

Name of related multiple property listing

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

N/A

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.)

RECREATION AND CULTURE: museum

7. Description

Architectural Classification

(Enter categories from instructions.)

NO STYLE

Materials

(Enter categories from instructions.)

Foundation CONCRETE

Walls BRICK

Roof METAL: Steel

Other

Narrative Description

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

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.)

- X 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.
X 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.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1880-1955

Significant Dates

1880

1903

1907, 1913

Significant Person

(Complete if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

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 for additional data:

- X State Historic Preservation Office
Other State agency
Federal agency
Local Government
University
Other
Name of repository:

Fremont, Elkhorn and Missouri Valley RR Depot

Name of Property

Pierce County, Nebraska

County and State

10. Geographical Data

Acres of property Less than one acre.

UTM References (place additional UTM references on a continuation sheet).

	Zone	Easting	Northing		Zone	Easting	Northing
1.	14	599380	4688910	3.			
2.				4.			

[] 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 Greg Miller, Preservation Historian

organization Nebraska State Historic Preservation Office

date July 2005

street & number 1500 "R" Street

telephone (402) 471-4787

city or town Lincoln

state NE zip code 68501

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/title Plainview Historical Society

street & number 304 South Main Street

telephone (402) 582-4503

city or town Pierce

state NE zip code 68769

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, (15 USC 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Fremont, Elkhorn and Missouri Valley RR Depot

Name of Property

Pierce County, Nebraska

County and State

Section 8 Page 1

The Fremont, Elkhorn and Missouri Valley Railroad Depot is eligible for listing in the National Register of Historic Places at the local level under Criteria A and C. It is eligible under criterion A for its association with railroad transportation in Nebraska. It is also eligible under criterion C as an excellent example of a building designed specifically for use as a train depot that retains a high degree of integrity. The period of significance begins in 1880, the year it was constructed and ends in 1955 which marks the fifty-year criterion.

Criterion A

The boundaries for Pierce County, located in northeast Nebraska, were established in 1859. Despite this relatively early legal definition actual settlement of the county progressed slowly. By 1869 only a small number of families populated the county. One of the main reasons Pierce County failed to draw settlers was the lack of access to the railroad.

Hopes this would soon change came with the establishment of the Fremont, Elkhorn and Missouri Valley (F,E&MV) Railroad on January 20, 1869. Construction on the railway started the same year beginning in Fremont and heading north. Throughout the 1870s the main line of the F,E&MV continued to expand north and westward through West Point, Wisner, Norfolk, and Neligh. Still, this did not benefit Pierce County as the rail line failed to reach the county.

This changed in 1880 when the F,E&MV constructed a branch line from Norfolk to present-day Plainview. As was true elsewhere in Nebraska, the route the railroad took had a tremendous impact on the area. It made the difference between prosperity or the demise of a community. In the case of Plainview the railroad created the town.

Prior to the coming of the railroad the area near present-day Plainview was comprised of individual farmsteads. Although there was a post office, established in 1874, no formal town existed. The F,E&MV changed this. In October 1880, as the track was laid through this area, representatives of the railroad company platted the town of Plainview.

In conjunction with the laying of the track and the platting of the town, the F,E&MV also constructed a wood-frame depot. Rather than leaving the design of the depot to an architect's imagination, the railroad selected from one of six preconceived options with the design being dependent on the anticipated traffic at the specific location.

Although there is no record to indicate the selection process for the depot, circumstantial evidence indicates rail traffic was relatively heavy from the beginning. First, despite its somewhat isolated location in the northwest corner of the county Plainview's population enjoyed considerable growth. From 375 people in 1890 the town grew to over 600 by 1900. Additionally, the popularity of the line is evidenced by its extension from Plainview to Creighton in 1881, with a further extension from Creighton to Verdigris in 1888.

In 1890, the Great Northern Railroad constructed a line between Sioux City, Iowa and O'Neill, Nebraska. Passing through Plainview this rail line also utilized the F,E&MV depot. This new branch added considerable importance to the town and its depot. Reflecting back on this event the local newspaper noted that "Plainview has two direct and competing lines of road into Omaha...No other town either to the south or west of this place is so well situated with reference to railway facilities..."(*Plainview News*, February 28, 1903).

In 1903 the Chicago and Northwestern (C&NW) Railroad purchased the F,E&MV thus ending the latter's activity in Plainview. This was followed in 1907 with the Chicago, Burlington and Quincy (CB&Q) Railroad purchasing the Great Northern Railroad. After the completion of these purchases the depot ultimately belonged to the C&NW.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Fremont, Elkhorn and Missouri Valley RR Depot

Name of Property

Pierce County, Nebraska

County and State

Section 7 Page 1

The Fremont, Elkhorn and Missouri Valley Railroad Depot is located just south of Plainview's (pop. 1,333) downtown area. The railroad line it used to service is now abandoned and the track is non-extant. However, the depot retains a very high degree of integrity on both the interior and exterior. The nomination consists of one building.

The Fremont, Elkhorn and Missouri Valley (F,E&MV) Railroad Depot opened in 1880. The rectangular building measures approximately 92 by 23 feet. The depot is a two-story gabled building with a one-story gabled wing extending to the northwest. The building is wood-frame with a brick façade and has a cement foundation. The roof is seamless steel with a chimney protruding from the one- and two-story wings.

Fenestration on the southeast, two-story façade of the building consists of two multi-paned, double-hung windows on the first and second floors. A sign reading "Plainview" hangs below the second-floor windows.

On the northeast façade the two-story portion of the depot there are from south to north, a double-hung window, a small single-pane window, and two entry doors. On the second-floor of this portion of the building are three multi-paned, double-hung windows. The one-story wing that continues at this point has three windows of different sizes and configurations. There is also a dormer with a multi-paned window extending from the roof.

Fenestration on the northwest façade includes a freight door flanked on each side by a single window. A concrete freight deck leads up to the door.

On the southwest façade of the one-story wing is a freight door, a smaller window, an entry door, and a multi-paned, double-hung window. As on the opposite side a dormer with a multi-paned window projects from the roof.

The two-story portion of this façade has a large double window and a single, multi-paned double-hung window. An entry door is near the southeast corner of the building. On the second floor are two multi-paned double-hung windows. Some of the windows have operating wooden shutters on the exterior, although there is no apparent design for their placement throughout the building.

The interior of the first-floor of the two-story southeast wing was the main lobby. A wall, containing a ticket window separates the lobby from the main office space with a restroom on the north side. At the rear of the office space is a stairway leading to the second floor. Behind the office is the baggage room. This area also contains a small, enclosed janitor room. From the baggage room a doorway leads into an additional storage space followed by another door that enters into the freight room. On the north side of the freight room is a storage area and a stairway that leads up to a small balcony. The ceiling height of the balcony is limited due to its location in the one-story wing of the depot.

Except for the freight room the entire first floor of the depot is finished in wood wainscoting with an accompanying chair rail. The freight room has an unfinished wood interior with exposed studs. The entire first floor retains exceptional integrity.

The second floor of the building contains an apartment originally used by the depot manager. The stairs located in the depot office lead to the apartment. At the front (southeast) of the apartment are two bedrooms with a connecting door. Each bedroom has a closet. A door from the most southeasterly bedroom leads into the living room. The stairway to the first floor is in the living room. The door from the other bedroom enters into the dining room. An entryway from the dining room leads into the kitchen. A door exiting the kitchen provides access to the bathroom. The entire upstairs is in excellent condition and is decorated in an early 1900s décor.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Fremont, Elkhorn and Missouri Valley RR Depot

Name of Property

Pierce County, Nebraska

County and State

Section 8 Page 2

Since both railroad companies utilized the depot its ownership may seem to be of little consequence. However, on March 26, 1912 the community of Plainview filed a complaint with the Nebraska State Railway Commission. The complaint requested that the C&NW and CB&Q railroads be directed to build a new, larger station to replace the current facilities that the defendants claimed were inadequate.

An initial hearing was held on the matter in Plainview on May 12, 1912. After several subsequent conferences the community withdrew its petition for a new, larger station. In its stead, however, the town requested the railroad build a new brick station. The C&NW made a counteroffer to remodel and enlarge the current facility. After studying both proposals the Commission, on July 7, 1913, ruled in favor of the C&NW proposal to remodel and enlarge the Plainview depot. The resulting plan called for a thirteen-foot extension to the building, water and electricity be installed, and that a brick façade cover the entire building. The C&NW complied with the Commission's order and completed the project by November 1913.

These were the last substantial changes to the depot as it continued to serve the rail line. It was not until 1960 that the depot finally closed. This was followed by the last C&NW train passing through Plainview in 1978.

Criterion C

The significance of the railroad depot is more important than the sum of its architectural forms. A vast majority of these buildings were designed by engineers rather than architects and mass-produced by railroad companies. Most of the depots were usually modest structures.

The Fremont, Elkhorn and Missouri Valley Railroad Depot fully fits this description. Lacking any architectural defining characteristics the building is exclusively utilitarian. The first floor contains the essential elements of a railroad depot. The main lobby, ticket window, office, baggage room, and freight room comprise the majority of the ground floor space.

Because of the volume of traffic at the depot the F,E&MV designed the building to provide housing for a station manager. These quarters are located on the second floor. Just as the first floor is designed to accommodate the business operations of the depot, the second floor is laid out expressly as a domestic residence. It contains a living room, dining room, kitchen, two bedrooms, bathroom, and closet space.

The Fremont, Elkhorn and Missouri Railroad Depot is a significant building eligible for listing in the National Register of Historic Places. Partially because it was one of six standard designs used by the F,E&MV the depot does not display any high-style architectural features. But this does not detract from its significance. The building is unmistakably a railroad depot. Its form and design perfectly fits its function. Adding to the depot's significance is its extremely high degree of integrity. Walking through this building is like taking a step back in time. Not only is the 1913 floor plan still intact, the materials original to that era remain in place. This combination is indeed a rarity.

Additionally, the railroad was a vital factor in the founding and continued prosperity of Plainview. As a result the depot is the best representative of the railroad's presence in Plainview and an obvious reflection of the community. It was a source of civic pride and occupied a central position in the town's activity. For these reasons the F,E&MV Railroad Depot is a significant property in the history of Plainview.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Fremont, Elkhorn and Missouri Valley RR Depot

Name of Property

Pierce County, Nebraska

County and State

Section 9 - 10 Page 1

Bibliography

Grow, Lawrence. Waiting for the 5:05: Terminal, Station and Depot in America. New York: Universe Books, 1977.

Pierce County: 80 Years of Progress, 1859-1939.

Plainview Centennial History Book, 1886-1986.

Plainview News.

Plainview: The Pride of the Plains, 1886-1961.

Verbal Boundary Description

That part of the Northwest Quarter of the Northwest Quarter of Section 4, Township 27 North, Range 4 West of the Sixth Principal meridian, bounded and described as follows: Beginning at a pint on the Southerly extension of the center line of Main Street, distant 10 feet Northeasterly, measured at right angles, from the center line of the Main Track of the Chicago and North Western Transportation Company, as said main track is now located; thence Northwesterly parallel with said main tack center line a distance of 215 feet; thence Northeasterly at right angles to the last described course a distance of 45 feet, more or less, to a point distant 8.5 feet Southwesterly, measured at right angles, from the center line of Chicago and North Western Transportation Company Spur Track ICC No. 26, as said spur track is now located; thence Southeasterly parallel with said spur track center line a distance of 185 feet, more or less, to a point on the center line of said Main Street; thence Southerly along said center line of Main Street a distance of 55 feet, more less, to the point of beginning.

Verbal Boundary Justification

The boundary contains that parcel of land which has historically been associated with the property.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Fremont, Elkhorn and Missouri Valley RR Depot

Name of Property

Pierce County, Nebraska

County and State

Section Photos Page 1

Photographs

The information below pertains to the following 13 photographs:

Fremont, Elkhorn and Missouri Valley Railroad Depot
Plainview, Pierce County, Nebraska State Historical Society
Photographer: Bill Callahan, NeSHPO
March 2005
Negatives in the collection of the Nebraska State Historic Preservation Office

Photograph:

- 1 of 13 View of exterior looking W
- 2 of 13 View of exterior looking N
- 3 of 13 View of exterior looking NE
- 4 of 13 View of exterior looking SW
- 5 of 13 View of exterior looking S
- 6 of 13 View of exterior looking W
- 7 of 13 Interior showing freight room
- 8 of 13 Interior showing main lobby
- 9 of 13 Interior showing main lobby
- 10 of 13 Interior showing stairs to second floor
- 11 of 13 Interior showing apartment on second floor
- 12 of 13 Interior showing apartment on second floor
- 13 of 13 Interior showing apartment on second floor