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United States Department of the Interior  
National Park Service



National Register of Historic Places  
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Wabash Combination Depot - Moravia

other names/site number Moravia Wabash Depot

2. Location

street & number West North Street N/A  not for publication

city or town Moravia N/A  vicinity

state Iowa code IA county Appanoose code 07 zip code 52571

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.)

Patricia Chluskmi DSHPO 9-12-96  
Signature of certifying official/Title Date

State Historical Society of Iowa  
State of Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
  - See continuation sheet.
- determined eligible for the National Register
  - See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Edson R. Beall  
Signature of the Keeper

Date of Action

10-18-96

Moravia Wabash Depot  
Name of Property

Appanoose, Iowa  
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	0	buildings
		sites
		structures
		objects
1	0	Total

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

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

**Number of contributing resources previously listed in the National Register**

0

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

Transportation/Rail-related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**  
(Enter categories from instructions)

Recreation & Culture/Museum  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

Late Victorian/Stick/Eastlake  
Late Victorian/Queen Anne  
\_\_\_\_\_

**Materials**  
(Enter categories from instructions)

foundation Concrete  
walls Wood/Shingles  
Wood/Weatherboard  
roof Asphalt  
other \_\_\_\_\_  
\_\_\_\_\_

**Narrative Description**

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

Moravia Wabash Depot

Appanoose, Iowa

Name of Property

County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- Criteria A, B, C, D with checkboxes. C is checked.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- Criteria A through G with checkboxes. B is checked.

Areas of Significance

(Enter categories from instructions)

Architecture

Period of Significance

1903

Significant Dates

1903

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

Architect/Builder

Wabash Railroad

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- Documentation checkboxes: preliminary determination, previously listed, designated landmark, recorded by survey, recorded by engineering.

Primary location of additional data:

- Location checkboxes: State Historic Preservation Office, Other State agency, Federal agency, Local government, University, Other.

Name of repository:

Moravia Wabash Depot  
Name of Property

Appanoose, Iowa  
County and State

**10. Geographical Data**

Acreage of Property One acre or less

**UTM References**

(Place additional UTM references on a continuation sheet.)

1 

11	5	51	47	60	45	26	15	60
Zone		Easting			Northing			

2 

Zone		Easting			Northing			

3 

Zone		Easting			Northing			

4 

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 Bill Burkland, President

organization Moravia Area Historical Society date September 27, 1995

street & number 811 Pamela telephone 515/724-3777

city or town Moravia state Iowa zip code 52571

**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 Moravia Area Historical Society

street & number 811 Pamela telephone 515/724-3777

city or town Moravia state Iowa zip code 52571

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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## National Register of Historic Places Continuation Sheet

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### DESCRIPTION

The Wabash Combination Depot is located in the west section of Moravia on West North Street. The building is aligned along the former Wabash railroad line, now operated by the Appanoose County Community Railroad (ACCR). The present site is located just across North Street from the original location. The depot was moved in 1976 because it was going to open to the public as a museum. The railroad regulations and rules required it to be moved back from the tracks because of the public being too close to the tracks. It was not possible to move back on the original site because the land behind the depot was owned by Farm Service. Therefore, the depot was moved on land across the street and set back the required distance.

The depot is a standard Wabash combination depot. Built in 1903 it is a one-story rectangular building of frame construction. It measures 60'x9" wide by 20'x6" deep. The depot originally rested on timber piles, but now sites on a concrete block foundation.

The depot displays elements of both the Stick and Queen Anne styles. In keeping with those architectural styles the exterior walls are clad with an assortment of wall claddings. A band of vertical siding under the window sills is separated by a strip of molding from a wide band of board and batten siding on the main wall surface. From the top of the windows to the bed mold is a band of drop siding, except for a alternating central panel on the gable ends. This panel is filled with alternating rows of sawtooth and scalloped wood shingles, with a wood station sign in the middle. Each gable peak has a Queen Anne window (ten panes of glass around one central pane).

The depot roof is gabled, and has wide, overhanging eaves supported by turned (spindled) angle braces. The roof is covered with asphalt shingles.

A cross-gabled Bay window on the trackside is angled with windows on each of its three sides. It measures 10'6" wide by 3' deep. Above the bay window is a panel filled with alternating rows of sawtooth and scalloped wood shingles with a wood station sign in the middle. The rear elevation has two windows centered in the gable section and above the windows is a panel of alternating sawtooth and scalloped wood shingles with a wood station sign in the middle.

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DESCRIPTION (Continued)

A door to the waiting room south of the bay windows has a light transom above with two panes. The rear elevation or east side of the waiting room has an identical door directly across the waiting room. A freight door is located north of the bay windows and has a five light transom window above it. North of the freight door is a smaller door used to enter an area to house a section car. This is evident by the rails built into the floor of the room. The freight door is a wide two-panel sliding door with panels of diagonal, false-bead tongue-in-grove siding; the right and left panels mirror each other. The boards dividing the panels have chamfered edges.

The floor plan of the depot consists of a waiting room south of the ticket office (with the bay windows) and the freight room north of the ticket office. The freight room comprises the long north end of the building with the small room for housing of the section car located in the northwest section of the freight room. The interior of the depot has diagonal, false-bead tongue-in-grove walls and ceilings patterned into panels of interesting design, except in the freight room which has plain board walls. Floors in the ticket office and waiting room are hardwood, while those in the freight room are pine plank. Doors and windows have molded surrounds with designed corner blocks. The dispatcher's desk is located in the ticket office below the bay windows. Cupboards, shelves and ticket window in the ticket office are still intact.

The Wabash Combination Depot in Moravia is one of the larger standard plan Wabash depots. It is unaltered on both the interior and exterior. The only changes to the exterior appear to be the replacement of the freight platform which was accomplished when the depot was moved to its present location. The glass in the windows are intact and the building has an excellent coat of Wabash Depot gray paint. The interior has no indications of alteration and is in excellent condition. The depot now has baseboard electric heat in the ticket office and waiting room, which was installed in 1994 without any alteration of the structure.

The depot was obtained from the Norfolk and Western Railroad in 1976 when the line was discontinued through Moravia. The Norfolk and Western merged with the Wabash and absorbed the Wabash Railroad. The Norfolk and Western is now Norfolk and Southern and the section of line through Moravia was sold to the ACCR. Several trains a week still pass the Wabash Depot giving it historical orientation to the trains and rails.

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### STATEMENT OF SIGNIFICANCE

The Wabash Combination Depot in Moravia is locally significant under Criterion C is believed to be one of the two remaining standard plan wooden Wabash combination freight and passenger depots in Iowa. The other depot is located in Shenandoah, Page County, Iowa. Nearly unaltered on the exterior and interior, the depot also represents the typical small town railroad station built during the peak railroad years. Its significance and integrity meet requirements set forth in the related multiple property document. "The Advent and Development of Railroads in Iowa 1855-1940." See specific sections entitled ("The Golden Age of Steam Railroading: c. 1890-c. 1920" and "Railroads and Architectural Standardization, Three Generations: 1855-1940").

To understand the significance of the Wabash Depot in Moravia as a classical standard plan depot, a closer look at the Wabash railroad is necessary. Jay Gould, head of the Wabash railway, was a greedy, shrewd speculator, adept at seizing railroad companies and draining them to acquire others at incredible profits. Gould wanted Des Moines in his orbit. He enlisted prominent people in Des Moines, all who joined the "Wabash syndicate". They were all railroad builders and business men and served to expedite construction of a railroad. They incorporated the Des Moines and Saint Louis railroad, January 27, 1881, which was to be built from Des Moines to Albia, a distance of 68 miles. On November 6, 1882, the first passenger train from Saint Louis arrived in Des Moines. The Wabash now had an outlet to Des Moines made up of a patchwork of local lines. From the time of its completion the Des Moines line was leased by the Wabash. From Des Moines to Albia trains operated on the Des Moines and Saint Louis, thence on Francis Drake's Centerville, Moravia and Albia Railway to Centerville; and then to Wabash rails at Glenwood Junction, Missouri, via the Missouri, Iowa and Nebraska Railway. After many failures Gould's empire began to crumble and the Wabash was forced into bankruptcy. After this the Wabash Des Moines-Albia line no longer connected with the rest of the Wabash system. Gould was forced to route trains through Ottumwa to the Des Moines line and this turned out to be slow and in many ways unsatisfactory. The Wabash needed a short direct route between Albia and Moulton and this was finally done by incorporating the Moulton, Albia and Des Moines Railroad in 1899, to construct the desired link. The 28 mile link was completed that year and promptly sold to the Wabash. The line passed through Moravia and brought the Wabash to Moravia that year. The depot at Moravia was constructed on this line (The Palimpsest, October, 1964, p.p. 369-401).

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STATEMENT OF SIGNIFICANCE (Continued)

Partly because of Gould-included construction in southern Iowa, an astonishing number of miles of track was laid in the state during the 1870s and 1880s. (Bryant, "A Preliminary Guide to Iowa Railroads, 1850-1972"). It was an era of feverish expansion and competition between railroads, which included construction of many depots. Since construction costs were high, railroad engineering departments drew up a set of standardized plans for small town depots in order to lower costs. The Wabash system developed its own distinctive line of depots even though its divisions operated like separate railroads before 1900. (Grant and Bohi, "The Country Railroad Station in America").

The standard depot design employed by the Wabash railway emerged as the typical single story combination station in mid-America in the last quarter of the 19th century (Grant and Bohi, "The Country Railroad Station in America"). The company adopted a utilitarian, one-story frame depot with a gabled roof and wide overhanging eaves. An angled trackside bay window with a cross-gabled roof, and a variety of inexpensive, applied woodwork also became trademarks. The railroad erected a series of depots essentially of the same design along its line, but by alternating decorative elements, managed to make each station look different.

This depot plan was attractive, flexible and repeatable, and their idea was copied by the other railroads, who substituted their own distinctive characteristics. Naturally, depots most similar to the Wabash type appear along railroads that were once part of the Gould empire, i.e., the Erie, the Missouri Pacific, and the Union Pacific, (Grant and Bohi, "The Country Railroad Station in America"). Throughout the midwest local residents were undoubtedly proud to have such highly-decorated gateways to their communities.

The Moravia combination depot is a classical example of the standard Wabash depot. Built in 1903, during the era of greatest railroad construction in Iowa, it is a standard plan structure. Despite the prosperity of the period, 1890-1920, the Wabash never outgrew its need for the standard construction depots, and erected them into the late 1910s, (Grant and Bohi, "The Country Railroad Station in America"). The Moravia depot's basic form, a variety of wall sidings, spindled brackets and multi-paned Queen Anne windows, all combine to identify this depot as Wabash.

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The Wabash was merged with the Norfolk and Western in 1964 and given that the Wabash was never a major railroad in Iowa and that so much of its tracks was abandoned, it is surprising that two of its combination depots are still existing. The depot and the former Wabash tracks running in front of the depot are reminders of the presence of the Wabash in Moravia and is one of a few standard depots in the state. While the depot has been moved, it is still along the former Wabash tracks and just across the street from its former location, preserving its orientation with the tracks. The depot is now the home of the Moravia Historical Society and the Moravia Depot Railroad Museum. The Moravia Depot has not undergone any substantial alterations and as a standard Wabash depot is an example of the typical small town depot built during the Wabash railroad's peak construction period in Iowa.

### MAJOR BIBLIOGRAPHICAL REFERENCES

- Bryant, Ray L., A Preliminary Guide to Iowa Railroads 1850-1972. Bryant, 1984.
- Conrad, Rebecca, and Tracy Cunning, "The Advent and Development of Railroads in Iowa 1855-1940."
- Corbin, Bernard G., Across Iowa on the Keokuk & Western and the Humeston & Shenandoah Railroads. Red Oak: Corbin Publications, 1984.
- Divine, Robert A., et al., America, Past and Present. Glenview: Scott, Foresman and Co., 1984.
- Donovan, Frank P., Jr., "The Wabash in Iowa." Palimpsest, October 1964, pp. 369-401.
- Drake, George C, Jr., "Wabash Depots." The Banner, A Quarterly Publication of the Wabash Railroad Historical Society, Winter 1984.
- Grant, Roger H., and Charles W. Bohi, "The Country Railroad Station in America." 1978.

### VERBAL BOUNDARY DESCRIPTION

The precise verbal boundary is a rectangle measuring 150'5" running east-west and 221'6" running north-south. The subject building is 100'0" south of the north property line and 60'0" west of the east property line. The north-south boundary is parallel to the railroad tracks.

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**BOUNDARY JUSTIFICATION**

This nomination includes only the above-mentioned depot. It excludes all adjacent trackage and any other structures.

**ADDITIONAL DOCUMENTATION - Photographs**

This information applies to all photographs.

1. Moravia Depot
2. Appanoose County, Iowa
3. Bill Burkland
4. August, 1995
5. Burkland residence: 811 Pamela, Moravia, IA 52571
  
6. View of the north and west elevations looking southeast from the railroad track crossing.
7. #1
  
6. West elevation looking east from the railroad tracks.
7. #2
  
6. East elevation - shows panel of sawtooth and scalloped wood shingles above windows.
7. #3
  
6. South elevation - shows gable end with Queen Anne window and decorated panel containing wooden sign.
7. #4
  
6. North elevation - shows the assortment of sidings used and Queen Anne window above the decorated panel of sawtooth and scalloped wood shingles.
7. #5

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6. Inside depot - shows agent's desk with telegraph key and sounder.

7. #6

6. Inside depot - shows detail of woodwork on walls and ceiling in waiting room.

7. #7

**Maps**

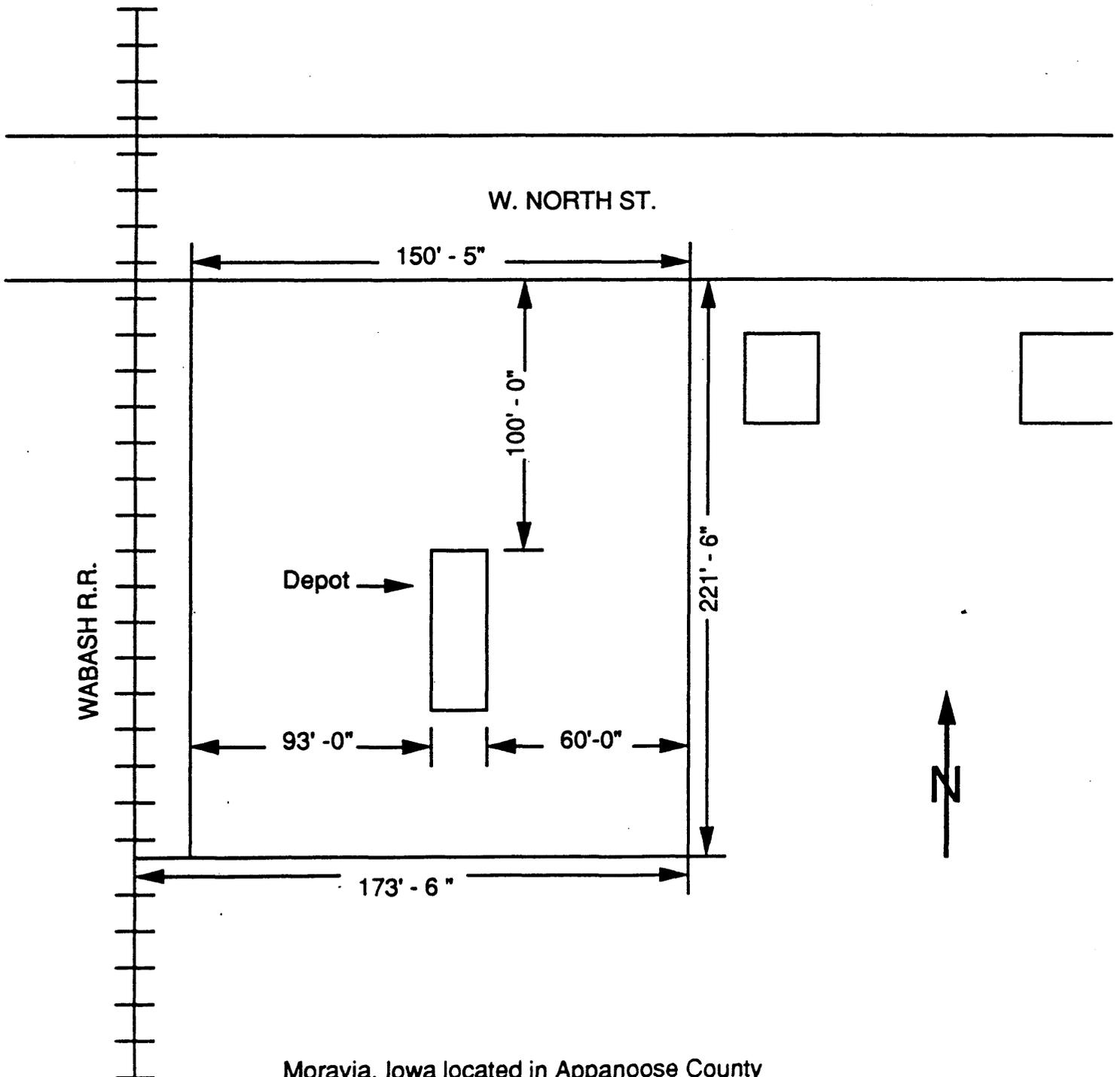
USGS

Sketch Map

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