

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

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 96001229

Date Listed: 11/08/96

Property Name: Pollock Depot

County: Campbell State: South Dakota

none
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Anna McClelland
Signature of the Keeper

Nov. 8, 1996
Date of Action

=====
Amended Items in Nomination:

Section 8: Significance

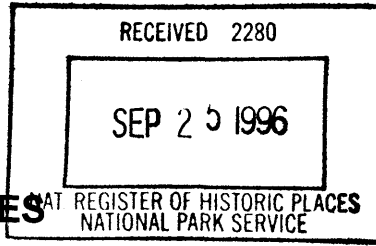
The Period of Significance is, hereby, amended to read "1901-1946" to reflect the historic dates when the railroad operated in its original location and remain outside the less-than-50-year period. "1960," which corresponds to the date the depot was moved to its present location, is, hereby, deleted as a Significant Date since this date lies outside the period of significance.

The word "planned" in the summary paragraph on page 8.2 is, hereby, corrected to read "played."

Michelle Saxman-Rogers of the South Dakota State Historic Preservation Office was notified of this amendment on November 8, 1996.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)



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 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 Pollock Depot

other names/site number End of the Line Depot

2. Location

street & number on Avenue A not for publication

city or town Pollock vicinity

state South Dakota code SD county Campbell code 021 zip code 57648

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.)

Jay D. Vogt 09-16-96
Signature of certifying official Date

SD SHPO
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 commenting or other official Date

name of property_Pollock Depot

county and state_Campbell, SD

4. National Park Service Certification

I, hereby certify that this property is:

X entered in the National Register See continuation sheet. Londa McClelland 11/08/96

determined eligible for the National Register

See continuation sheet. determined not eligible for the National Register

removed from the National Register

other (explain):

Signature of Keeper Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

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

Category of Property (Check only one box)

- X building(s)
district
site
structure
object

Number of Resources within Property

Table with 2 columns: Contributing, Noncontributing. Rows for buildings, sites, structures, objects, Total.

Number of contributing resources previously listed in the National Register 0

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

name of property_Pollock Depot

county and state_Campbell, SD

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: Transportation Sub: rail-related

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Current Functions (Enter categories from instructions)

Cat: domestic Sub: Hotel
commerce business

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

7. Description

Architectural Classification (Enter categories from instructions)

Late 19th & 20th century American Movements
Commercial Style

Materials (Enter categories from instructions)

foundation Concrete
roof shingles
walls wood
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.)

- A owned by a religious institution or used for religious purposes.
X B removed from its original location.
C a birthplace or a grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

- Transportation
Architecture
Community Development

Period of Significance 1901-50

name of property_Pollock Depot

county and state_Campbell, SD

Significant Dates 1901
1960

Significant Person (Complete if Criterion B is marked above)
N/A

Cultural Affiliation N/A

Architect/Builder unknown

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

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9. Major Bibliographical References

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

Previous documentation on file (NPS)

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

Primary Location of Additional Data

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

Name of repository: South Dakota State Historical Society, Pierre, South Dakota

name of property_Pollock Depot

county and state_Campbell, SD

10. Geographical Data

Acreage of Property less than one acre

UTM References (Place additional UTM references on a continuation sheet)

Zone Easting Northing Zone Easting Northing
1 14 400320 5083265 3
2 4
See continuation sheet.

USGS Map Pollock

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 Duane Schnabel and Michelle C. Saxman-Rogers SHPO Staff
organization date 7-31-95
street & number HC 37 Box 311 telephone 605/578-3474
city or town Lead state SD zip code 57754

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)

name of property_Pollock Depot

county and state_Campbell, SD

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name_Kalolea and Duane Schnabel

street & number_HC 37 Box 311 telephone_605/578-3474

city or town_Lead state_SD zip code_57754

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 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

Section 7 Page 1

Narrative Description:

The styles of depots on the Soo Line had little variety. There were only five variations. The Pollock Depot was constructed in 1901, using plan no. 3104. This design is classified as a Class Two Depot. The depot dimensions are 24 X 80. This plan was similar to other depots on the line except it had a larger freight room. The plan consisted of a two-story building with four living rooms upstairs and a warming room.

The Pollock Depot was constructed in 1901. This wood frame building features a two-story section on one end and a one story section on the other end. The two-story section has a side gable roof. An asphalt roof was replaced with steel in 1995 as the roofing material. The eaves contain brackets. The north elevation of the second floor has three double hung four-over-four windows. The first floor has a bay window that features four brackets on the eaves, three four-over-four windows with a six-light window on either side. A four-over-four window and an entrance are west of the bay. A transom was enclosed over the entrance.

The one-story section also features a new steel gable roof. Freight was housed in this area of the depot. Seven brackets highlight both sides of the ridgeline of the freight section. A panel freight door with a transom is on the center of the one-story section.

The west elevation has two four-over-four windows on the second and first floors. The east elevation features two small two-over-two windows. The south elevation contains a four-over-four window, a door, and freight door on the main level. The second level features three four-over-four double hung windows.

The building was in very poor condition before rehabilitation. All 228 glass panes were broken out. Windows were boarded up, but some snow and rain had been blowing in for several years. The window frames were removed and new glass was inserted. The exterior has about 40% of the 6" lap siding gone or needs to be replaced. The rotten boards replaced and eaves and fascia boards replaced.

The first floor interior walls surfaced with tongue and groove wood and wainscoting. According to the Second Class Depot plans, the wall material called for lathe and plaster on the second floor. The walls on the second floor were deteriorated, so sheet rock was installed in 1995. The ceilings are basswood. The first level floor is maple. The second level has maple and carpeting on the floor. The window and door frames are maple wood with bulleye moldings. The doors are five cross panel doors.

**United States Department of the Interior
National Park Service****NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**Section 7,8 Page 2

The first floor featured a warming room, an office, a waiting room, coal bin, and the freight room. The waiting room has had a kitchen area added. Part of the coal bin has been converted into a bathroom.

The second floor has two bedrooms, living room, and a bathroom. This area was originally living quarters for the workers of the train depot. This area was easily converted into a modern apartment for weekly rentals during hunting season.

Statement of Significance

The Pollock Depot is eligible for the National Register under Criteria A and C. The Pollock Depot represents the importance of the rail system in Pollock, it is significant in the area of transportation. The railroad played a major role in the development of South Dakota history. The depot is also historically significant because the whole town of Pollock was moved from its original location. The Pollock line influenced the settlement and economy of Pollock. The depot appears almost exactly as it did when constructed in 1901, is also significant in the area of architecture.

Background and historical significance

The town of Pollock was founded in 1901, by the Minneapolis, St. Paul and Sault Saint Marie Railroad (the Soo Line). The tracks ran from Wishek, North Dakota to Campbell County. The town of Pollock was first named Herba. The name was changed to honor R. Y. Pollock. He was a pioneer lay minister and respected citizen of the area. Many of the original buildings were moved into town from neighboring communities.

Eastern Dakota was transformed by railroad companies in the 1880s. "Thousands of miles of line had been built, hundreds of towns had appeared literally overnight, and tens of thousands of people had flooded into the region."¹ The economy of this region began to falter in the 1880s. The economy was solely based on a single crop wheat. This resulted in a decline of market value. The economy also suffered because of an extreme drought and cutthroat competing companies. These factors lead to a massive consolidation of the railroad industry in the 1880s.

The drought and economic exhaustion triggered a decline in railroad construction in the late 1880s. Railways that were built were branch lines brought into the eastern half of South Dakota. The people of McIntosh County, North Dakota were in need of a railroad to reduce the expense of freight. John

¹ Mike A. Bedeau, Railroad Transportation Context For South Dakota, 1996, p.13.

**United States Department of the Interior
National Park Service****NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**Section 8 Page 3

H. Wishek was instrumental in establishing the Soo Line in southern North Dakota. The Soo Line decided to build a branch south of Wishek, ND. The branch would run from Wishek, ND to Pollock, SD. The Missouri River Line construction commenced in 1901. The line was completed in early 1902. The Pollock Depot was completed in late 1901.

The line would stop in four railroad towns before stopping in Pollock. The train would leave Herreid, crossing the Spring Creek by Lake Pocasse, is a man-made lake created by a dam at the mouth of the Spring Creek. Upon reaching Pollock, the passengers had access to grain elevators and an oil refinery. The Soo Line provided rail service to the town of Pollock through transporting freight and passengers. The railroad maintained a turntable for snowplows at Pollock. The branch was an immediate success. The line paid for itself by originating countless carloads of flax and other grains.² The train provided lumber and supplies for the surrounding communities.

The tracks were laid just east of the depot and went along the back of the depot. A train order signal called the Nunn signal was installed on the Pollock side in April 1907. Pollock was the home terminal for the train crew who worked off the Bismarck crew board as an outlying job. "Crews went to work in the morning, departing Pollock between 6:30 am and 8:30 am over the years, running to Wishek to connect with trains from both Bismarck and Hankinson."³ The crew would return to Pollock that afternoon.

Pollock was occasionally flooded by Spring Creek. The town was forced to relocate when the Army Corps of Engineers decided to build a dam on the Missouri River at Pierre. The dam flooded the town and created Lake Oahe. The creation of the dam sparked a debate about whether to move the town or move to a new town. On January 27, 1953, the town decided to move the town south of its existing location. Ground was broken for the new town on June 4, 1955. The old town was leveled after all of the buildings were removed.

"One of the big tasks in moving Pollock was the relocation of the Soo Line Railroad. The move involved the construction of five miles of new grade and track, building a turntable and engine house and moving the depot."⁴ The tracks and the depot were not moved until 1960. The first train to arrive after the move was in mid-October. The railroad experienced a decline shortly after the move to Pollock.

² John A. Fink, the Soo, ❖The Wishek-Pollock branch❖ Vol. 10. No.4, 1988, p.27.

³ Stuart J. Nelson, Buildings on the Pollock Line, October 1988.

⁴ Pollock Area History Book 1989, Pollock, SD, 1989, p.9

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 9,10 Page 4

Bibliographical References:

John A. Fink, the Soo, "The Wishek-Pollock branch" Vol. 10. No.4, 1988, p.27.

Stuart J. Nelson, Buildings on the Pollock Line, October 1988.

Pollock Area History Book 1989, Pollock, SD, 1989, p.9

Mike A. Bedeau, Railroad Transportation Context For South Dakota, 1996, p.13.

Verbal Boundary Description:

Plat of Tract A, B, C, D, Schnabel Addition to Pollock, and Campbell County, located in the Northeast Quarter of the Northeast Quarter of the Northwest Quarter (NE1/4NE1/4NW1/4), and the North Half of the North half of the Northeast Quarter (N1/2N1/NE1/4), Section Twenty-one (21), Township One Hundred Twenty-eight (128) North, Range Seventy-eight (78) West, of the Fifth P.M., Campbell County, South Dakota.

Boundary Justification:

The nominated property includes the area surrounding the depot since the town of Pollock was moved.