

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 of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Chicago & Northwestern Passenger Depot and Baggage Room--Carroll
other names/site number Carroll Depot and Baggage Room, Carroll Depot

2. Location

street & number North West and West Fifth Streets not for publication
city, town Carroll vicinity
state IOWA code 19 county Carroll code 027 zip code 51401

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	1	0 buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site		sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure		structures
	<input type="checkbox"/> object		objects
		1	0 Total

Name of related multiple property listing: The Advent & Development of Railroads in Iowa 1855-1940
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.
Signature of certifying official: [Signature] Date: 7/18/90
Bureau of Historic Preservation
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of commenting or other official: _____ Date: _____
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is: **Entered in the National Register**
 entered in the National Register.
 See continuation sheet.
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain:)
Signature of the Keeper: [Signature] Date of Action: 9/6/90

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/Rail-Related

Current Functions (enter categories from instructions)

Transportation/Rail-Related

7. Description

Architectural Classification
(enter categories from instructions)

Late 19th Century and Early 20th Century
Revivals
Other: Victorian Romanesque

Materials (enter categories from instructions)

foundation Limestone
walls Brick
Limestone
roof Asbestos
other Sandstone

Describe present and historic physical appearance.

(See Continuation Sheet, attached.)

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The Carroll Depot and Baggage Room were designed by Charles S. Frost of Chicago for the Chicago & North Western Railroad, and built in 1896 at a cost of about \$28,000 ("Chicago & North Western Depot, Carroll, Iowa--An Architectural Study," Chapter 3, p. 7). The depot is a substantial brick building with a long wing to the west, including a breezeway and the baggage room. Architecturally, the building is a late Victorian variation of the Romanesque style. Despite some alterations to the roof, the depot's integrity is high. It is sited at the southwest corner of North West Street and West Fifth Street, on the fringe of the downtown commercial district. Directly north of the building is a grain elevator; immediately east, across a driveway is the American Express Building. The railroad yard extends to the east and west of the depot, while a mixed residential and industrial neighborhood lies across the tracks to the south.

The depot has an asymmetrical plan and massing. The eastern end is one and one-half stories high, while the long western wing is only one story. The plan was originally L-shaped, but now is irregular; it measures 82'10" on the south and 37'9" on the west side, or ten by four bays. The depot rests on a limestone and sandstone foundation, which is excavated only under the lunchroom on the west end of the depot. The depot's brick walls are laid in 5:1 American bond above a high limestone water table that wraps around the structure and extends all the way to the window sills.

The broad, hipped roof is covered with asbestos shingles. Two hipped-roof, wall dormers face south and east, and a flat-roofed polygonal tower stands at the northeast corner of the depot. Fenestration is predominantly four-over-two-light glazing with several multi-paned windows on the taller section of the building. Window sills in the upper half-story are limestone. The building has an assortment of panelled wood doors, most of which appear original but with one or two replacement panes of glass. A chimney, half brick and half metal pipe, rises from the rear roofslope.

In his 1971 architectural study of CNW depots in Iowa designed by Frost, Charles Parrott concludes that Boone, Marshalltown and Carroll stations are "all stylistically classed in prevailing Late Victorian modes" (Parrott, p. 7). Numerous features of this depot identify it further as "Victorian Romanesque." Those features include an asymmetrical plan; corner tower; hipped roof with lower wing; wall dormers; brick walls with rough-faced stonework; multi-paned transom windows; molded drip molds over doors and windows; crenellated door and window surrounds.

Frost's later designs were more classical, and hints of his development in that direction are found in the Carroll building. They include a central entry flanked by blind sidelights with semi-circular fanlight, and a full entablature and denticulated frieze at the roofline. The majority of these characteristics appear on the taller east end of the structure, which is most visible from downtown Carroll. The typical railroad features of this depot are the large, oversized angle braces, supported here by stone bases.

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The roof forms a visor on the south side of the depot, and under this an angled bay window protrudes from the wall. Remnants of a concrete base for the train order signal lie next to the bay window. Going from east to west, doors on the south side open into the waiting room, the ticket office, then the yardmaster's office, and finally the lunchroom. Stairs to the basement are located on the west side of the lunchroom.

The baggage room is separated from the west end of the depot by a breezeway, whose roof is supported by two steel trusses. The foundation, walls and roof of this building are identical to the depot. Pass doors in both the baggage room and the west side of the depot are original five-panel wood doors. The baggage room itself is two by two bays, measuring 40'4" wide by 27'5" deep. Its roof covers the breezeway and is lower than the depot roof. The original hinged double doors, each five-panel wood, open into the baggage room, and have large cast iron handles. On the rear of the baggage building, double doors mirror those on the front, but are higher and have a timber loading and unloading platform beneath them. The baggage room is currently used by the CNW as storage space, perhaps for Maintenance of Way equipment or signals. The Maintenance of Way Department parks its trucks in the breezeway.

The floor plan of the Carroll depot originally called for men's and women's waiting rooms flanking the ticket office (where the bay window is located). The women's waiting room was adjacent to the lunchroom. The lunchroom was inaccessible from inside the depot, because to get there men would have to "invade" the women's waiting room; each waiting room had access to the ticket office and to the platform outside, but there was no interior passage between them or into the lunchroom. On the north elevation, between the taller block and the western wing, is a small hip-roofed projection which contains men's and women's toilet rooms, included in Frost's original drawings.

The original ceiling was coved, but is now covered by a suspended ceiling, blocking out light from the upper part of the windows. The walls and ceiling are plastered, flaking in some spots, with false-bead board wainscoting below the window sills. Floors throughout the depot are wood (Landtiser and Plunkett, p. 17).

In 1902 separate waiting rooms were abolished when the women's was converted into the yardmaster's office. The larger men's waiting room became a general waiting room. Four years later the CNW added a small kitchen to the rear of the lunchroom, matching all detailing. This modification accounts for the structure's irregular plan.

Since 1906 the CNW has altered the Carroll depot and baggage room very little. Unfortunately, the few changes included a roof replacement on the main building as well as on the two dormers. The main roof retained its shape, unlike the dormers. They

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were originally gabled and pent over the wall surface with a round-arched opening over their windows. The tower's octagonal roof and three, small windows were removed, as were three brick chimneys on the western half of the building and finials at each roof peak. The railroad probably replaced the roof and removed the upper half of the corner tower in order to reduce heating costs, but in the long run that strategy may prove more expensive. The tower's roof sheltered the soft limestone walls and foundation below it, and since the present flat roof has no eaves, water runs unimpeded down the surface of the wall. The foundation around the tower is eroding, requiring the replacement of several limestone blocks.

Despite these modifications the Carroll depot and baggage room retain a surprising degree of integrity. The building is in good condition except for localized water damage. Future economic development of the immediate neighborhood by the City of Carroll is planned, and an active group of citizens wants to purchase the depot. Given its location near the commercial district and the proposed new development, the passenger depot possesses great possibilities for adaptive reuse.

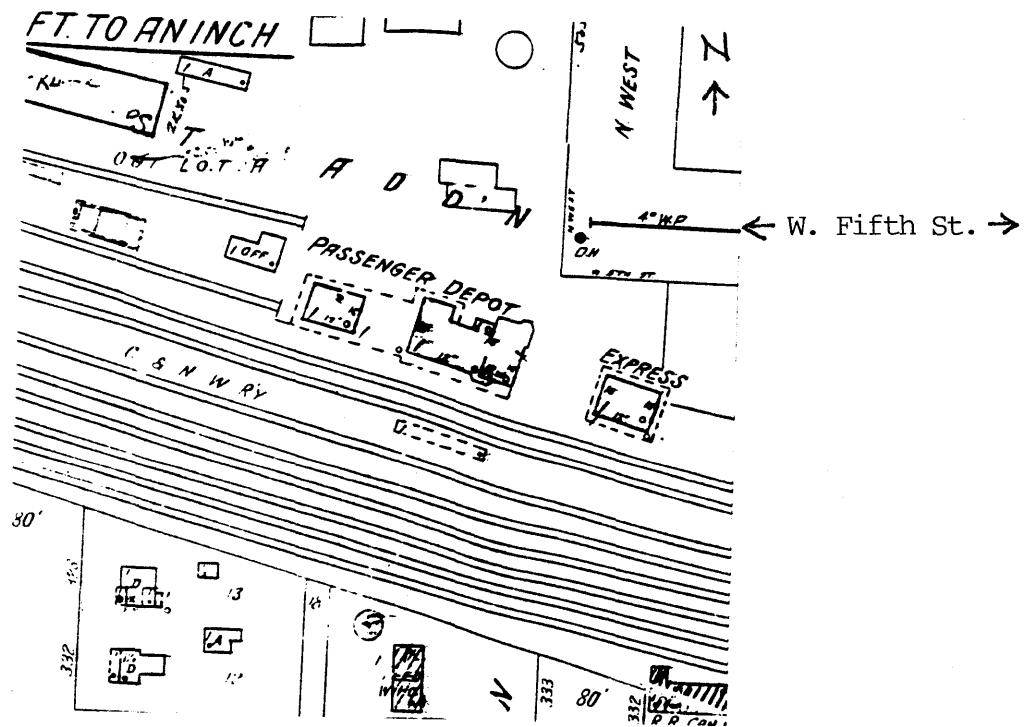
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Chicago & North Western Passenger Depot and Baggage Room
North West and West Fifth Streets
Carroll, Iowa



Sanborn Fire Insurance Map, June 1935
Scale 100 feet to 1 inch

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Architecture

Period of Significance

1896

Significant Dates

1896

Cultural Affiliation

None.

Significant Person

N/A

Architect/Builder

Charles Sumner Frost, Chicago
Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

(See Continuation Sheet, attached.)

See continuation sheet

9. Major Bibliographical References

Bach, Ira J. and Susan Wolfson. A Guide to Chicago's Train Stations, Present and Past. Athens: Ohio University Press, 1986.

Biographical and Historical Record of Greene and Carroll Counties, Iowa. Chicago: Lewis Publishing Co., 1887.

Bryant, Ray L. A Preliminary Guide to Iowa Railroads 1850-1972. Bryant, 1984.

Grant, H. Roger and Charles W. Bohi. The Country Railroad Station in America. Boulder: Pruett Publishing Co., 1978.

Landtiser, Jeffrey G. and Dan Plunkett. "Chicago and Northwestern Depot, Carroll, Iowa-- An Architectural Study." Paper prepared for Architecture 406, Iowa State University, Department of Architecture, July 1987.

See continuation sheet

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

Specify repository:

Iowa Site Inventory

10. Geographical Data

Acreeage of property Less than one acre.

UTM References

A

1	5	3	4	5	0	8	10	4	6	5	8	5	4	10
Zone				Easting				Northing						

C

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

B

Zone				Easting				Northing						

D

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

See continuation sheet

Verbal Boundary Description

The precise verbal boundary consists of a rectangle 210' west-northwest to east-southeast, and 75' east-northeast to west-southwest, centered on the subject depot. This area allows for a ten foot extension from the wall of the depot on the southeast side. The southeastern side of the rectangle abuts the boundary for the neighboring American Express Building.

See continuation sheet

Boundary Justification

This nomination includes only the depot and its connected baggage room. It excludes all adjacent trackage and any other buildings.

See continuation sheet

11. Form Prepared By

name/title Tracy Ann Cunning with research assistance from Nicholas L. Pitsch

organization PHR Associates date 1 December 1989

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INTRODUCTION:

The Carroll Passenger Depot and Baggage Room is a prime example of the larger replacement depots built by the Chicago & North Western Railroad along its main Iowa line during the Golden Age of Steam Railroading, c. 1890-1920 (The Advent and Development of Railroads in Iowa 1855-1940, "The Golden Age of Steam Railroading c. 1890-c. 1920"). The depot's design is the work of Charles Sumner Frost, Chicago architect, whom the CNW engaged to design at least fifteen passenger stations in Iowa and eastern Nebraska, in addition to fourteen stations in the Chicago area. Hiring a private architect to design depots in small cities and towns was rare in the railroad business, but the North Western was well-known for constructing "more elaborate and ornate stations" than its nearest competitors in Iowa (Grant and Bohi, p. 99).

The Carroll depot reflects the company's prosperity during the Golden Age, as well as its concern for its corporate image as an inducement to customers (Parrott, p. 3). Eight known Frost depots in Iowa remain today, and of these the Carroll depot is one of the better examples still on site; two others are in Jefferson and Marshalltown, and require further investigation. The depot and attached baggage room are significant under Criterion C, both as a second generation replacement brick depot and as the work of a master. The Frost-designed Carroll depot and baggage room is a link in the strong stylistic connection between Iowa depots and Chicago train stations (MPD, "Railroads and Architectural Standardization: Three Generations, 1855-1940").

The Carroll Depot and Baggage Room may be locally significant under Criterion A, but at this time there is not enough local historical information to include Criterion A in the nomination.

BACKGROUND:

The first railroad through Carroll was the Cedar Rapids & Missouri River Railroad, which completed its line from Cedar Rapids to Council Bluffs between 1860 and 1867, after a short hiatus during the Civil War. The CRMR was organized as the western extension of the Chicago Iowa & Nebraska railroad, the successor to the Lyons & Central Iowa. The Lyons & Central Iowa was one of the four trunk railroads in Iowa to receive a federal land grant in 1856. When the CRMR acquired the former company, it also acquired the land grant, which included 88, 120 acres in Carroll county. A direct grant of an additional 29, 240 acres of Carroll County land was given the railroad in 1864, which further facilitated the railroad's development in that county (History of Greene and Carroll Counties, 1887, p. 682).

The CRMR was leased to the Galena & Chicago Union railroad in 1862, and when the Chicago & North Western leased the latter road in 1865, it inherited the CRMR. In 1867

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the North Western-backed company was the first railroad to link Chicago to the Missouri River, and it reaped the benefits of the first transcontinental traffic for several months before the Chicago, Burlington & Quincy joined it in Council Bluffs. The CRMR finally became an official member of the CNW family in 1884, when the North Western purchased it outright (Bryant, 1984).

The Cedar Rapids & Missouri River reached Carroll in 1866, where it built a two-story depot with a one-story freight room near the corner of 4th and Main Streets. Carroll probably already existed as a small town at this time, but became the county seat in 1869 at the behest of the railroad and prominent local businesspeople. The town was conveniently located in the center of the county, and the railroad needed to sell town lots in order to obtain cash. Little is known about the CRMR's early depots; this one had an exterior stairway to the second floor and was without a bay window.

The Chicago & North Western enjoyed a monopoly in rail transportation in the prairie town for the next three decades. East-west transcontinental traffic rolled through Carroll, and the railroad soon built other "support" buildings south and west of the wooden depot, including an engine house. Local entrepreneurs established grain elevators, lumber yards, agricultural implement supply stores, and other stores along the CNW tracks through the town, many of which had their own spurs tying into the North Western's main line.

Between 1877 and 1880 the CNW reinforced its position in this part of the state by constructing two branches, one through the Maple River Valley to Sioux City and one south to Harlan. By 1888 business through Carroll had grown so rapidly that the company erected a wooden freight house southeast of the depot, and a small wooden express office directly west of the depot. The town population was only 1,900 but the railroad drew upon the large farm population surrounding Carroll in addition to the traffic coming from the south and west via the branchlines.

Between 1888 and 1893 revenues generated in Carroll justified the construction of a new depot. The one-story, wooden depot was constructed on the site of the previous depot, and a bigger American Express building was built on the site of its predecessor. During these years the North Western also increased its yard trackage and number of outbuildings, as did most rail companies in the state.

The new depot was short-lived. Carroll was a busy station on the North Western; eighteen passenger and thirty-six freight trains a day stopped here in the mid-1890s. About twenty people were employed in the depot, fourteen in the shops, and six in the American Express office (The Carroll Herald, December 14, 1897, from Landtiser and Plunkett, p. 7). Within two years the North Western made plans to erect several new

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depots along its main line, including Carroll. Since this line was the final link in the nation's first transcontinental railroad the CNW was proud of it. It wanted depots that would impress customers and remind them of the company's historic achievement.

Competition among railroads in the state in the 1870s and 1880s consisted primarily of construction and rate "wars." By the early 1890s the state was nearly covered with rails and competition increasingly involved ways to generate more commercial, industrial and passenger traffic. The North Western wanted to improve its corporate image, and planned to use elegant depot designs as part of its advertising (Parrott, p. 5-6).

In the 1890s the company engaged Chicago architect Charles Sumner Frost to design three depots on its main line through Iowa. Boone was the first (1893), followed by Carroll (1896) and Marshalltown (1897). Frost eventually designed at least fifteen new Iowa depots for the North Western in the next twenty years, including standard plan wooden depots (CNW Plan Numbers One and Two). The brick depots resemble one another in some ways, but as a group are different (Parrott, p. 7-8). Each of the three earliest depots remains, but Carroll and Marshalltown retain more integrity of design than Boone. In fact the Carroll depot is one of the best remaining Frost depots known to exist in the state. Marshalltown is the best example in eastern Iowa; Carroll is the best in the western half (Pitsch, interview).

The Carroll depot was to be a brick building located west of the downtown, at the corner of W. Fifth and N. West Streets. Why the company chose this site unclear. The yard near the old depot was becoming tangled with spurs and sidings to the numerous businesses lining the right-of-way, and perhaps it wanted to avoid further congestion by removing its passenger station to the western end of the yard.

The location for the new depot may have influenced its form. The North Western may have decided to orient the station to N. West Street, which runs perpendicular to the tracks, since most pedestrian and dray traffic would come from that street and W. Fifth Street. In any event, Frost designed an asymmetrical structure whose main street entrance is perpendicular to the tracks, unlike the traditional street entry from the rear of the depot, paralleling the tracks. The structure's asymmetry probably encouraged Frost to add a polygonal corner tower where it would be most visible to people arriving from the downtown area. The depot is also noteworthy for its detached baggage room, which is separated from the main building by a breezeway. In these ways the Carroll depot is less typical of replacement depots that railroads built in Iowa during their prime.

While varying from most other replacement depots in the state the Carroll depot and baggage room display many features common to early Charles Frost designs, or sometimes those he later designed with Alfred H. Granger. These include rusticated

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stonework, especially on the lower portion of the building; quoins and/or crenellated door and window surrounds; towers or prominently elevated sections of roof, sometimes adorned with finials; and baggage rooms attached to depots by breezeways. Less common are round arches. Ira J. Bach and Susan Wolfson have identified fourteen stations in the Chicago area credited to Charles Frost, and of these the Carroll depot shares characteristics with seven, although they are all distinctly different buildings.

On the other hand, the Carroll depot is also typical of replacement depots built in Iowa between 1890 and 1920 in that it reflects the prosperity of that period. It is brick and larger than its predecessor, and has a traditional floorplan: waiting rooms flank the ticket office and the baggage room is on the far end of the structure. This building also has a lunchroom between a waiting room and the baggage room, common in the larger passenger stations.

It illustrates in particular the financial stability and desire of the CNW to attract patrons through its physical plant. The CNW was able to hire a private architect rather than design all its replacement depots, even standard plan wooden ones, inhouse. The North Western was well-known for employing structural rather than superficial ornamentation on its buildings, unlike other rail companies in the state. The frequent use of cross-gabled hipped roofs, dormers and (in the case of many Frost creations) towers rather than easily-applied wood brackets, gable screens, etc., is a good example of the company's use of structural decoration. More specifically, the fact that the Carroll depot is constructed of solid brick and stone, and is flanked by matching baggage and express buildings indicates that the company could afford elaborate new stations.

Work on the depot began in 1895 and finished in the summer of 1896, costing about \$28,000. The railroad made other improvements to its Carroll yard, costing an additional \$12,000. According to the Carroll Herald of December 14, 1897, "The citizens of Carroll are justly proud of the splendid depot built by the [CNW]....This is proof that the railroad has plenty of confidence in the future of Carroll" (Landtiser and Plunkett, p. 7). In 1901 the Chicago & North Western added a second track to its main Chicago-Omaha route to handle the heavy traffic along the line more safely. Passenger traffic remained high for in the following year the company increased the kitchen space behind the lunchroom. Since the end of passenger service in 1959, the depot was remodelled to serve as yard offices; the building is now primarily used as storage space by the railroad.

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SIGNIFICANCE:

The Carroll depot is an interesting, asymmetrical variation of the typical replacement depot built by railroad companies in Iowa between 1890 and 1920, and is significant under Criterion C. The CNW had a great variety of depot styles on its lines because of its "large number of predecessor roads, erection of replacement depots, and changes in design thought....No better illustration of this variation of depot types can be found that along the Chicago-to-Omaha main line" (Grant and Bohi, p. 84).

In its asymmetrical design, the Carroll depot is just such a variation, but it is also representative of the Northwestern's replacement depots. It was designed by an out-of-house architect, is a larger, more decorative station than those of the railroad's rivals, and displays structural ornamentation rather than applied ornamentation. The Carroll depot was built in the heyday of steam railroading when the Chicago & North Western wanted to advertise itself through elegant depots and could afford to do so.

The Carroll Depot and Baggage Room has undergone several changes since its construction, but each of these is important as an illustration of the CNW's attitude regarding its buildings. The company built attractive, substantial stations during expansive years, but when the railroad business declined or shifted more toward freight, the North Western modified its depots for more efficient use rather than for aesthetics.

Historically most railroads in Iowa have looked primarily to Chicago. The major roads in Iowa (CBQ, CNW, IC, MILW, and RI) all originated there and were headquartered there, and since the 1850s Chicago markets and industries have been the destination (or source) of much of the state's railway traffic. The stylistic connection between Iowa and Chicago naturally followed the economic one. Many of the architects who created depot designs for these Chicago-based roads worked in the city themselves. The two dozen or so brick stations (at least) that Charles S. Frost designed in Chicago and Iowa provide an explicit link between the two places. Given its numerous Frost characteristics, the Carroll depot is a key structure in the relationship between Iowa and Chicago railroad architecture.

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**Maclean, Paul. History of Carroll County, Iowa, Volume I. Chicago: S. J. Clarke
Publishing Co., 1912.**

**Parrott, Charles. "An Architectural Study of the Chicago and North Western Railway
Passenger Stations on the Iowa Division Designed by Charles S. Frost 1893-1919."
Paper, Iowa State University, Department of Architecture, August 1971.**

**Pitsch, Nicholas L. Railroad Historian, Bellevue, Nebraska. Telephone Interview, 17
December 1989.**

Sanborn Fire Insurance Maps for Carroll, Iowa, 1883-1935.