

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY DETERMINATION RECORD

NRIS Reference Number: 93000326 Date Determined Eligible: 5/4/93

Chicago, Milwaukee & St. Paul Depot--Jefferson
Property Name:

Green IA
County: State:

Advent and Development of Railroads in Iowa MPS

Multiple Name _____

This property is determined eligible for listing 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.

Patrick Andrews
Signature of the Keeper

5/24/93
Date of Action

=====

Amended Items in Determination of Eligibility:

Technical oversight was clarified through a phone call to the Iowa SHPO. The material of the roof is "wood shingles." The Determination of Eligibility is officially amended to include this information.

DISTRIBUTION:

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

OWNER OBJECTION 326

United States Department of the Interior
National Park Service

MAR 23 1993

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 Chicago, Milwaukee & St. Paul Depot - Jefferson

other names/site number Milwaukee Depot

2. Location

street & number 507 East Lincoln Way not for publication

city or town Jefferson vicinity

state Iowa code IA county Greene code 073 zip code 50129

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.)

David 3/15/93
Signature of certifying official/Title Date
State Historical Society of Iowa
State or Federal agency and bureau

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- 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:)

for
Signature of the Keeper Edson H. Beall Date of Action 9-30-94
Determined Eligible Entered in the National Register
Patrick Andrus **DOE/OWNER OBJECTION** 5/4/93

Chicago, Milwaukee & St. Paul Depot
Name of Property

Greene Co., 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		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.)

Number of contributing resources previously listed in the National Register

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

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/Train Depot

Current Functions
(Enter categories from instructions)

Vacant

7. Description

Architectural Classification
(Enter categories from instructions)

Other/RR Standard Plan

Materials
(Enter categories from instructions)

foundation concrete
walls wood

roof asphalt
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.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" 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 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)

Architecture

Period of Significance

c. 1906

Significant Dates

c. 1906

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Chicago, Milwaukee & St. Paul Bridge
and Building Department

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):

- 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:

Greene County Conservation Board

Chicago, Milwaukee & St. Paul Depot
Name of Property

Greene Co., Iowa
County and State

10. Geographical Data

Acreage of Property approximately .26 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	1 5	3 8 6 7 0 0	4 6 5 2 1 0 0
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
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 Rebecca Conard

organization PHR Associates date July 29, 1992

street & number 275 Crescent Park Drive telephone 712/657-3347

city or town Lake View state Iowa zip code 51450

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 Central Iowa Energy Cooperative (CIECO)

street & number P.O. Box 2517 telephone 319/366-8011

city or town Cedar Rapids state Iowa zip code 52406

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.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 1

CFN-259-1116

*Chicago, Milwaukee & St. Paul Depot, Jefferson, Greene County, Iowa**Description*

Rectangular in plan, the Chicago, Milwaukee & St. Paul depot at Jefferson measures 72'6" long x 24'6" wide with a 27'6"x24' open pavilion on the north end. The entire structure is integrated under a hipped roof which has a central cross gable over mirror-image trackside and back bays. Wood shingles (in poor repair) currently cover the roof. A centrally located brick chimney intersects the gable on the ridge of the main, hipped roof. Wide eaves are supported by oversize, scrolled and notched brackets. The pavilion is supported by two plain wooden posts on the northeast and northwest corners. These are replacements, probably installed sometime in the late 1950s, although the styling of the originals is as yet undetermined. Plans for the Adel depot, of which this is a near twin, show each support consisting of two slender round columns set atop a square pier. The Milwaukee depots at Jefferson and Adel were erected on the same plan, although they differ in overall length and in ornamental window treatment, so the pavilion columns may not have been quite the same, although those at Jefferson are remembered as being round wooden columns.¹

Building decoration is based primarily on the use of contrasting exterior siding material. Pent gable ends over the trackside and back bays are covered with patterned shingles, and small vent windows are tucked under the gable peak. Upper walls are sheathed with drop siding. Lower walls are covered with narrow, V-notched ceiling boards. Window and door openings are set off with wide, plain surrounds. Windows are predominantly one-light/one-light wood sash, although they are currently covered with plywood to discourage vandalism. Transom windows are located over all the pass and baggage doors. "Jefferson" signboards still hang from the north and south eaves.

The interior plan includes two waiting rooms, one on either side of the ticket office and connected by a hallway behind the ticket office, which also provides access to men's and women's toilets, located in the back bay. The south end of the depot is arranged mainly for baggage and freight handling, although a small coal storage room is also located here. Room partitions are intact, as is the ticket window. Likewise, the ticket office cabinetry is still

1 Jim Andrews, Jefferson, to Rebecca Conard, 28 July 1992.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 2

CFN-259-1116

Chicago, Milwaukee & St. Paul Depot, Jefferson, Greene County, Iowa

present. Walls and ceilings alike are covered with V-notched tongue-and-groove siding painted in contrasting colors above and below a chair rail.

The depot has suffered from a lack of maintenance for several years, but it appears to be structurally sound and the historic architectural integrity is intact, interior as well as exterior. Alterations are minimal, limited to replacement pavilion support posts. In addition, a stained glass window from the back bay and the brick platform have been removed. The brick pavers along the main platform area on the east side of the depot were salvaged by the Boone and Scenic Valley Railway after the Milwaukee line went bankrupt and the depot was vacated. Those on the west rear were salvaged by a local resident, Jim Andrews. A cast iron horse trough which sat on the north edge of the depot adjacent to the Lincoln Highway was sold as an antique.²

Central Iowa Energy Cooperative (CIECO) currently owns the depot grounds as well as the track right-of-way located on the east side of the depot. The tracks have been removed and the roadbed is slated for redevelopment as part of the North Raccoon Environmental Corridor. Greene County Conservation Board leases the depot from CIECO and intends to restore the depot for uses compatible with the recreational trail.

2 Ibid.

United States Department of the Interior
National Park Service

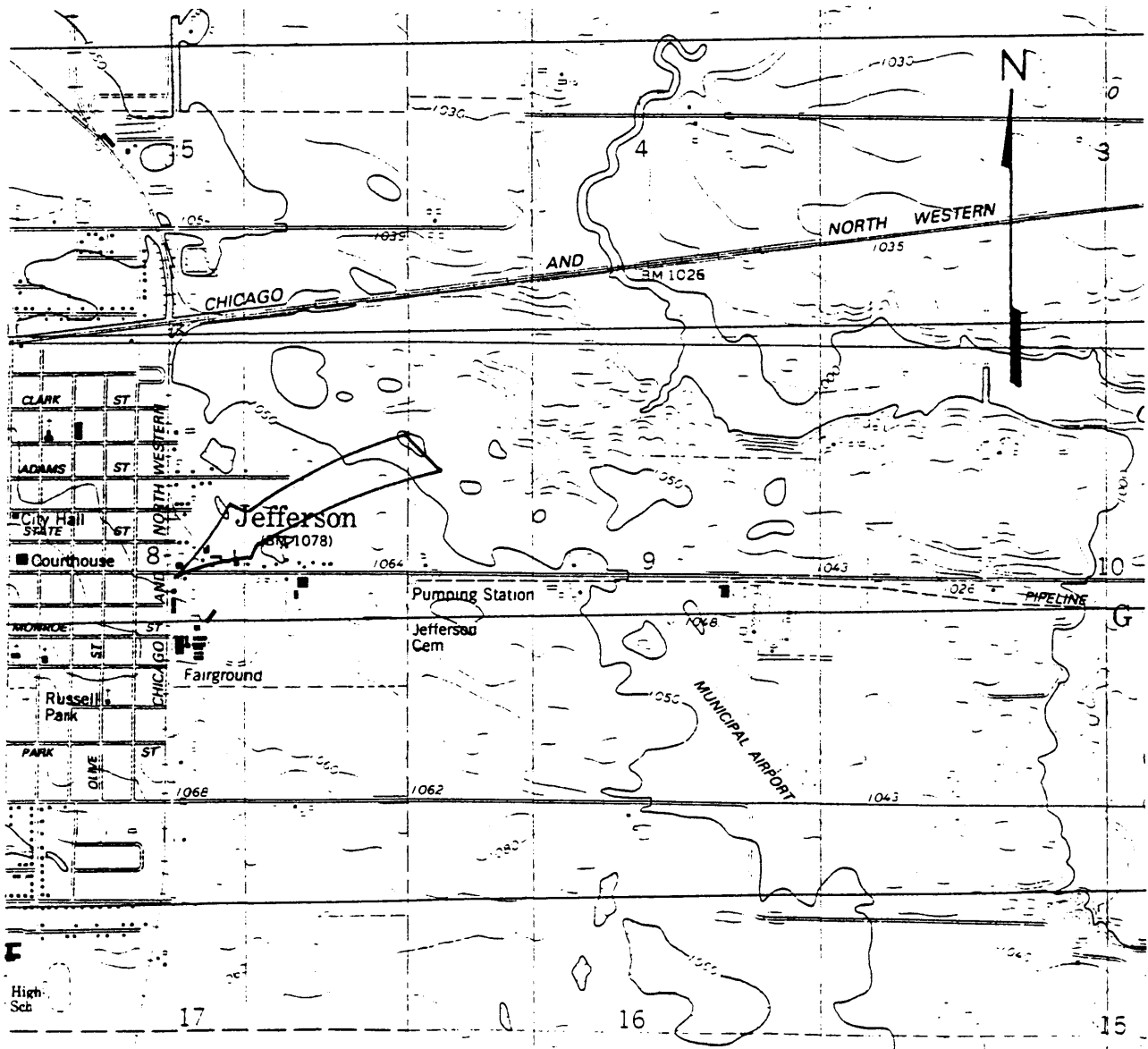
National Register of Historic Places
Continuation Sheet

Section number 7 Page 3

CFN-259-1116

Chicago, Milwaukee & St. Paul Depot, Jefferson, Greene County, Iowa

Resource Location: U.S.G.S. Jefferson East Quadrangle, 7.5 minute, 1986



United States Department of the Interior
National Park Service

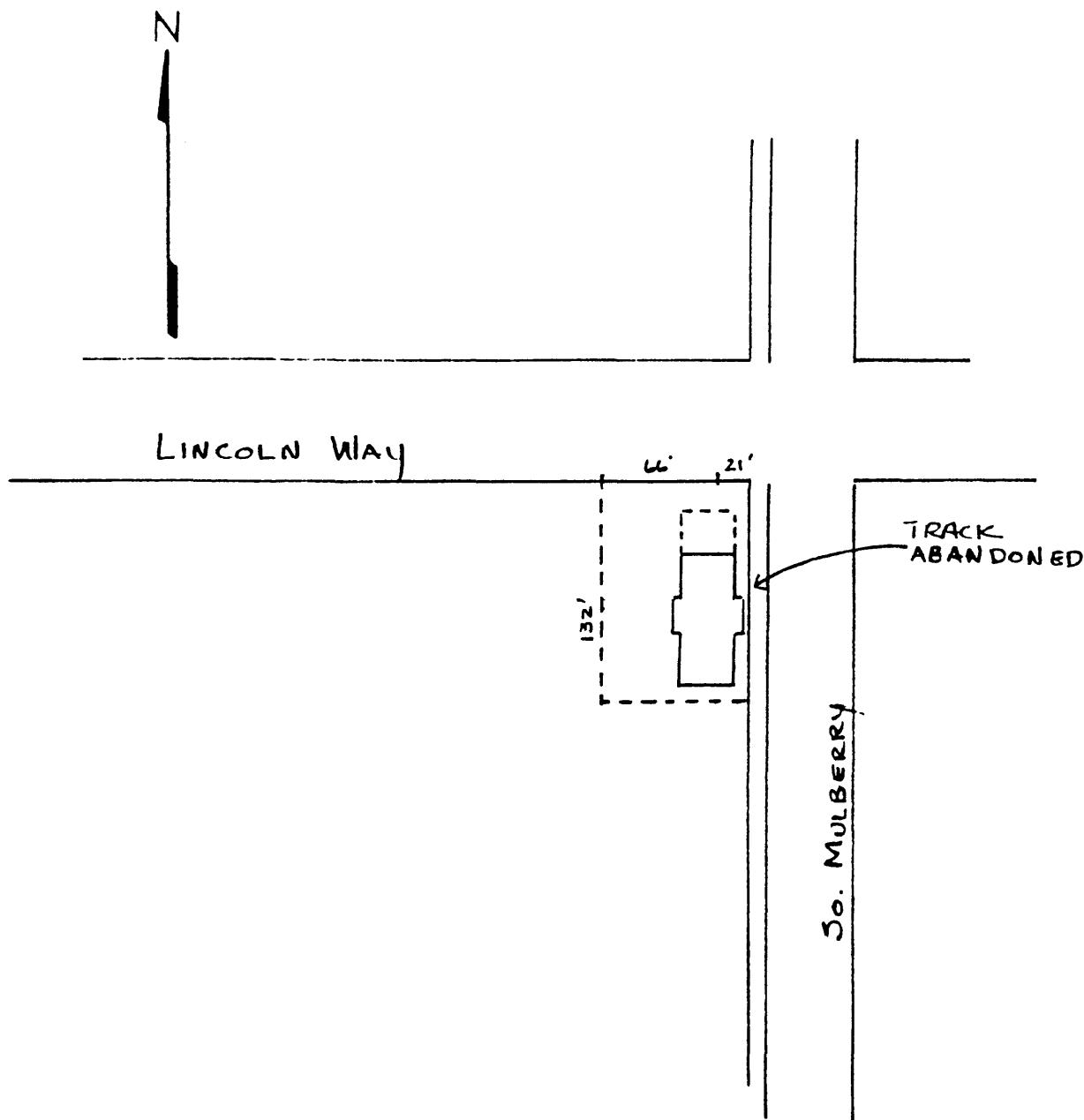
National Register of Historic Places Continuation Sheet

Section number 7 Page 4

CFN-259-1116

Chicago, Milwaukee & St. Paul Depot, Jefferson, Greene County, Iowa

Sketch Map

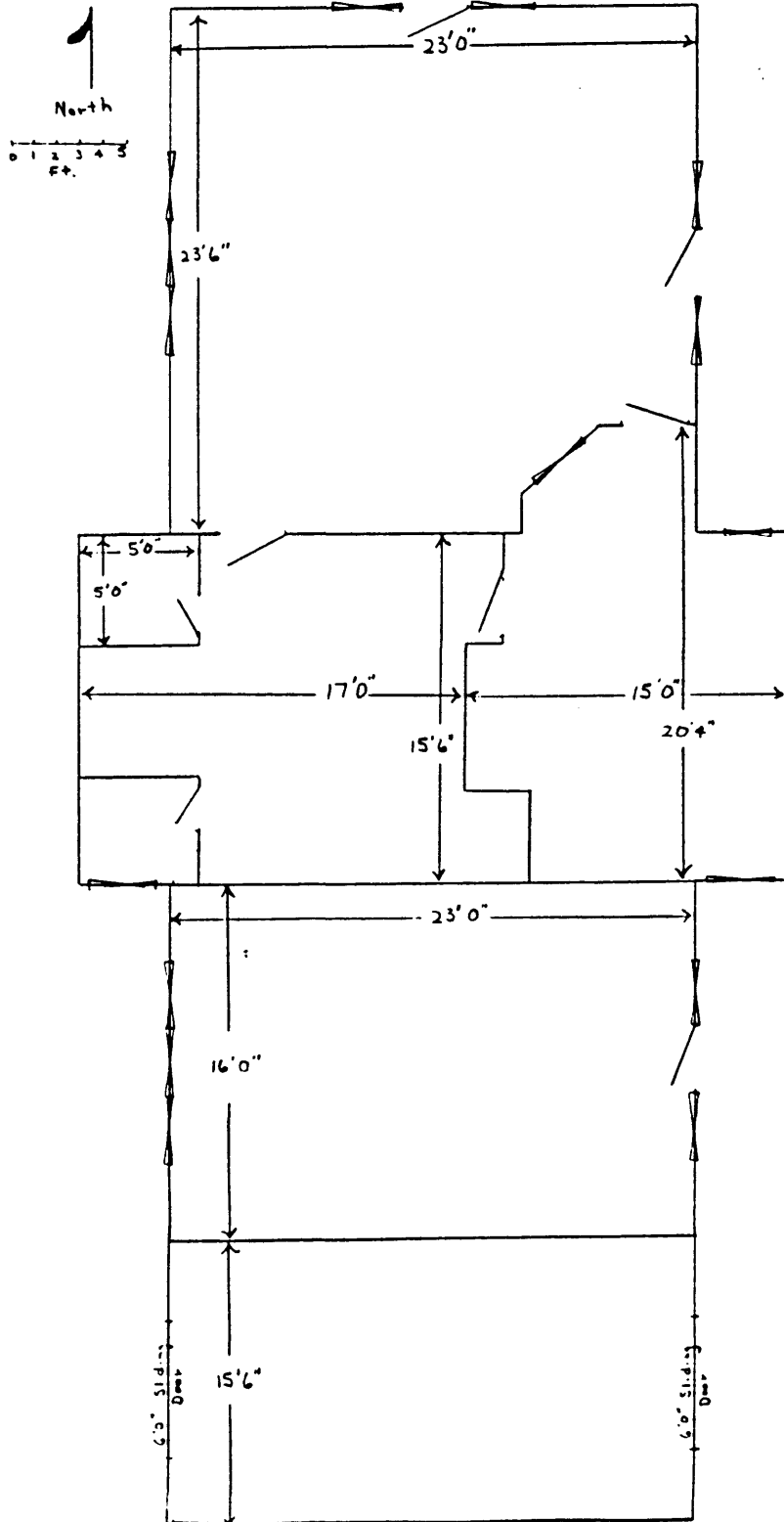


United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 5

Chicago, Milwaukee & St. Paul Depot, Jefferson, Greene County, Iowa - Floor Plan



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 6

CFN-259-1116

Chicago, Milwaukee & St. Paul Depot, Jefferson, Greene County, Iowa

Statement of Significance

The Chicago, Milwaukee & St. Paul Depot is significant under Criterion C as a relatively unaltered example of the standard-plan wooden depots the company was still erecting during the early twentieth century. Because Jefferson was the county seat, the depot warranted more decorative treatment than the Milwaukee normally accorded its stations, in this case pent gables over the trackside and back bays, an open pavilion on one end, and some decorative window treatment.

The Milwaukee line was one of three lines serving Jefferson by the late nineteenth century, the other two being the Chicago & North Western and the Rock Island. The Chicago, Milwaukee & St. Paul Railroad through Jefferson began as the Wabash, St. Louis & Pacific Railroad. As such, it was part of the 500 or so miles of track that Jay Gould pieced together in Iowa during the late 1870s and early 1880s in an attempt to break into territory controlled by stronger and well-established lines such as the Chicago, Burlington & Quincy and the Rock Island.³

Published sources are vague about when the Wabash entered Jefferson, but it probably was in 1882 or 1883. It certainly was not any later than 1883 since by June 30 of that year the Wabash had built 114 miles of narrow gauge track from Des Moines to Fonda.⁴ Jefferson was on this line. According to the first official history of Greene County, the Wabash operated the Des Moines to Fonda line for eight or nine years. Property owners living in the six townships of Greene County through which the line passes aided construction by paying a tax on their land, which varied from two to five percent of assessed value.⁵

The 114-mile line was also known as the High Bridge Route, so named for a long, high bridge that crossed the Des Moines River between Clive and Boone, Iowa. After the Wabash went bankrupt in 1884, the High Bridge Route eventually was acquired by the Des Moines, Northern

3 See Rebecca Conard and Tracy Ann Cunning, *The Advent and Development of Railroads in Iowa: 1855-1940*, Multiple Property Document, 1990, especially pages E30-E39, "Consolidation of the Railroad Industry: 1870-1900."

4 Ray L. Bryant, "Wabash, St. Louis and Pacific Railway Company (1879-1887)" in *A Preliminary Guide to Iowa Railroads, 1850-1972* (privately printed, 1984), n.p.

5 E.B. Stillman, *Past and Present of Greene County* (Jefferson, 1979, rpt. 1907), 87.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 7

CFN-259-1116

Chicago, Milwaukee & St. Paul Depot, Jefferson, Greene County, Iowa

& Western Railway Company. The official transfer came in 1891, the same year that new standard gauge track was laid. In January 1895, the Chicago, Milwaukee & St. Paul Railway acquired the Des Moines, Northern & Western Railway property and franchises.⁶ Thus, by 1895, the line was officially part of the Milwaukee Road.

Available evidence indicates that the present depot was constructed from a standard Milwaukee building plan between 1906 and 1909. It is nearly identical in design to the Milwaukee depot constructed at Adel, Iowa, the plan for which is dated April 1906.⁷ The Jefferson depot is depicted on the August 1909 Sanborn map, so it definitely was constructed by that date.⁸

Fire insurance maps depict the buildings at the Milwaukee station as early 1893, at which time a combination passenger and freight depot served the community. This structure, smaller than the existing depot, was located on Mulberry Street north of Main Street (after 1912 known as the Lincoln Highway). It was in the heart of the downtown commercial area. Three side tracks served McFarland Grain Co., P.M. West's Elevator, Lee Jamieson & Co. Lumber Yard, and an agricultural implement dealer. Assorted coal sheds, lumber sheds and racks, corn cribs, and loading platforms sat adjacent to the tracks. The August 1909 Sanborn map shows that by then the new passenger depot and brick platform had been erected on Mulberry across Main Street on the south. The former combination depot had been converted to handle only freight, with a new platform extending from three sides of the building. Side tracks still served two elevators and a lumber yard, plus I.J. Mattson Carriage & Wagon Works and Jefferson Ice Co. By this time, the railroad reportedly was the only line in Jefferson carrying passengers straight through to Des Moines without stopping. The Milwaukee line also was the major north-south line

6 Bryant, "Des Moines, Northern and Western Railway Company" in *A Preliminary Guide to Iowa Railroads, 1850-1972*, n.p.

7 H. Roger Grant and Charles W. Bohi, *The Country Railroad Station in America* (Sioux Falls, S.D.: Center for Western Studies, Augustana College, 1988), 81.

8 No reference to construction of the new depot appears in issues of the local newspaper, *The Jefferson Bee*, between 1905 and 1909. It is possible that the depot was constructed prior to 1905; however, since the structure expanded Milwaukee facilities in Jefferson, it is equally plausible that its construction was not considered important enough for press coverage.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 8

CFN-259-1116

Chicago, Milwaukee & St. Paul Depot, Jefferson, Greene County, Iowa

connecting Des Moines with the northern lakes region (Spirit Lake and Lake Okoboji).⁹ Local resident Jim Andrews recalls that a section house sat approximately two blocks south of the depot.¹⁰ The freight depot remained in service until roughly World War II, and for many years after that the building was used for grain storage until it was razed in about 1980. Passenger service continued until the early 1950s. After that, Milwaukee continued to use the depot as a freight office until about 1980.¹¹

As a county seat depot, the Jefferson station was larger than most, with two waiting rooms, indoor plumbing, an express and baggage room, and an attached pavilion for patrons who cared to wait outside. Prior to 1900, Milwaukee depots represented a hodge-podge of building types inherited from predecessor lines. At the turn of the century, however, the company "clarified its depot design policies; it devised an elaborate set of combination station drawings that would provide a structure to meet the traffic requirements of any community...."¹² These combination stations ranged from tiny two-room depots -- containing a waiting room and a freight room with no agent's quarters -- to the widely used one-story "Garden City" types with decorative siding and trim to roomier two-story depots with agent's quarters on the second floor. "Six standard plans used...after the turn of the century account[ed] for more than 100 depots" built in the Midwest.¹³ For the most part, the Milwaukee railroad relied upon surface decoration rather than structural complexity to dress its depots. County-seat depots, however, usually received some slightly out of the ordinary treatment. In addition to being larger buildings, these depots might have a broken-pitch roof or a complex roof form, gabled dormers, tower dormers, or rounded bays. The Jefferson depot reflects such catering to the local community. The open pavilion on the north end plus two interior waiting rooms provided ample shelter for patrons. Pent gables over the bays and decorative window touches also signified this was a slightly more important community in the eyes of the railroad.

9 Stillman, 87.

10 Jim Andrews, Jefferson, to Rebecca Conard, 28 July 1992.

11 Andrews to Conard, 28 July 1992.

12 Grant and Bohi, 71.

13 Ibid, 71-79, 84.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 9

CFN-259-1116

Chicago, Milwaukee & St. Paul Depot, Jefferson, Greene County, Iowa

References

Andrews, Jim (Jefferson, Iowa). Telephone interview with Rebecca Conard, 28 July 1992.

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

Conard, Rebecca and Tracy Ann Cuning. *The Advent and Development of Railroads in Iowa: 1855-1940*, Multiple Property Document for State Historical Society of Iowa, Historic Preservation Bureau, 1990.

Grant, H. Roger and Charles W. Bohi. *The Country Railroad Station in America*. Sioux Falls, S.D.: Center for Western Studies, Augustana College, 1988.

Jefferson Bee, December 1905-August 1909.

Sanborn Fire Insurance Maps: 1888, 1893, 1898, 1909, 1915

Stillman, E.B. *Past and Present of Greene County*. Jefferson: Greene County Genealogical Society, 1979, rpt. 1907.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 10

CFN-259-1116

Chicago, Milwaukee & St. Paul Depot, Jefferson, Greene County, Iowa

Boundary Description

The property is a rectangle measuring 87'x132', including all of Lot 161, Block 27 of the Original Town Plat and a strip of land in the rail right-of-way measuring 21'x132' adjacent to Lot 161 on the east. Boundaries are indicated on the sketch map.

Boundary Justification

The west half of the depot sits within the legal boundaries of Lot 161, which was platted after the depot was built. The east half of the depot sits within a 75' rail right-of-way. These boundaries encompass the actual limits of land associated with the structure, incorporating an area east of the building extending to the tracks where the brick platform was once located.