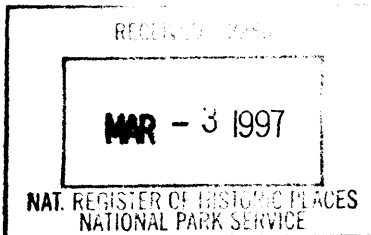


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United States Department of the Interior
National Park Service



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 Chicago, Milwaukee, St. Paul & Pacific Depot - Delmar

other names/site number Delmar Depot

2. Location

street & number West of Main Street, between Railroad and Clinton not for publication

city or town Delmar N/A vicinity

state Iowa code IA county Clinton code 045 zip code 52037

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 Chertock DSHA 2-26-97
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:)

Signature of the Keeper

Date of Action

Bella Savage 4-14-97

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

Number of Resources within Property
(Do not include previously listed resources in the count.)

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

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
1		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.)

Number of contributing resources previously listed
in the National Register

Advent & Development of Railroads in Iowa:
1855-1940

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Current Functions
(Enter categories from instructions)

TRANSPORTATION/Rail-Related

WORK IN PROGRESS

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

OTHER: Milwaukee Line Malden Standard
Plan

foundation Concrete

walls Wood

roof Asphalt

other Metal

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.)

- Criteria A, B, C, D with checkboxes and descriptions.

Areas of Significance

(Enter categories from instructions)

Transportation

Architecture

Period of Significance

c. 1905-c. 1945

Significant Dates

c. 1905

1914

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

Architect/Bulder

Chicago, Milwaukee, St. Paul & Pacific

Railroad

Criteria Considerations

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

Property is:

- Criteria A through G with checkboxes and descriptions.

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):

- Criteria for previous documentation on file (NPS).

Primary location of additional data:

- Criteria for primary location of additional data.

Name of repository:

Chicago, Milwaukee, St. Paul & Pacific Depot - Delmar
Name of Property

Clinton County, Iowa
County and State

10. Geographical Data

Acreage of Property Less than one acre.

UTM References

(Place additional UTM references on a continuation sheet.)

1 15 6981090 4652500
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 Jim Gonyier, E.C.I.A. and Molly Myers Naumann, Consultant

organization Clinton County H.P.C. date June 1996

street & number 167 West Alta Vista telephone (515) 682-2743

city or town Ottumwa state IA zip code 52501

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 City of Delmar

street & number City Hall telephone (319) 674-4256

city or town Delmar state IA zip code 52037

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 Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

CFN-259-1116

Chicago, Milwaukee, St. Paul & Pacific Depot - Delmar
Clinton County, Iowa

DESCRIPTION:

The Chicago, Milwaukee, St. Paul & Pacific Depot in Delmar from c.1905 is a single story rectangular building measuring 24' x 98', with an east/west axis. It is a combination passenger/freight depot of wood construction with a hip roof (flared on the passenger portion). Although it was originally built next to the tracks approximately one block south of its present location, it was moved when the Milwaukee tracks were relocated in 1914. The location is northwest of the business district, with a grain elevator to the south, and a residential neighborhood to the north.

The building rests on a poured concrete foundation (1914) with a very small crawl space. The exterior is covered with two different types of siding. Below the windows is a band of vertical weatherboard which is highlighted by a simple band of molding at both the top and the bottom. Horizontal clapboard is used above this vertical board area. A wide cornice board functions as a stringcourse across the tops of the doors and windows. Angle braces with recessed cross-piece and gently curved ends support the broad overhanging eaves. The roof features a two level hip, being a simple hip at the east end over the freight area, but flared over the west end passenger area. The original roofing material was cedar shingles and iron cresting originally adorned the ridge. A single chimney is located just east of center in the passenger portion.

The depot is located on the south side of the tracks, with the dispatcher's bay on the north (track) elevation. This three window bay has an exterior door immediately to the left (west) side. Two other doors are located on the north wall of the passenger area, and there are two doors along the north wall of the freight area. Four north windows provide light into the passenger area. There are two windows on the west elevation (passenger area), while the east elevation has a single opening, a wide freight door. This is a raised door, suggesting a ramp or platform was originally located along this end. The south elevation would have been the "street side" and it has two entrances, one near each end of the passenger portion, plus two freight doors (one with small wooden dock in front). Five windows open into the passenger area. Windows throughout are 1/1 double hung sash, while the regular (not freight) doors all have a single large window and transom above. These five doors are all reached by two concrete steps, and a concrete platform surrounds 75% of the building. The concrete is all in good condition.

The floor plan shows the large freight room at the east end, with the dispatcher/ticket office and two waiting rooms in the passenger portion of the building. An architect's drawing from 1914 shows that the freight room originally was on two levels, with the east part having a high floor, and the west part having a low floor. That explains why the two freight doors serving the east end of the building are raised. The passenger area features the central office and double waiting rooms (one for male and one for female passengers) that were common in depots of this period. The two waiting rooms were originally connected by a hallway along the south wall. Significant interior features in the passenger area include vertical beaded board on interior walls from floor to ceiling,

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National Register of Historic Places Continuation Sheet

Section number 7 Page 2

CFN-259-1118

Chicago, Milwaukee, St. Paul & Pacific Depot - Delmar
Clinton County, Iowa

DESCRIPTION (continued):

while the ceiling and exterior walls are of somewhat wider vertical tongue and groove siding. A simple molding encircles the room at about the five foot level. Ceilings are 12' high. The office has two ticket windows with a counter on the interior wall which is curved at the corners. Window and door surrounds are quite plain with a simple cornice. The hallway has arched openings at each end. Floors are of 2 1/2" boards. In the freight area the walls are of horizontal boards with unfinished ceilings. The freight room floor joists rest on 16" x 8" beams. Indoor plumbing was never installed.

There appear to have been relatively few alterations on the interior. The door from the hall into the west waiting room was closed at an unknown date. Locally it is said that the west waiting room was used by the Chicago and Northwestern Railroad which intersected nearby. As already noted, at some undetermined date the floor of both portions of the freight room was changed to a common level. There have been some changes made to the exterior, all apparently involving the freight area: the opening of one new freight door on the south elevation (after 1914), alterations to the other freight door on the same wall; the freight door on the north elevation was enlarged, and another, taller entrance to the freight area added; the freight door on the east end has been closed. The original gutters have been replaced by conventional gutters and downspouts. No date has been determined for the removal of the original roof cresting or the covering of the cedar shingles with asphalt ones, but this was done long before the recent roof replacement.

Overall the Delmar Depot retains a high level of integrity. The greatest concern in recent years has been deterioration. The decision was made by the community to preserve the building. It is currently undergoing rehabilitation, a project that has received funding from the HRDP program as well as local support.

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National Park Service

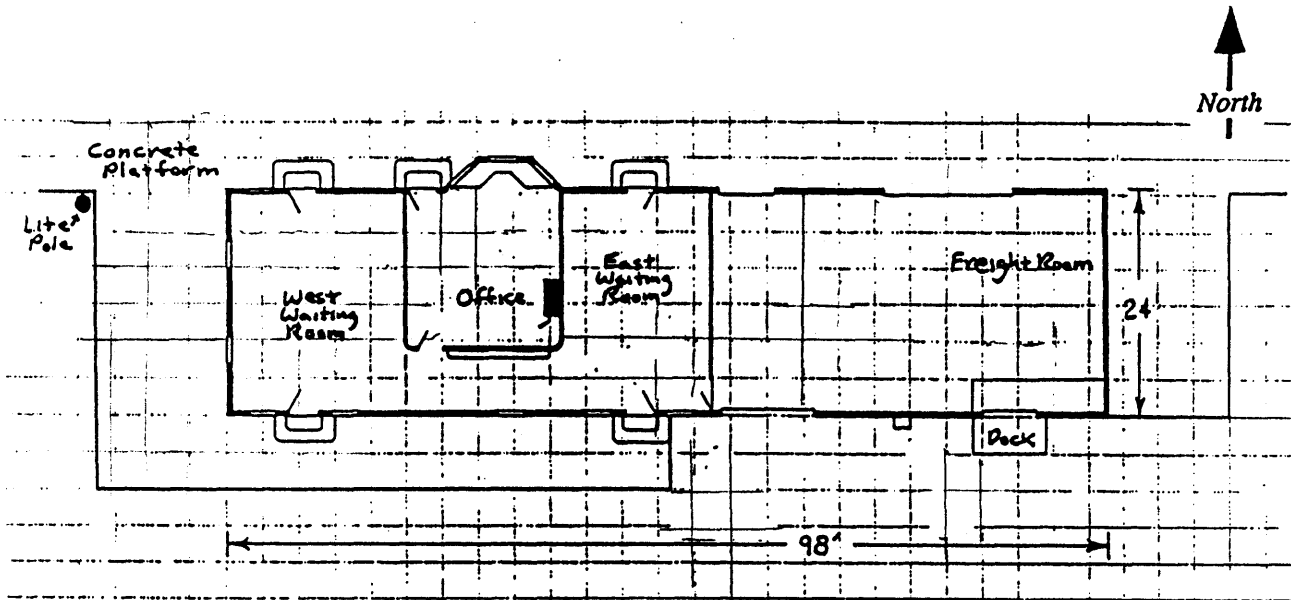
National Register of Historic Places Continuation Sheet

Section number 7 Page 3

CFN-259-1116

Chicago, Milwaukee, St. Paul & Pacific Depot - Delmar
Clinton County, Iowa

DESCRIPTION (continued):



Floor Plan

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National Park Service

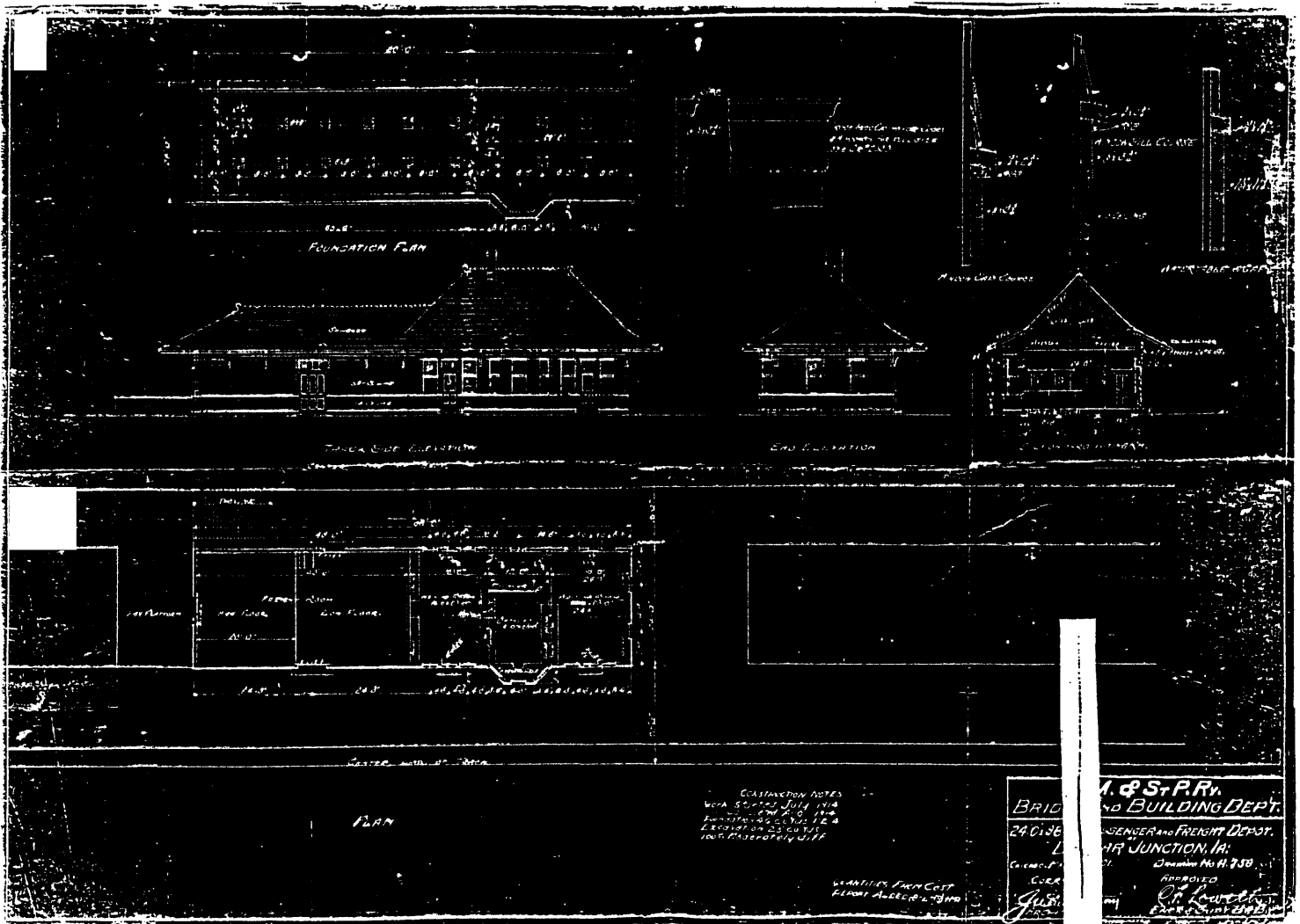
National Register of Historic Places
Continuation Sheet

Section number 7 Page 4

CFN-259-1116

Chicago, Milwaukee, St. Paul & Pacific Depot - Delmar
Clinton County, Iowa

DESCRIPTION (continued):



Architect's drawing for the 1914 relocation.

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National Park Service

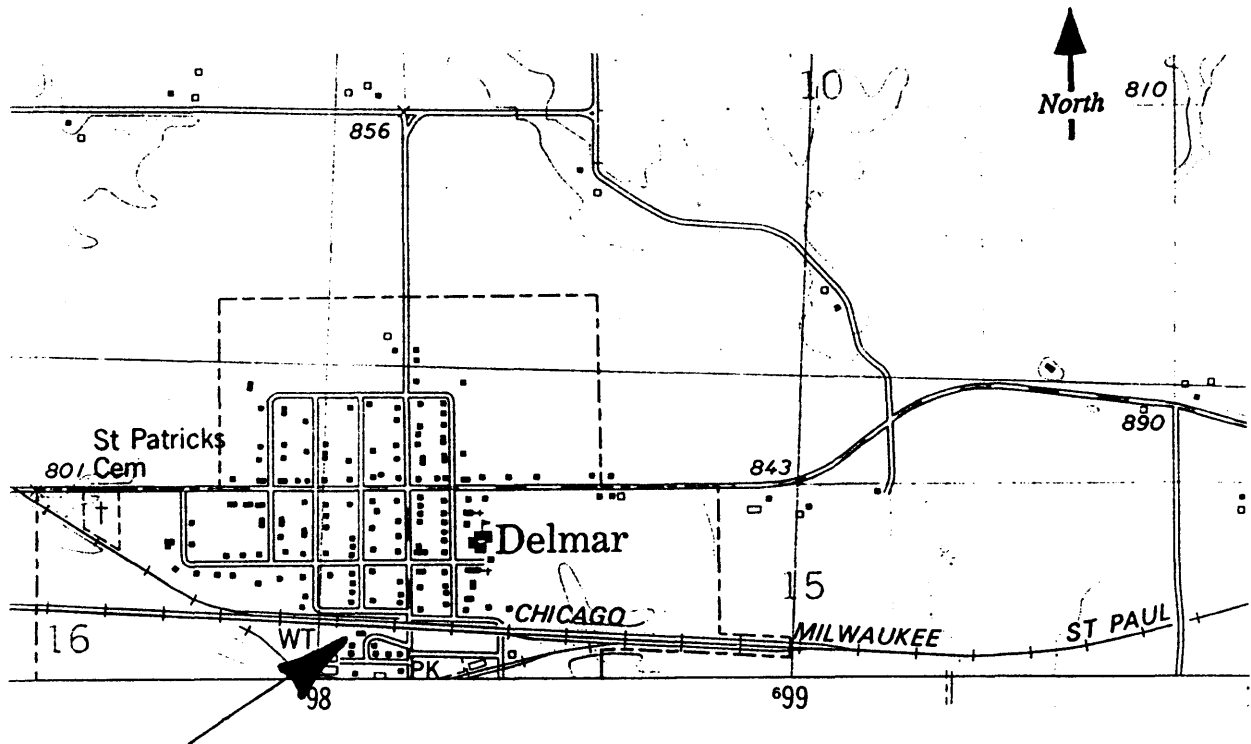
National Register of Historic Places Continuation Sheet

Section number 7 Page 5

CFN-259-1116

Chicago, Milwaukee, St. Paul & Pacific Depot - Delmar
Clinton County, Iowa

DESCRIPTION (continued):



U.S.G.S. Map of Delmar North Quad (enlarged)
showing location of Delmar Depot.

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 6

CFN-258-1116

Chicago, Milwaukee, St. Paul & Pacific Depot - Delmar
Clinton County, Iowa

STATEMENT OF SIGNIFICANCE:

The Chicago, Milwaukee, St. Paul and Pacific Depot in Delmar from c.1905 is locally significant under Criterion C as a good example of the Milwaukee Line standardized depot of the Malden type, and under Criterion A because it is representative of the "Golden Age of Steam Railroading 1890-1920" when lines were expanding and rebuilding. It is also significant under Criterion Consideration B because it was moved by the railroad in 1914 to continue to serve its original function. The Period of Significance begins with the date of construction (c.1905) and ends at the 50 year requirement (c.1945), while the Dates of Significance are c.1905 for date of construction, and 1914 for date of move.

As Rebecca Conard noted in her Multiple Property Documentation Form "The Advent and Development of Railroads in Iowa: 1855-1940," Iowa was greatly affected by the development of the rail industry. The railroads connected the two major rivers along the state's east and west boundaries and provided a means to channel people and goods into Iowa, while also carrying agricultural products, livestock, raw materials and manufactured goods from town to town, and out of the state. Following the Civil War there was a tremendous period of growth, with the manpower and materials necessary for railroad construction readily available. The initial phase of railroad building followed the east/west route linking the two rivers, but from the mid-1870s on construction of north/south and diagonal lines became more important.

The town of Delmar exists primarily because of this rail development. In 1870 two railroads converged on the present site of Delmar, the Davenport & St. Paul and the Midland. The Davenport and St. Paul then proceeded to lay tracks on into the town of Maquoketa. The Davenport had established their location for a station about half a mile south of the present town, but the managers of the Midland put in a "plug" side track and left a superannuated Northwestern car for a depot and named the infant town. Less than a year later (October 1871) the Sabula, Ackley & Dakota track was laid across Main Street at the point where the "depot" was located, and they began construction of their own depot nearby. The 1879 History of Clinton County noted "It is doubtful whether the other roads would have made a town where Delmar now stands at all had the Sabula, Ackley & Dakota crossed elsewhere" (p. 629). With three railroads in the community, the town of Delmar Junction began to grow. In 1872 the Sabula, Ackley & Dakota was deeded to the Milwaukee & St. Paul.

The present depot is the second in the community to be used by the Milwaukee. During the so-called "Golden Age of Steam Railroading, 1890-1920" railroads not only expanded their track mileage, but started re-laying many miles of early track (removing hills and curves), and replacing the early depots, most of which were small frame structures. This is exactly what happened in the Delmar area. The 1874 plat map shows a small depot on the original site between two curving sets of track, between Clinton and Vane streets. The 1894 plat map shows no depot at that location, but there is a very small depot a block to the west. The 1901 Bennett Fire Insurance Map shows

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National Register of Historic Places Continuation Sheet

Section number 8 Page 7

CFN-259-1116

Chicago, Milwaukee, St. Paul & Pacific Depot - Delmar
Clinton County, Iowa

STATEMENT OF SIGNIFICANCE (continued):

no depot on the original site, but by 1905 a plat of the city shows a larger depot on the original site. Thus, it appears that sometime between 1901 and 1905 the present depot was constructed along the original rail line. One undated historic photograph which was taken by "Hamley of Maquoketa" shows the present depot, complete with roof cresting, on the old site.

The Delmar Journal, Delmar Centennial, 1871-1971 (p. 11) said "The years 1912, 1913 and 1914 can be looked back upon as the most exciting in all railroad history of the community. During this period, relocation and laying of a second track was in progress." It was at this time that the depot was moved to its present site. Only one page of architect's drawings has been located, but this page contains the floor plan and elevations of the depot and the following comments, "Construction Notes. Work started July 1914. Work completed Aug 1914. Foundation 46 cu. yds. Excavation 25 cu. yds." Drawn by the Bridge & Building Dept. of the C.M. & St.P. Railroad, these appear to be plans only for the foundation for a pre-existing building. Further documentation of this is found in the Delmar Enterprise during the month of July 1914. Each week there was a comment concerning the move, culminating with the July 29 issue, "The freight section of the C.M. & St.P. depot was moved to its new location last week and the passenger section will be moved within a few days." The current plat map shows not only the present location of the rail line and depot, but also the curving double tracks in their original location.

The Milwaukee appears to have used a number of standardized designs for their depots, depending on type and location. Bigger cities would have large brick depots, while small towns often had smaller frame structures. For example a basic Milwaukee plan for a small frame combination depot containing a waiting room, office, and freight room, measured only 24' x 60' (Conard, F-3 & F-4). The Delmar Depot is larger, 24' x 98', and includes two waiting rooms rather than one, plus a larger freight area. It appears that Delmar was not a large enough community to have a brick depot, but there was enough traffic to need a larger frame building. The overall design links it to the Malden Plan as identified by Grant and Bohi (The Country Railroad Station in America, p. 81). The use of simple decorative detailing (a combination of vertical and horizontal cladding, broad eaves, and distinctive "A" shaped eave braces) is typical of these second generation depots. The Delmar Depot continued in use until 1977 when it was vacated. It retains an unusually high level of integrity for a building in constant use. The major alterations were made to improve the function of the facility and involved additional access to the freight room. The move, from the original to the present site, does not impair the integrity of the building. It was necessitated by the relocation of the tracks, and it took place shortly after the construction of the depot, well within the period of significance. The move allowed the building to continue to serve its original function.

Conard noted on p. F-10,

Depots are the primary structures associated with railroads, and they derive

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National Register of Historic Places Continuation Sheet

Section number 8 Page 8

CFN-259-1116

Chicago, Milwaukee, St. Paul & Pacific Depot - Delmar
Clinton County, Iowa

STATEMENT OF SIGNIFICANCE (continued):

significance in a number of ways. These buildings were the first structures erected, and station operations generally were controlled from depots. Railroad companies pioneered in the use of standard building plans, and, therefore, there are more similarities than differences among depots of different generations as well as among depot styles of different companies. Nonetheless, railroads expressed their individuality chiefly through the architecture of their depots. Depots were, and still are, the primary buildings that the public-at-large associates with railroads, and it is hard to overstate the evocative power of an extant depot. People who are old enough to have ridden trains with any regularity or who ever frequented a local railroad station attach tremendous symbolic value to depots. In short, depots recall the glory days of the railroad industry. In addition, depots were among the most prominent building in any town, no matter the size. Iowa depended heavily on railroads to move goods and people from the 1850s through World War II, and many towns in the state owe their very existence to railroads. Consequently, almost every extant depot is significant at the local level.

The Delmar Depot meets the Registration Requirements established by Conard for Area of Significance under Criterion A as it is associated with a railroad (the Chicago, Milwaukee, St. Paul & Pacific) that had a major influence on the growth and development of the community; and, under Criterion C as a depot that exemplifies the architectural standardization practices of railroads (as an example of the Malden type of Milwaukee standardized designs). It meets the Integrity Considerations in terms of design, materials and workmanship because all alterations appear to have been made by the railroad, and the depot still conveys a sense of historical time and place. Integrity of site was retained despite the 1914 move, as the move was necessitated by the relocation of tracks and the building function did not change. The building retains the same relationship with the tracks that it originally had.

The Delmar Depot was a major focus for the community in the past, and with present rehabilitation efforts, will continue to be so in the future.

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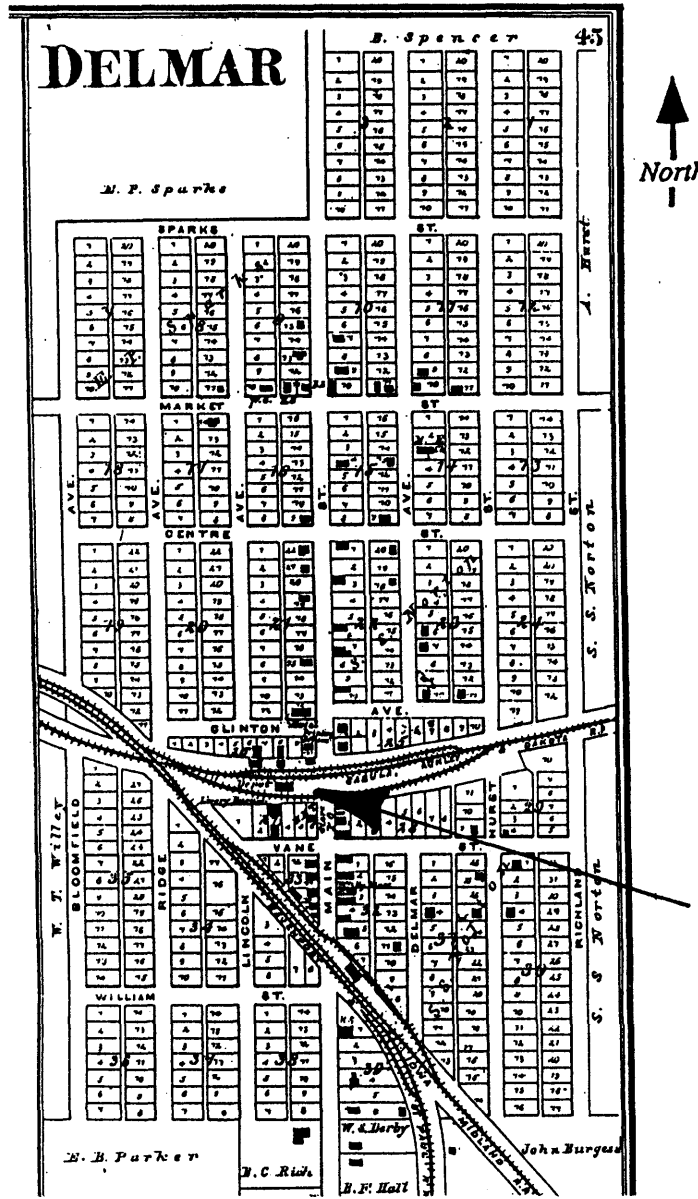
National Register of Historic Places Continuation Sheet

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CFN-259-1116

Chicago, Milwaukee, St. Paul & Pacific Depot - Delmar
Clinton County, Iowa

STATEMENT OF SIGNIFICANCE (continued):



1874 Plat Map showing original location of depot.

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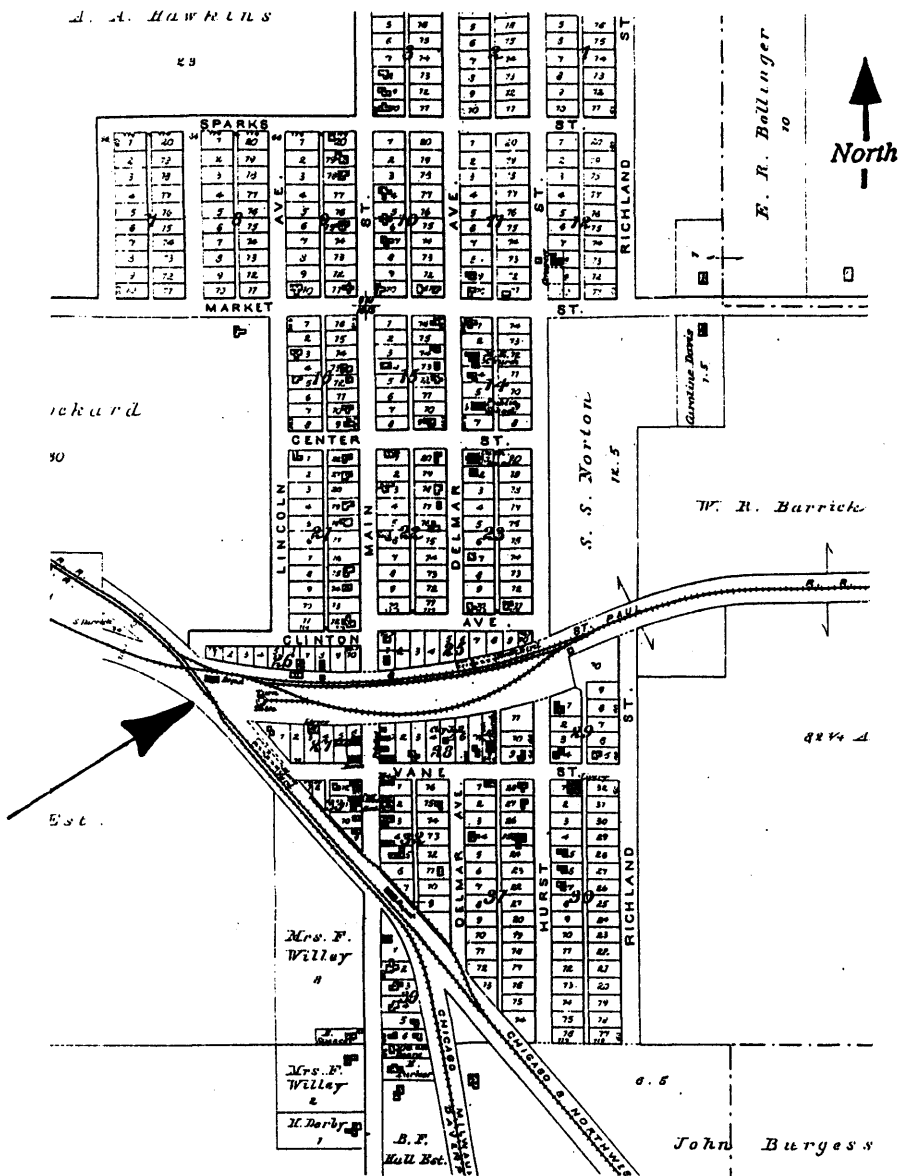
National Register of Historic Places Continuation Sheet

Section number 8 Page 10

CFN-259-1116

Chicago, Milwaukee, St. Paul & Pacific Depot - Delmar
Clinton County, Iowa

STATEMENT OF SIGNIFICANCE (continued):



1894 Plat Map, no depot at original site, small depot shown to west.

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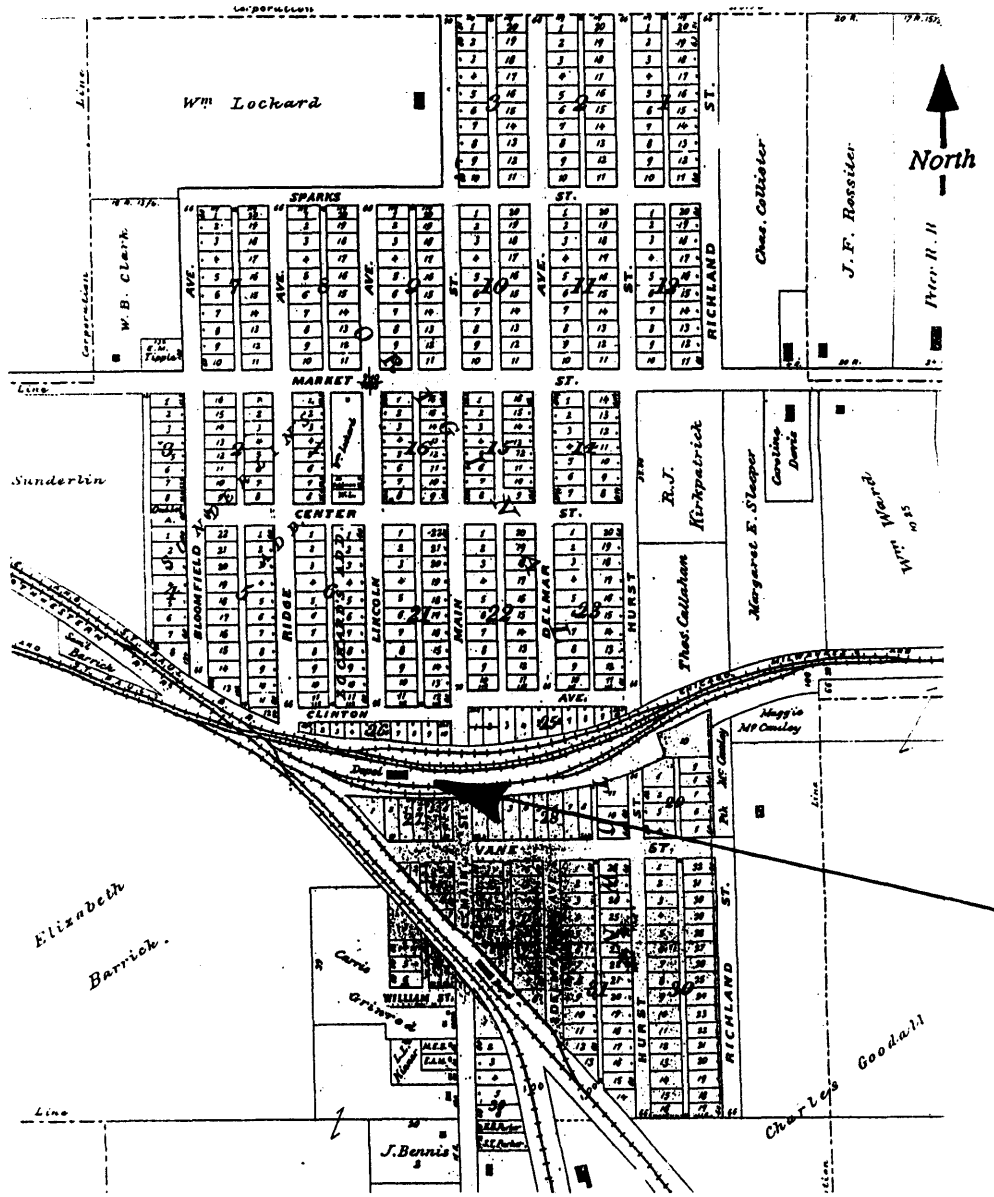
National Register of Historic Places
Continuation Sheet

Section number 8 Page 11

CFN-259-1116

Chicago, Milwaukee, St. Paul & Pacific Depot - Delmar
Clinton County, Iowa

STATEMENT OF SIGNIFICANCE (continued):



1905 Plat Map showing new depot near original site.

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National Park Service

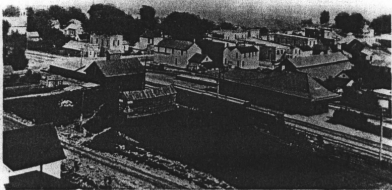
National Register of Historic Places Continuation Sheet

Section number 8 Page 12

CFN-259-1115

Chicago, Milwaukee, St. Paul & Pacific Depot - Delmar
Clinton County, Iowa

STATEMENT OF SIGNIFICANT (continued):



Undated photo (c.1910) by Hamley of Maquoketa,
showing new depot on original site.

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National Park Service

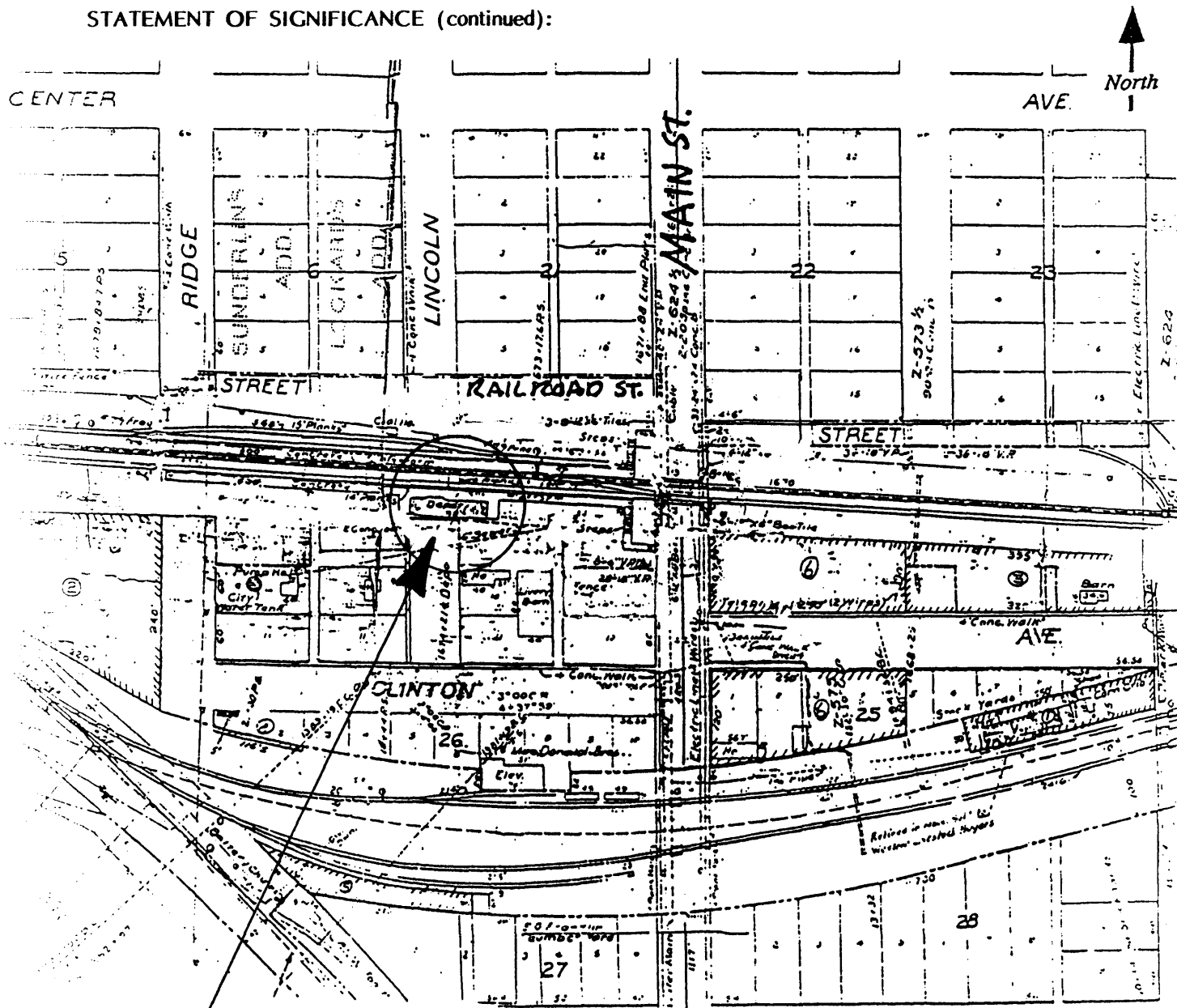
National Register of Historic Places Continuation Sheet

Section number 8 Page 13

CFN-259-1116

Chicago, Milwaukee, St. Paul & Pacific Depot - Delmar
Clinton County, Iowa

STATEMENT OF SIGNIFICANCE (continued):



Current Plat Map shows depot at new (1914) location.
Note curving line of original tracks south of the present line.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 14

CFN-259-1118

Chicago, Milwaukee, St. Paul & Pacific Depot – Delmar
Clinton County, Iowa

MAJOR BIBLIOGRAPHICAL REFERENCES:

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Donovan, Frank P. "The Milwaukee in Iowa," The Palimpsest, Vol. XLV, No. 5, May 1964, pp. 177-239.

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Milwaukee Road Historical Association. Correspondence with Library Liaison Linda Sukup of Milwaukee, WI.

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MAPS

Atlas of Clinton County, Iowa, 1874. (Includes plat map of Delmar) Philadelphia: Harrison & Warner, 1874.

Atlas of Clinton County, Iowa, 1925. (Includes plat map of Delmar) Des Moines, IA: Anderson Publishing Co.

Fire Insurance Maps of Delmar: Bennett Insurance Co., April 1901;
Iowa Insurance Service Bureau, June 1933.

Plat Maps of Delmar (sources unknown), 1894, and 1905.

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 15

CFN-259-1116

Chicago, Milwaukee, St. Paul & Pacific Depot - Delmar
Clinton County, Iowa

VERBAL BOUNDARY DESCRIPTION:

The precise verbal boundary for the Delmar Depot is a rectangle running 44' north/south and 118' east/west centered on the depot. This area allows for an extension of ten feet on each side of the building. The depot is located on the south side of the former Milwaukee tracks west of Main Street, between Railroad and Clinton streets, at the point where Lincoln Street would have crossed the tracks.

BOUNDARY JUSTIFICATION:

This is the area of land directly and historically associated with this resource.

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National Park Service

National Register of Historic Places Continuation Sheet

Section number Photo Page 16

CFN-259-1116

Chicago, Milwaukee, St. Paul & Pacific Depot – Delmar
Clinton County, Iowa

PHOTO LIST:

All photographs were taken by Floyd and Ann Soenksen in December 1995. The negatives are stored with the Clinton County Historic Preservation Commission.

- #1 3/4 view, looking northeast (passenger area in foreground).
- #2 3/4 view looking northwest (freight area in foreground).
- #3 3/4 view looking southwest from tracks (freight area in foreground).
- #4 3/4 view looking southeast from tracks (passenger area in foreground).
- #5 Detail: eave braces along south elevation, looking east.
- #6 Interior: east part of freight room looking northwest.
- #7 Interior: east waiting room, looking northeast toward tracks.