

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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DATE ENTERED FEB 14 1978

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Burlington, Cedar Rapids, and Minnesota Railroad: Walker Station

AND/OR COMMON

Rock Island Depot

LOCATION

STREET & NUMBER

between Rowley and Washington Streets

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Walker

VICINITY OF

Second

STATE

CODE

COUNTY

CODE

Iowa

Linn

CLASSIFICATION

CATEGORY

DISTRICT

BUILDING(S)

STRUCTURE

SITE

OBJECT

OWNERSHIP

PUBLIC

PRIVATE

BOTH

PUBLIC ACQUISITION

IN PROCESS

BEING CONSIDERED

STATUS

OCCUPIED

UNOCCUPIED

WORK IN PROGRESS

ACCESSIBLE

YES: RESTRICTED

YES: UNRESTRICTED

NO

PRESENT USE

AGRICULTURE

COMMERCIAL

EDUCATIONAL

ENTERTAINMENT

GOVERNMENT

INDUSTRIAL

MILITARY

MUSEUM

PARK

PRIVATE RESIDENCE

RELIGIOUS

SCIENTIFIC

TRANSPORTATION

OTHER:

OWNER OF PROPERTY

NAME

Chicago, Rock Island and Pacific Railroad

STREET & NUMBER

General Offices, LaSalle Street Station

CITY, TOWN

Chicago

VICINITY OF

STATE

Illinois 60605

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Linn County Courthouse

STREET & NUMBER

CITY, TOWN

Cedar Rapids

STATE

Iowa

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The train station at Walker, built in 1873, is located on its original site next to the Rock Island tracks. It is a two-story frame structure, 20' x 50', with a 12', 1-story baggage room at the north end. It has a shallow, wide-eaved gable roof, with slender pendant brackets. Windows are 6/6 sash, with narrow wood cornices. On the west (track) side is a 1-story bay marking the agent's office. A ^{sliding} door to the right has a 6-light transom. A flight of wood steps at the rear gives access to the second floor. Two central chimneys are brick, now covered with cement. The interior consists of waiting room, office and baggage area on the ground floor, living quarters for the agent above. Some furniture from the office remains.

Because the depot has been abandoned for a number of years, deterioration has occurred through neglect and vandalism. However, a local group is negotiating for the purchase or donation of the depot. The people hope to restore the building and donate it to the town as a community project.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1873

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The "railroad towns" are a significant aspect of American history, particularly in the west and midwest, not because they were individually important (most were, and are, not), but because there were so very many of them. Together they form a major theme in the settlement of the prairie and plains. Without the railroads, in fact, a large majority of them probably would not have existed. These towns were either located on land granted the railroad by the federal government or the states, or established by enterprising land speculators and town-builders, to reap the advantages of immediately accessible rail transportation.

Thus the depot at Walker is significant as the symbol of the agency which created this community; indeed, it was the first building erected on the townsite. Until its construction in 1873, settlement had passed by this spot, which was on low ground and wet enough to require pilings to support the station. However, the existence of the depot guaranteed the growth of a town around it; fittingly, the new community was named after William Williams Walker, then chief engineer for the Burlington, Cedar Rapids and Minnesota Railroad (later part of the Rock Island system).

Railroad architecture, regardless of decorative features, is extremely functional. Depots and stations, in particular, were built in a variety of forms which reveal both the importance of a particular stop within a line's rail network, and the volume and kind of traffic handled at that stop. The structure at Walker is a "combination" depot, typically found at relatively minor stops. Passenger and freight business were conducted in one building, there not being enough of either to warrant separate facilities for each. The ground-level brick platform suggests that passenger and light freight service predominated at Walker; a high volume of freight traffic probably would have required a raised platform to facilitate the movement of heavy or bulky items from station to train. The plan of the depot is typical: the agent's office with bay overlooking the tracks separates the freight from the passenger areas, each of which has its own entrance. Living quarters for the agent (an optional feature in combination depots) are also a feature of this station.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Walker Centennial Book, 1973, pp, 3, 7, 24.

Berg, Walter G. Buildings and Structures of American Railroads. (orig. pub. by C.E. Wiley and Sons, 1893) reprinted October, 1974 by Newton K. Gregg, Novato, California, as No. 24 of the Train Shed Cyclopedia.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one

UTM REFERENCES

A	15	606000	4681900	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Richard Meggers

ORGANIZATION

Walker Centennial Committee

DATE

STREET & NUMBER

116 Kenmore St. NE

TELEPHONE

CITY OR TOWN

Cedar Rapids

STATE

Iowa 52402

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Harold A. Anderson MB

TITLE Director, Division of Historic Preservation

DATE

8/3/44

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Robert B. Rottig

DATE

2/14/78

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

ATTEST:

Charles E. ...

DATE

2-9-78

KEEPER OF THE NATIONAL REGISTER

