

United States Department of the Interior
National Park Service

RECEIVED

National Register of Historic Places
Registration Form

JUL 25 1988

NATIONAL
REGISTER

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, Great Western Railroad: Waterloo Freight Depot
other names/site number _____

2. Location

street & number Sixth Street not for publication
city, town Waterloo vicinity
state Iowa code IA-19 county Black Hawk code 013 zip code 50703

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	<u>1</u>	<u>0</u> 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
		_____	_____ Total

Name of related multiple property listing: Multiple Properties Nomination, Waterloo, Iowa
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.

James E. Faulstich _____ July 13, 1988
Signature of certifying official Date
Chief, Bureau of Historic Preservation, 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.

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.
 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

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation, rail-related, freight depot

Current Functions (enter categories from instructions)

storage

7. Description

Architectural Classification

(enter categories from instructions)

N/A

Materials (enter categories from instructions)

foundation ?

walls concrete block

roof composition

other

Describe present and historic physical appearance.

8. Statement of Significance

JUL 25 91

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)
Steam and Electric Railroad Buildings and
Structures

Transportation

Period of Significance

1870-1917

Significant Dates

1903

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

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

9. Major Bibliographical References

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 # _____

See continuation sheet 9.2

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property less than one acre

UTM References

A

1	5
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5	5	4	7	4	0
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4	7	0	4	7	0	0
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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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See continuation sheet

Verbal Boundary Description Original Plat Waterloo East, part of Lots 6, 7 and 10, Block 1 lying northwesterly of the following described line: beginning at a point on northeasterly line of Block 1 15' distant northwesterly from center line of main track of C & NW Railroad, then southwesterly parallel with said main track center line a distance of 100' more or less to a point 9.5' northwesterly from center line of most northwesterly side track, then southwesterly parallel with said side track center line 205' to a point on southwesterly line of Block 1.

See continuation sheet

Boundary Justification

Contains only subject building.

See continuation sheet

11. Form Prepared By Research/writing by Barbara Beving Long, Midwest Research

name/title James E. Jacobsen, Chief
organization Bureau of Historic Preservation date July 13, 1988
street & number 600 E. Locust telephone 515-281-4137
city or town Des Moines state IA zip code 50309

United States Department of the Interior
National Park Service

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National Register of Historic Places
Continuation SheetSection number 7 Page 2

Chicago, Great Western Depot

Description

Despite its utilitarian function, the former freight depot has some attractive features. Notable are the series of round-arched freight doors. A band consisting of smooth concrete blocks, a small molding, and a row of light-colored brick connect these doors. The smooth band contrasts with the rough-cast concrete blocks of the wall surface as it outlines the arches. This building is an example of the Property Type, Steam and Electric Railroad Buildings and Structures as set forth in the Multiple Properties Cover Document, Historical and Architectural Resources of Waterloo, Iowa.

Nine-pane windows on the first and second stories are placed at regular intervals. The office windows at the north end are somewhat larger and double-hung. Large smooth blocks extend somewhat beyond the windows and form lintels; sills are slightly projecting.

A simple wood cornice has exposed rafter ends. The roof appears to be flat. An elevator shaft, also of concrete block, is centered on the northwest side. The foundation consists of large pieces of rough limestone laid in about three rows and providing another textural contrast. The present building replaced an earlier (by 1897) Chicago, Great Western freight depot. It was located one block northward of the present site, and it is possible that the limestone from the original depot was reused for the present building. The limestone is likely from one of several small local quarries; many nineteenth century houses and some commercial buildings have similar foundations.

The choice of rough-cast concrete block for the freight depot places it squarely within the industrial building boom Waterloo experienced at the turn of the century. In 1902 the Concrete Stone Company on the east side and the Artificial Stone Company on the west side of Waterloo were established to provide inexpensive, fireproof building materials. The most widespread application in the city was for foundations. But flats, even a church, and a significant number of factories were constructed of the distinctive rough concrete block, making the material a conspicuous legacy of the industrialization of Waterloo. With its prominent location, the freight depot is one of the most apparent examples of the material in the city.

Freight doors open onto a concrete loading dock along the southeast trackside portion of the building. Three sets of railroad tracks are located nearby. The building is situated quite near present East Sixth Street. This street is more heavily traveled now that the new Sixth Street bridge is opened, and the freight depot enjoys a more prominent location than before.

The original squared and simple wood posts and beams remain in the interior, as do the wood floor and ceiling. The former depot is filled with stored items, there is no electricity hooked up, and all light is blocked off, making inspection very difficult.

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

JUL 25

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 3
8 2

The principal change to the building is a large concrete block addition to the southwest side. The addition replaces a gabled wood frame portion shown as early as 1906 on Sanborn fire insurance maps and on a c. 1914 panorama. Its construction date is not known, but likely dates from before 1977 when the railroad sold it and before a 1969 map showing the addition. This one-story addition carries on the shape, proportion, material, and massing of the original portion but is clearly not a copy of it. The original round-arched entry which is at the juncture between the old depot and the addition remains. Other changes include basement windows covered, freight doors covered, windows covered.

Significance

The former freight depot is directly associated with railroading and wholesaling in Waterloo. The latter was an economically significant pursuit in this regional hub for wholesale and retail sales. It is the only extant steam railroad freight depot in the city. Its ability to illustrate themes of both transportation and commercial enterprise is increased by the absence of extant major wholesale warehousing in Waterloo. (See pp. 13-14 and 36-39, Multiple Resources Nomination, including discussion of the Property Type, Steam and Electric Railroad Buildings and Structures, 1870-1917.) In addition, the depot calls attention to the role of A.B. Stickney, who became the Chicago, Great Western president, in bringing depots in Waterloo to more convenient downtown sites.

Not satisfied with but one railroad in the nineteenth century, Waterloo residents worked to secure more lines. By 1870 two railroads served Waterloo, the Illinois Central and the Burlington, Cedar Rapids & Northern (its 1876 name, changed in 1902 to the Chicago, Rock Island & Pacific).

The third important railroad to reach Waterloo in the nineteenth century was organized as the Des Moines & McGregor Railroad in 1869. But it was known as the "Diagonal," for its route took such a course from Des Moines in the center of the state to McGregor at the far northeast tip. Waterloo residents participated in initial planning stages, and Marshalltown backers were also among the leaders.

Promoters of the line planned to use narrow gauge track, but the Panic of 1873 stilled construction plans until economic recovery occurred in the 1880's. The Diagonal route resurfaced as the Wisconsin, Iowa & Nebraska Railway Company in 1881, and surveys between Marshalltown and Waterloo were completed the following year. But the company still lacked sufficient capital, even though Waterloo and East Waterloo Township voters approved a tax to help defray costs.

In 1884 the company again reorganized, as the Chicago, St. Paul & Kansas City Railroad, and again Waterloo area voters agreed to a tax--if there would be depots on both sides of the Cedar River. This time all the factors--financing, the state of the economy, voter approval--fell into place, and the third line came to Waterloo.

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

Regular train service began on July 28, 1887. By 1899 the route was part of the Chicago, Great Western system, thus providing the Waterloo region with another national outlet for goods and produce. The freight depot dates from the Chicago, Great Western period of ownership. The Diagonal route of the Chicago, Great Western had connections with Chicago and St. Paul.

Until A. B. Stickney interceded, depots in Waterloo were located for the convenience of the railroad companies, not the Waterloo populace. But Stickney, then president of the Chicago, St. Paul & Kansas City Railroad, agreed to build both east and west side depots, in exchange for local tax monies. Stickney then visited Waterloo and decreed that the depots would be close to the downtown--unlike the other railroads' depots.

In 1886 the company announced passenger depot plans, and by 1899 there were two, at Lafayette and East Sixth and at Bluff and West Third (neither is extant). By this time the other two rail lines had abandoned distant depot sites and had built new depots, also near downtown. Their decision to build was in response to the challenge Stickney offered. Waterloo residents were correct in their perception that additional rail service would be good for the community.

The Chicago, Great Western (or its predecessor) maintained separate passenger and freight stations fronting on East Sixth Street. The 1892 Sanborn map shows a passenger depot for the then Chicago, St. Paul & Kansas City Railroad on East Sixth between Sycamore and Lafayette. By 1897 the same site was the Chicago, Great Western passenger depot, and a freight depot was located north of it between Lafayette. By 1897 the same site was the Chicago, Great Western passenger depot, and a freight depot was located north of it between Lafayette and Mulberry.

Businesses receiving large and heavy shipments were located nearby. In 1906 there was C.W. Chapman Lumber Company, W. A. Bryant & Sons coal yard, a wagon and carriage shop, and the window and planing mill of Cedar Valley Manufacturing. Large wholesale houses were arrayed along the riverfront. In the pre-truck era all goods arrived in Waterloo on the trains.

County histories state that following a fire on March 4, 1901, the Great Western passenger depot was rebuilt on its same site. But newspaper coverage from that date only mentions a fire one block away at East Fifth and Sycamore Streets, one that only damaged a former creamery. Regardless of the reasons for new construction, the Chicago, Great Western built new passenger and freight depots, moving the latter nearer the wholesale houses in the process. According to year-end newspaper accounts, in 1903 the early freight depot was replaced with the existing structure at the present site on the river side of the passenger depot (between Sycamore and Water Streets). The 1906 Sanborn fire insurance map shows the new depots in place. The brick passenger depot was razed in 1973.

United States Department of the Interior
National Park Service

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National Register of Historic Places Continuation Sheet

Section number 9 Page 2

Sources

Chicago, Great Western Freight Depot

Sanborn Fire Insurance Maps, 1892, 1897, 1900, 1906, 1910, 1918.

Hartman, John C., History of Black Hawk County, Iowa, and Its People, 2 vols. Chicago: S.J. Clarke Publishing Co., 1915, 1:359-363, 233.

Interview with Clarence Baldwin, December 5, 1985.

Waterloo City Directory, 1899.

Federal Writers' Project, "About Waterloo," Waterloo (1) file, W.P.A., Special Collections, University of Iowa Libraries.

Waterloo Courier, March 5, 1901, January 1, 1903, December 30, 1973.

Panoramic view, Waterloo, c. 1914, showing Chicago, Great Western freight depot with its gabled addition, Grout Museum.

Postcard collection, includes birdseye views showing freight depot, Grout Museum.

Assessor's Office records.

Long, Barbara Beving. "Waterloo. The Factory City of Iowa." Architectural and historic sites survey for City of Waterloo," 1986. Chapters 2 and 10.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Chicago, Great Western Railroad: Waterloo
Freight Depot
Black Hawk
IOWA

Entered in the
National Register

1-17-97
EB

DOE/OWNER OBJECTION

Working No. 7-25-88

Fed. Reg. Date: _____

Date Due: 9/8/88

Action: ACCEPT

RETURN 9/8/88

REJECT

Federal Agency: _____

Substantive Review

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review: sample request appeal NR decision

Reviewer's comments:

Recom./Criteria Return
 Reviewer Boland
 Discipline Historian
 Date 9/8/88
 see continuation sheet

Nomination returned for: technical corrections cited below
 substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership Public Acquisition	Status Accessible	Present Use

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? yes no

X 7. Description

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	Check one	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> unaltered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed	<input type="checkbox"/> altered	

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity — *materials (see attached)*
- alterations/integrity
- dates
- boundary selection

X 8. Significance

Period Areas of Significance Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

See attached

- summary paragraph
- completeness
- clarity
- applicable criteria
- justification of areas checked
- relating significance to the resource
- context
- relationship of integrity to significance
- justification of exception
- other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____
Quadrangle name _____
UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

State Historic Preservation Officer signature

title _____ date _____

13. Other

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to _____

Signed Bob Roland Date 9/8/88 Phone: _____

Chicago, Great Western Railroad: Waterloo Freight Depot
Waterloo MPS
Black Hawk County, IA

Evaluation/Return Sheet, continued

Description:

The "materials" section has a question mark in the blank for foundation materials, but the text states that the foundation consists of limestone blocks. If this is correct, please list "STONE/Limestone" in the blank provided for foundation materials.

Significance:

"Steam and Electric Railroad Buildings and Structures" is the name of a property type, not an area of significance; therefore it should not be listed as an area of significance. The appropriate area of significance is Transportation.

Although examples of the property type "Steam and Electric Railroad Buildings and Structures," as a group, may have been significant from 1870 until 1917, the period of significance for a specific example of that property type cannot predate the existence of the resource. Individual examples will not necessarily be significant during the entire period that the type as a whole represented a significant aspect of one or more themes in the community's history. In the case of the Waterloo Freight Depot, the period of significance should not begin before the date of construction. The end of the period of significance should be determined by the time period during which the depot fulfilled the important role described in the discussion of the property type, and, if applicable, the discussion of related historic contexts.

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NATIONAL REGISTER

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1. Name of Property

historic name Chicago, Great Western Railroad: Waterloo Freight Depot other names/site number

2. Location

street & number Sixth Street not for publication city, town Waterloo vicinity state Iowa code IA-19 county Black Hawk code 013 zip code 50703

3. Classification

Ownership of Property: private (checked), public-local, public-State, public-Federal. Category of Property: building(s) (checked), district, site, structure, object. Number of Resources within Property: Contributing 1, Noncontributing 0 buildings, sites, structures, objects, Total.

Name of related multiple property listing: Multiple Properties Nomination, Waterloo, Iowa. 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 (checked) 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 (checked) meets () does not meet the National Register criteria. () See continuation sheet. Signature of certifying official: James E. Smith, Chief, Bureau of Historic Preservation, State Historical Society of Iowa. Date: July 13, 1988.

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: (checked) entered in the National Register. (checked) determined eligible for the National Register. () determined not eligible for the National Register. () removed from the National Register. () other, (explain:). Signature of the Keeper: Edson H. Beall, Beth Boland. Date of Action: 11/29/88. Entered in the National Register 11-17-97.

6. Function or Use

Historic Functions (enter categories from instructions)
Transportation, rail-related, freight depot

Current Functions (enter categories from instructions)
storage

7. Description

Architectural Classification
(enter categories from instructions)

N/A

Materials (enter categories from instructions)

foundation limestone

walls concrete block

roof composition

other

Describe present and historic physical appearance.

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)

Transportation

Period of Significance

1903 - 1917

Significant Dates

1903

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

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

9. Major Bibliographical References

See continuation sheet 9.2

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: _____

10. Geographical Data

Acreage of property less than one acre

UTM References

A

1	5
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5	5	4	7	4	0
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4	7	0	4	7	0	0
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 Zone Easting Northing

C

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B

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 Zone Easting Northing

D

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See continuation sheet

Verbal Boundary Description Original Plat Waterloo East, part of Lots 6, 7 and 10, Block 1 lying northwesterly of the following described line: beginning at a point on northeasterly line of Block 1 15' distant northwesterly from center line of main track of C & NW Railroad, then southwestly parallel with said main track center line a distance of 100' more or less to a point 9.5' northwesterly from center line of most northwesterly side track, then southwestly parallel with said side track center line 205' to a point on southwestly line of Block 1.

See continuation sheet

Boundary Justification

Contains only subject building.

See continuation sheet

11. Form Prepared By Research/writing by Barbara Beving Long, Midwest Research

name/title James E. Jacobsen, Chief
 organization Bureau of Historic Preservation date July 13, 1988
 street & number 600 E. Locust telephone 515-281-4137
 city or town Des Moines state IA zip code 50309

United States Department of the Interior
National Park Service

JUL 2

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

Chicago, Great Western Depot

Description

Despite its utilitarian function, the former freight depot has some attractive features. Notable are the series of round-arched freight doors. A band consisting of smooth concrete blocks, a small molding, and a row of light-colored brick connect these doors. The smooth band contrasts with the rough-cast concrete blocks of the wall surface as it outlines the arches. This building is an example of the Property Type, Steam and Electric Railroad Buildings and Structures as set forth in the Multiple Properties Cover Document, Historical and Architectural Resources of Waterloo, Iowa.

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

JUL 25

**National Register of Historic Places
Continuation Sheet**

7 3
8 2

Section number _____ Page _____

The principal change to the building is a large concrete block addition to the southwest side. The addition replaces a gabled wood frame portion shown as early as 1906 on Sanborn fire insurance maps and on a c. 1914 panorama. Its construction date is not known, but likely dates from before 1977 when the railroad sold it and before a 1969 map showing the addition. This one-story addition carries on the shape, proportion, material, and massing of the original portion but is clearly not a copy of it. The original round-arched entry which is at the juncture between the old depot and the addition remains. Other changes include basement windows covered, freight doors covered, windows covered.

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Not satisfied with but one railroad in the nineteenth century, Waterloo residents worked to secure more lines. By 1870 two railroads served Waterloo, the Illinois Central and the Burlington, Cedar Rapids & Northern (its 1876 name, changed in 1902 to the Chicago, Rock Island & Pacific).

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United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 3

Regular train service began on July 28, 1887. By 1899 the route was part of the Chicago, Great Western system, thus providing the Waterloo region with another national outlet for goods and produce. The freight depot dates from the Chicago, Great Western period of ownership. The Diagonal route of the Chicago, Great Western had connections with Chicago and St. Paul.

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The Chicago, Great Western (or its predecessor) maintained separate passenger and freight stations fronting on East Sixth Street. The 1892 Sanborn map shows a passenger depot for the then Chicago, St. Paul & Kansas City Railroad on East Sixth between Sycamore and Lafayette. By 1897 the same site was the Chicago, Great Western passenger depot, and a freight depot was located north of it between Lafayette. By 1897 the same site was the Chicago, Great Western passenger depot, and a freight depot was located north of it between Lafayette and Mulberry.

Businesses receiving large and heavy shipments were located nearby. In 1906 there was C.W. Chapman Lumber Company, W. A. Bryant & Sons coal yard, a wagon and carriage shop, and the window and planing mill of Cedar Valley Manufacturing. Large wholesale houses were arrayed along the riverfront. In the pre-truck era all goods arrived in Waterloo on the trains.

County histories state that following a fire on March 4, 1901, the Great Western passenger depot was rebuilt on its same site. But newspaper coverage from that date only mentions a fire one block away at East Fifth and Sycamore Streets, one that only damaged a former creamery. Regardless of the reasons for new construction, the Chicago, Great Western built new passenger and freight depots, moving the latter nearer the wholesale houses in the process. According to yearend newspaper accounts, in 1903 the early freight depot was replaced with the existing structure at the present site on the river side of the passenger depot (between Sycamore and Water Streets). The 1906 Sanborn fire insurance map shows the new depots in place. The brick passenger depot was razed in 1973.

United States Department of the Interior
National Park Service

JUL 25 1985

National Register of Historic Places Continuation Sheet

Section number 9 Page 2

Sources

Chicago, Great Western Freight Depot

Sanborn Fire Insurance Maps, 1892, 1897, 1900, 1906, 1910, 1918.

Hartman, John C., History of Black Hawk County, Iowa, and Its People, 2 vols. Chicago: S.J. Clarke Publishing Co., 1915, 1:359-363, 233.

Interview with Clarence Baldwin, December 5, 1985.

Waterloo City Directory, 1899.

Federal Writers' Project, "About Waterloo," Waterloo (1) file, W.P.A., Special Collections, University of Iowa Libraries.

Waterloo Courier, March 5, 1901, January 1, 1903, December 30, 1973.

Panoramic view, Waterloo, c. 1914, showing Chicago, Great Western freight depot with its gabled addition, Grout Museum.

Postcard collection, includes birdseye views showing freight depot, Grout Museum.

Assessor's Office records.

Long, Barbara Beving. "Waterloo. The Factory City of Iowa." Architectural and historic sites survey for City of Waterloo," 1986. Chapters 2 and 10.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

Name Waterloo MPS
State Black Hawk, IOWA

Nomination/Type of Review	Date Listed
COVER <u>Waterloo MPS</u>	9/8/88
1. Black Hawk County Soldiers Memorial Hall Substantive Review	11/24/88
2. Chicago, Great Western Railroad-- Waterloo Freight Depot (DOE)	Substantive Review Determined Eligible 11/29/88
3. Fire Station No. 2	Substantive Review 11/29/88
4. Hotel Russell--Lamson	Substantive Review 11/29/88
5. Waterloo Public Library--East Side Branch	Substantive Review 11/29/88

DOE/OWIS PROTECTION

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Chicago, Great Western Railroad: Waterloo
Freight Depot
Black Hawk
IOWA

DOE/OWNER OBJECTION

Substantive Review

Working No. 7-25-88

Fed. Reg. Date: _____

Date Due: 12/12/88

Action: ACCEPT 11/29/88

RETURN _____

REJECT _____

Federal Agency: _____

Determined Eligible

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review: sample request appeal NR decision

Reviewer's comments:

Corrections made

Recom./Criteria Eligible - A

Reviewer Bolan

Discipline Historia

Date 11/29/88

see continuation sheet

Nomination returned for: technical corrections cited below
 substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership Public Acquisition	Status Accessible	Present Use
----------	---------------------------------	----------------------	-------------

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? yes no

7. Description

Condition

excellent deteriorated unaltered original site

good ruins altered moved date _____

fair unexposed

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection

8. Significance

Period Areas of Significance—Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

- summary paragraph
- completeness
- clarity
- applicable criteria
- justification of areas checked
- relating significance to the resource
- context
- relationship of integrity to significance
- justification of exception
- other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____
Quadrangle name _____
UTM References _____

Verbal boundary description and justification

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

_____ national _____ state _____ local

State Historic Preservation Officer signature

title date

13. Other

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Chicago, Great Western Railroad--Waterloo Frieght Depot
NAME:

MULTIPLE Waterloo MPS
NAME:

STATE & COUNTY: IOWA, Black Hawk

DATE RECEIVED: 12/05/96 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 1/19/97
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 88001325

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 1.17.97 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in the
National Register**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

RAIL CROSSING
ROAD



Chicago Great Western freight depot
SE cor E. 6th & Sycamore, Waterloo
Black Hawk Co., IA
#1, trackside facade, looking N

by B.B. Long

1987

JUL 25 1988



Chicago Great Western freight depot
SE cor E. 6th & Sycamore, Waterloo,
#2, ^{Black Hawk Co., IA} trackside façade, looking NE

by B.B. Long

1987

JUL 25 1988



JUL 25 1988

Chicago Great Western freight depot
SE cor E. 6th & Sycamore, Waterloo,
Black Hawk Co., IA
#3, street facade, looking NW

by B.B. Long

1987

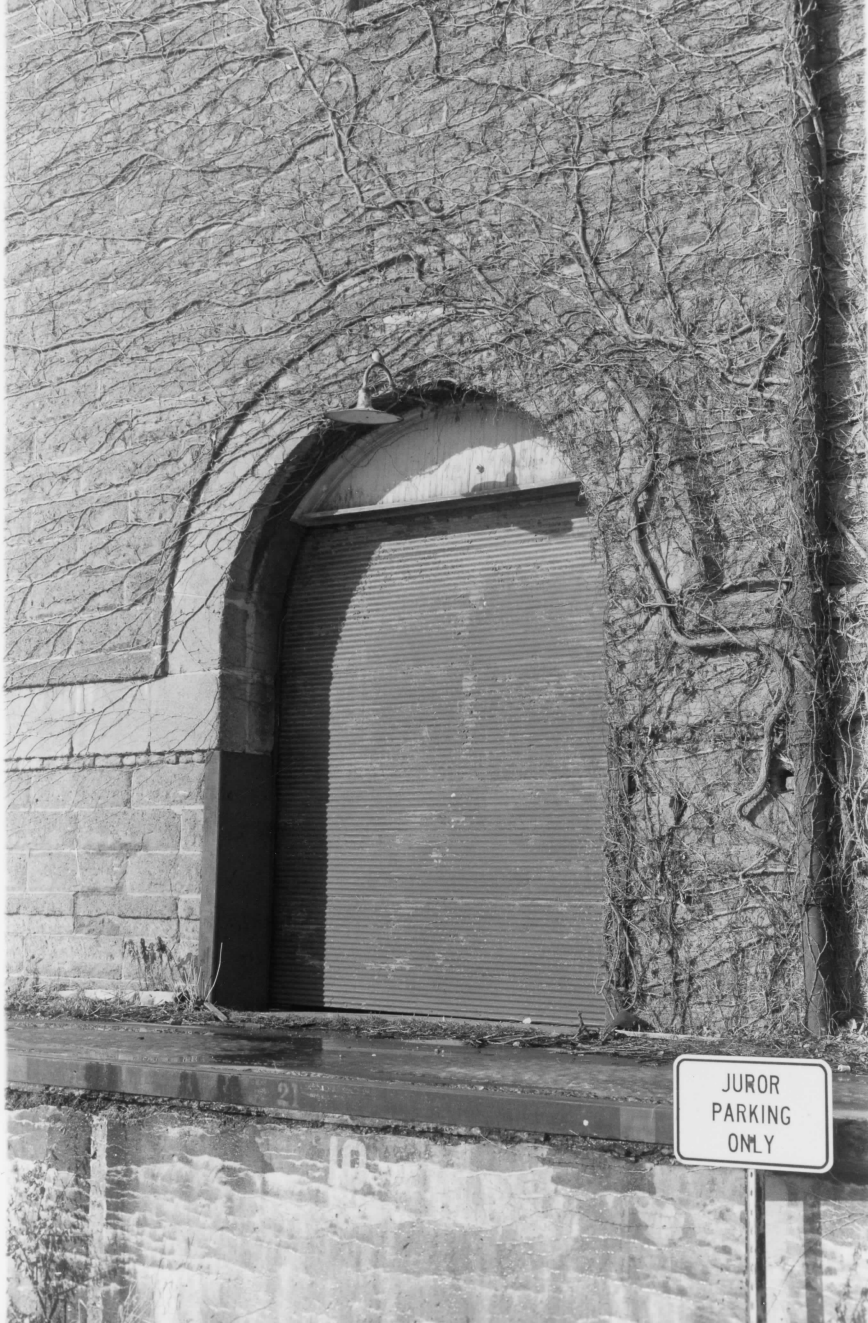


JUL 25 1988

Chicago Great Western freight depot
SE cor E. 6th & Sycamore, Waterloo
Black Hawk Co., IA
#4, showing surroundings, looking NE

by B.B. Long

1987



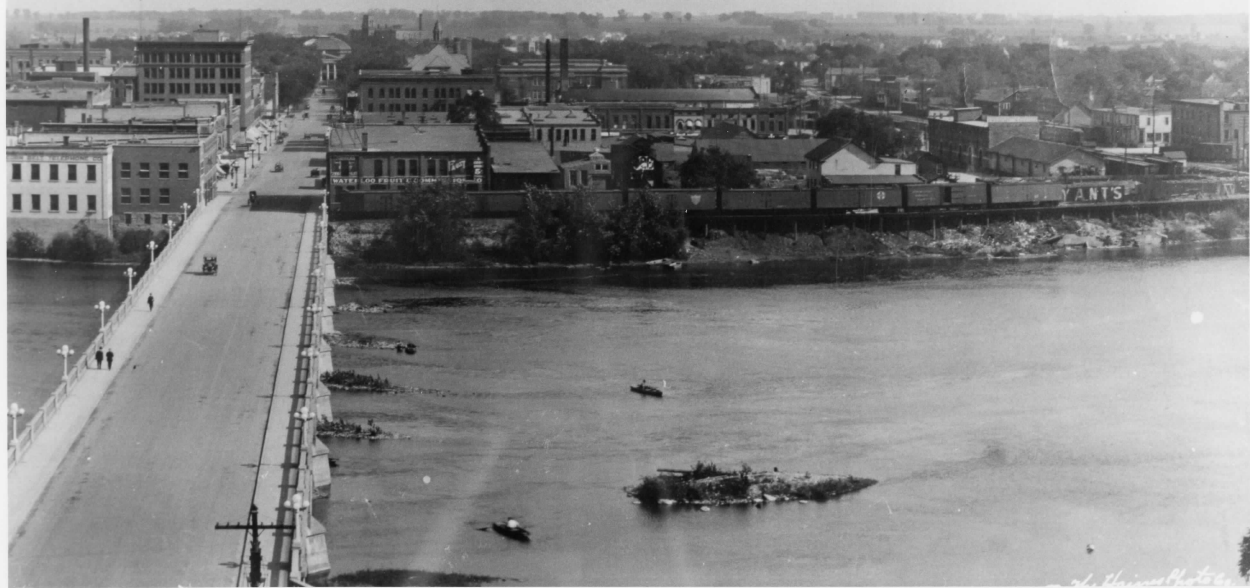
JUROR
PARKING
ONLY

JUL 25 1988

Chicago Great Western freight depot
SE cor E. 6th & Sycamore, Waterloo,
Black Hawk Co., IA
#5, detail, freight door, looking NE

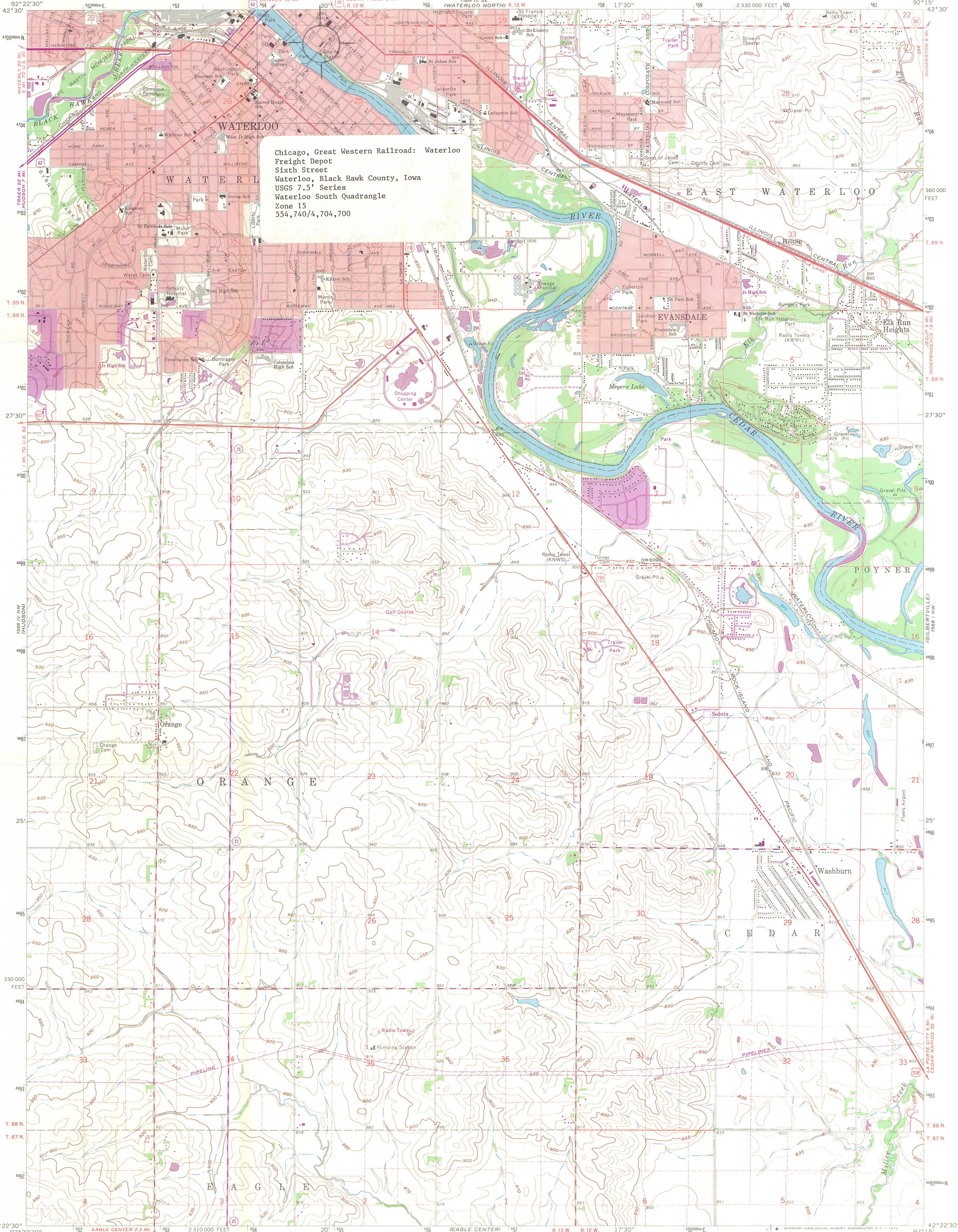
by B.B. Long

1987



JUL 25 1988

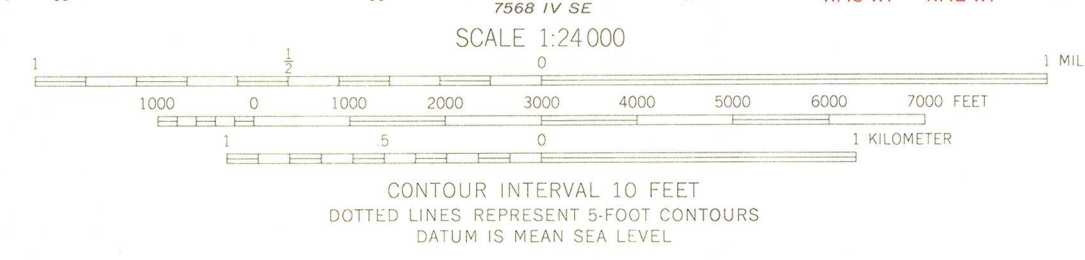
Chicago Great Western freight depot
SE cor E. 6th & Sycamore, Waterloo,
Black Hawk Co., IA
#6, close-up part of c.1914 panorama,
Waterloo, showing depot at R
source, Grout Museum, Waterloo



Chicago, Great Western Railroad: Waterloo
Freight Depot
Sixth Street
Waterloo, Black Hawk County, Iowa
USGS 7.5' Series
Waterloo South Quadrangle
Zone 15
554,740/4,704,700

JUL 25 1988

Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1958 and 1963. Field checked 1963
Polyconic projection. 1927 North American datum
10,000-foot grid based on Iowa coordinate system, north zone
1000-meter Universal Transverse Mercator grid ticks,
zone 15, shown in blue
Red tint indicates areas in which only landmark buildings are shown
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked
Revisions shown in purple compiled from aerial photographs
taken 1972. This information not field checked
Purple tint indicates extension of urban areas



ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
U.S. Route	State Route



WATERLOO SOUTH, IOWA
N4222.5—W9215.7.5
1963
PHOTOREVISED 1972



JUL 28 1987

July 27, 1987

Mr. James E. Jacobsen, Bureau Chief
Office of Historic Preservation
Iowa State Historical Department
East 12th & Grand Avenue
Des Moines, Iowa 50319

RE: Chicago Great Western Freight Depot, Corner E, 6th &
Sycamore Sts, Waterloo

Dear Mr. Jacobsen:

Attached please find my statement of objection to national register listing.

I not only object, I strongly object to this listing. The only way that I will agree to a historical listing on this property is after my plans are complete and you approve them prior to construction and then the listing.

Sincerely,

(Mrs.) Donna L. Nelson

DLN:mja
enc.

JUL 25 1988

STATEMENT OF OBJECTION TO NATIONAL REGISTER LISTING:

USE THIS FORM IF YOU OBJECT TO THE LISTING OF YOUR PROPERTY IN THE NATIONAL REGISTER. BE CERTAIN THAT YOU HAVE IT NOTARIZED WHEN YOU SIGN IT. IN ORDER TO CONSIDER YOUR PROTEST OUR OFFICE HAS TO RECEIVE THIS FORM BEFORE THE DATE OF THE SCHEDULED REVIEW MEETING.

Mr. David Crosson
State Historic Preservation Officer
Office of Historic Preservation
Historical Building
East 12th and Grand Avenue
Des Moines, IA 50319

Dear Mr. Crosson:

This letter will confirm that I am aware that a property which I fully or partly own may be eligible for listing in the National Register of Historic Places. I also recognized that my property is scheduled for nomination at the forthcoming National Register State Review Committee meeting. I am aware that there are various property and tax-related benefits associated with National Register status.

I wish to exercise my right to object to the proposed listing of my property which is located at Chicago Great Western Freight Depot, _____, County
Corner E, 6th & Sycamore STs, Waterloo
Black Hawk. I attach my signature along with a notarized signature and seal.

Yours truly,

Donna L. Nelson
(Signature of property owner)

Suscribed and sworn to before me by Donna L. Nelson, this

27 day of July, 19887

M. J. Akin

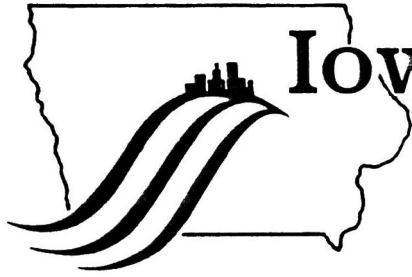
Notary Public in and for the State of Iowa.

(Affix Notary Seal Above)

RIGHTS OF OWNERS TO COMMENT AND/OR TO OBJECT TO LISTING IN THE NATIONAL REGISTER

Owners of private properties nominated to the National Register have an opportunity to concur with or object to listing in accord with the National Historic Preservation Act and 36 CFR 60. Any owner or partial owner of private property who chooses to object to listing may submit to the State Historic Preservation Officer a notarized statement certifying that the party is the sole or partial owner of the private property and objects to the listing. Each owner or partial owner of private property has one vote regardless of the portion of the property that the party owns. If a majority of private property owners object, a property will not be listed. However, the State Historic Preservation Officer shall submit the nomination to the Keeper of the National Register of Historic Places for a determination of eligibility of the property for listing in the National Register. If the property is then determined eligible for listing, although not formally listed, Federal agencies will be required to allow for the Advisory Council on Historic Preservation to have an opportunity to comment before the agency may fund, license, or assist a project which will affect the property. If you choose to object to the listing of your property, the notarized objection must be submitted to (SHPO name and address) by date not less than 30 days nor more than 75 days after notice).

If you wish to comment on the nomination of the property to the National Register, please send your comments to the State Historic Preservation Office before the (State Review Board name) considers this nomination on (date). A copy of the nomination and information on the National Register and the Federal tax provisions are available from the above address upon request.



Iowa

State Historical Department

East 12th and Grand Avenue, Des Moines, Iowa 50319
(515) 281-5111

August 7, 1987

Mrs. Donna L. Nelson
River Plaza
10 West 4th
Waterloo, Iowa 50701

Dear Mrs. Nelson:

Your letter dated July 27 transmitting your objection to the nomination of the Chicago, Great Western Freight Depot, Corner East 6th and Sycamore Streets, Waterloo, to the National Register of Historic Places is received and duly noted. This property will not be actually nominated at the August 20 State Nominations Review Committee meeting, but will be considered as a "Determination of Eligibility" only.

This means that the property's eligibility for listing will be reviewed but that actual listing will not take place or be recommended. If the determination of eligibility is accepted both by the Review Committee and later by the National Park Service, the property can be actually listed by your forwarding a notarized withdrawal of objection to this office. The property would not have to be reconsidered by the Review Committee.

I understand and appreciate the fact that nomination action at this point in time would be premature. This office is pleased to be able to cooperate with you in your quest to save and reuse this historic property.

I will keep you advised of Committee action with regard to the determination of eligibility review.

Yours truly,

A handwritten signature in black ink, appearing to read "James E. Jacobsen". The signature is written in a cursive style with a large, sweeping initial "J".

James E. Jacobsen
Chief, Bureau of Historic Preservation

yellow

DETERMINED ELIGIBLE FOR THE NATIONAL REGISTER

STATE IOWA

DATE DETERMINED 11/29/88

<u>Name</u>	<u>Location</u>
Chicago, Great Western Railroad-- Waterloo Freight Depot	Black Hawk County

Also Notified

Iowa State Historical Department, Bureau of Historic Preservation

National Park Service, Rocky Mountain Regional Office

Advisory Council on Historic Preservation--Washington, DC

For further information, please call the National Register at (202)272-3504.

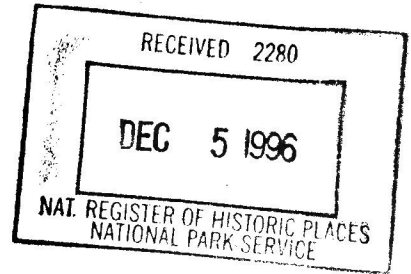
Waterloo MPS

88-1325



November 20, 1996

State Historical Society of Iowa
 Beth Foster
 600 E. Locust
 Des Moines, IA 50319-0290



RE: Chicago Great Western Railway Freight Depot, 800 Sycamore Street,
 Waterloo, Black Hawk County

Dear Ms. Foster:

The above referenced property has been determined eligible for listing in the National Register of Historic Places effective November 29, 1988. At that time, Donna L. Nelson, the owner, objected to the listing.

Earlier this year, America's Agricultural/Industrial Heritage Landscape Inc., Silos & Smokestacks, purchased this property. As the new owner, we would like to place it on the National Register of Historic Places.

Thank you for your help with the processing of this potential listing on the Register.

Very sincerely,

Dr. Ross Christensen
 Board of Trustees, Chair

Subscribed and sworn to before me by Dr. Ross Christensen, this 20th
 day of November, 1996.

Notary Public in and for the State of Iowa.