

United States Department of the Interior
National Park Service

SENT TO D.C.
11/10/96

**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 Great Western Railroad Depot
other names/site number _____

2. Location

street & number Myrtle St. between N. Madison and Vine Streets not for publication
city or town Elizabeth vicinity
state Illinois code IL county JoDavies code 085 zip code 61028

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.)

William L. Wheeler / SHPO 12-20-95
Signature of certifying official/Title Date

Illinois Historic Preservation Agency
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:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain:)	_____	_____

Chicago Great Western
Railroad Depot
Name of Property

Jo Daviess, Illinois
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	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation/Rail related

Current Functions

(Enter categories from instructions)

work in progress

7. Description

Architectural Classification

(Enter categories from instructions)

Late Victorian
Stick

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.)

Chicago Great Western
Railroad Depot
Name of Property

Jo Daviess, Illinois
County and State

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.

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 # _____

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1888-1945

Significant Dates

1888

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Chicago Great Western Railway

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Chicago Great Western

Railway Depot
Name of Property

Jo Daviess, Illinois
County and State

10. Geographical Data

Acreage of Property less than 1 acre

UTM References

(Place additional UTM references on a continuation sheet.)

1 15 7 2 8 8 9 0 4 6 8 8 5 1 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 Kerstin Krippner, Executive Director

organization Jo Daviess Development, Inc. date 7-31-95

street & number 151 N. Main St., Box 492 telephone 815-858-2016

city or town Elizabeth state IL zip code 61028

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 Village of Elizabeth - Lynn Hesselbacher

street & number 118 Poplar Dr. telephone 815-858-3789

city or town Elizabeth state IL zip code 61028

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 Reduction Project (1024-0018), Washington, DC 20503.

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Description

The Chicago Great Western Railway Depot, built in 1887-1888 by the Minnesota and Northwestern Railway, is located on Myrtle Street between North Madison and Vine Streets in Elizabeth, Illinois which is approximately 15 miles southeast of Galena. The depot is two blocks southeast of Main Street: nestled at the foot of a small hill in a mixed commercial and residential area. Hoskins Lumber Company is located adjacent to the depot on the original railroad stockyard site. Across the street to the north, the Commercial Hotel (built in 1889) which once served rail passengers is now rental housing. The downtown business district is one block northeast of the depot.

The depot's size and design was similar to other stations all along the Chicago Great Western Railway. Most of these rural stations from the 1880s-1890s were small rectangular, side-gabled wooden balloon frame buildings with two inner walls creating a baggage area, waiting area, and station master and ticket office. Many of these stations were designed in the Stick style with steeply pitched roofs, decorative trusses at the gables, wide eaves with exposed rafter ends, patterned stickwork siding, and carved brackets and ornate shingles at the gable peaks.

Over time, some of the exterior architectural details have been lost. Currently, the depot is painted brown with yellow trim although records indicate that it originally was olive green with red trim. The paint is badly deteriorated. The asphalt shingle roof appears in good condition and there are no apparent leaks.

The depot has only been used as a train station, and later as a storage facility for both an electrical company and the village of Elizabeth. The depot's current owner is the village of Elizabeth. Road equipment and signs are stored in the depot. Around 1985, the village of Elizabeth made the most obvious modifications to the depot. The doors to the baggage and waiting areas were replaced with aluminum garage doors. The waiting area floor was replaced with a concrete floor.

The Chicago Great Western Railway Depot was built on a low wood foundation which was later changed to concrete. The structure is balloon frame. It is approximately 1,400 square feet. The entire building is surrounded by a dilapidated brick walkway. A brick chimney is located off-center.

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The exterior walls are covered with narrow wood siding. There is patterned horizontal and vertical stickwork about one foot up from the foundation and one foot down from the gable. There are two double-hung six-over-six windows symmetrically placed on the east elevation. The sash is original. Just above the windows are two wooden brackets. Above the windows the area is arranged in five sections with each section alternating between vertical and diagonal siding. At one time, two brackets supported the wide overhang. At the apex of the gable, octagonal shingles cover the entire triangle. The notched exposed rafter ends support a wide, open overhang. The gable end vergeboards show notches where the gable trusses once were connected. A fanciful fan-shaped finial once crowned the roof's peak.

Ten decorative turned brackets support the overhang along the north elevation. Here again, the patterned stickwork is repeated. Beginning at the east end of the north elevation are two, six-over-six windows and a four-panel door located between the two windows providing access to the waiting area. Above the door is a vertical, three-pane transom providing light to the room. At the west end of the north elevation is a five-panel sliding freight door which provides access to the freight and baggage area. Above the door is a seven-pane transom.

On the west elevation, aside from the loss of decorative gable end features, the largest modification is the modern aluminum garage door which replaced a door identical to the freight door on the building's north side. The upper patterned stickwork is divided into three sections: one diagonal and two vertical sections at the top of the wall. There are two sections of vertical stickwork at the ground level.

The south elevation is along the railroad track bed. The stickwork is identical to the other sides. Beginning at the west end is an original sliding door identical to the freight door on the north elevation. To its east is a square-sided bay window which protrudes from the station master's area. This allowed the station master to look both directions, watching for incoming trains. The two narrow side windows are four-over-four while the two main south windows are six-over-six. The bay has eight small curved decorative brackets. Alongside the two main windows is some incised decorative carving on the wall.

At the east end of the south elevation was a door for passengers to exit the waiting area to the south. This doorway was widened and replaced with an aluminum garage door. Two eave brackets were removed to accommodate the new doorway.

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The interior is very plain. The three interior spaces consist of a large freight and baggage area to the west; the station master's office; and a waiting room to the east. The freight/baggage area's walls are covered with new particle board. The floor is dirt compacted over cinders. It is difficult to determine if the floor was originally wood.

The station master's office is located near the center of the building. It is a narrow room that is as wide as the building. At one time the room housed desks and a telegraph machine. There is an interior window opening into the waiting room along the north wall. Tickets to passengers were sold at this window. Currently, the office area is used for tool and road sign storage. The floor is sagging. The walls have three foot tongue and groove vertical wainscoting, painted black. The remainder of the wall is covered with horizontal tongue and groove wood. The window and door trim has grooves and simple corner blocks.

The east room is the waiting area. The walls have three foot vertical tongue and groove wainscoting, painted black. Above the wainscoting is horizontal tongue and groove wood. The window and door trim has grooves and simple corner blocks. The flooring has been replaced with concrete with a floor drain. There were once two doors; one leading south onto the tracks, another from the north or street side. The south door was replaced by a wide aluminum garage door.

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Statement of Significance

The Chicago Great Western Railway Depot meets Criterion A for transportation for listing in the National Register of Historic Places as it is associated with the railroad industry which brought the town of Elizabeth into a new era. The locally significant building's period of significance is 1888, the year the depot was completed, to 1945, the fifty year cut-off for the National Register of Historic Places.

Settlers had been living in Elizabeth nearly forty years prior to its incorporation in 1868 yet it wasn't until the arrival of the railroad in 1888 that the town really began to boom. Lead mining brought the original settlers to Elizabeth in the 1820s and 1830s. There were over ten mines within a ten-mile radius of Elizabeth. These mines were active from the mid-1800s up to about 1910 when the fall in lead prices and the cost of mining led to its demise in Jo Daviess County. In many cases, the railroad was used to ship the lead.

One of the most productive lead mines in the county was the Wishon Mine. This mine was located just outside of Elizabeth. The mine began operations in 1865. It was closed ten years later due to uncontrollable water in the mine shaft. The mine reopened in 1902. From 1902 to 1910, it produced more lead ore than any other mine in Elizabeth. Another good producer was the Skene Mine. Located about three miles from Elizabeth, it was opened in 1901. A one-mile dirt road connected the mine and the railroad. A sidetrack was built to let empty rail cars sit on it until loaded. The Skene Mine closed in 1905.

The land was not only rich in mineral resources but also very fertile. Farmers raised crops and cattle. Before 1888 farmers near Elizabeth were dependent on Galena, Illinois, over 15 rugged miles away, for a market and railroad line to sell their goods and purchase supplies. The daily stagecoach brought the mail. Prior to 1888, Elizabeth was a landlocked village consisting primarily of lead miners and retired farmers.

In 1887, the Minnesota and Northwestern Railway Company announced they would route a line through "the exceedingly rugged and snake-infested countryside of Jo Daviess County" through Elizabeth to Dubuque, Iowa. This would provide an essential link to the Midwestern cities of Chicago, Dubuque, Des Moines, Omaha, Kansas City, and Minneapolis/St. Paul.

The Elizabeth correspondent to the *Galena Gazette* reported the excitement generated by the prospect. Then, as now, the local community was asked to contribute toward local economic development. "It now remains to be seen whether our people want a railroad or not, as they have the privilege of expressing how much they want it by the way they go down into their pockets to aid in procuring the rights of way, etc." (January 28, 1887)

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In two months time the citizens of Elizabeth collected \$3,000 to purchase the depot grounds. Deeds recorded at the Jo Daviess County Courthouse during May and June of 1887 list 26 lots costing \$13,000 that were transferred to the Minnesota and Northwestern Railway Company. Ninety-seven years later in 1985, the Village of Elizabeth purchased the depot for \$5,000.

In 1887, nearly 30 buildings were either demolished or relocated to make way for the railroad as it passed through the village. "Virtually all of the roadbed was finished by September, [1887] and the shining rails were in place by early 1888. The line did not open for Chicago-to-Dubuque traffic, however, until February 9, 1888." (Grant, 14) The delay was primarily due to the one-half mile Winston tunnel project--the longest man-made bore in Illinois at the time. (Grant, 39).

Elizabeth boomed, both literally and figuratively, as 345 miners and Italian and Scandinavian immigrants pounded their way through 2,450 feet of solid rock to form the Winston Tunnel, ten miles west of Elizabeth. One Finnish laborer was killed in the process. The tunnel required extensive and long-term maintenance, including the installation of a "sophisticated fan system, since the intense heat and smoke of slow-moving trains turned crewmen into 'boiled lobsters.'" (Grant, 15)

The 1912 Jo Daviess County History reads, "For years it [Elizabeth] was an inland village, but since the Chicago Great Western Railway has passed through its borders, it has become a place of great importance and is constantly improving." The *Galena Gazette* reported that Elizabeth "is booming" and that "people who have not traded with us for years, recognize the fact that she is becoming to be a business center and are coming back to help make her such." (May 27, 1887)

New businesses included three butcher shops, a bakery and confectionery and a jewelry store. Not even a disastrous Main Street fire could dampen the town's spirits. Within four months of the fire, the Union Hotel and Livery were reconstructed. Downtown businesses spruced up their storefronts with new awnings and paints while others added warehouses. Shelter for the railroad workers as well as incoming businesses boosted the residential sector. Several new homes were constructed and improvements were noted on others.

In September 1887, Elizabeth got its own newspaper, *The New Era*. The local jeweler, Anton Nash opened Elizabeth's first bank in 1888 and a lawyer set up shop that same year. All these improvements served the steady stream of farmers coming into town to ship livestock and food stuff mostly to Chicago.

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The Chicago Great Western Railway Depot was completed in 1888 by the Minnesota and Northwestern Railway Company. The depot grounds eventually included a well over 200 feet deep, water tank, stock yards, scales, tools houses and a brick walkway surrounding the entire building.

In January 1892, the Minnesota and Northwestern Railway was bought by A. B. Stickney who was creating a Midwestern railroad dynasty. Stickney asked the nation's tickets agents to design a trademark for his new railroad company. Over 2,000 submissions flooded Stickney's St. Paul, Minnesota office. The winner designed the maple leaf based on the pattern of the rail line and won \$100 in gold coins. The Maple Leaf Route originated in Chicago and went directly west to Oelwin, Iowa. Here the route split north to Minneapolis/St. Paul via Rochester and south to Kansas City, Kansas. Elizabeth was the 13th stop from Chicago and second to last stop before the Mississippi River in a 1,500 mile regional transportation network that would change remarkably little until its sale in 1968.

Stickney's company was the Chicago Great Western Railway, "America's Most Progressive Railway." Throughout the 1890s, the Chicago Great Western Railway was recognized as one of the most innovative railways and championed by progressives. Stickney was considered a "progressive" owner because he was "obsessed with establishing predictable and equitable rates." He supported the Interstate Commerce Commission and the establishment of federal rate making. As early as the 1890s, Stickney promoted profit-sharing with his employees.

Stickney felt that railway depots should be located at strategic places and be "built in as close to the business center of the city as possible. . . that way people will remember you." Although, Stickney did not build the Elizabeth depot, the depot's location fit this philosophy.

He also promoted independent short lines by encouraging local communities to support local lines. This method increased business and circumvented regulations. The nearby village of Hanover ran such a line to the North Hanover station. There was no town at this station. Termed the "shortest private railroad in the country" this municipal railroad was 2.5 miles and transported raw wool and other freight from Hanover to North Hanover. Locals called it the "dinky" and it hauled an immense amount of freight for the Hanover Woolen Mill. The mill operated around the clock. It closed in 1905. In addition, many locals used this line for transportation to Hanover; often using hand-propelled train carts. The North Hanover Depot was similar to the Chicago Great Western Depot in Elizabeth. Stickney provided materials to the short lines for depots and trackage at reduced rates. The North Hanover Depot no longer exists.

Stickney died in 1916 but the company's innovative reputation lived on. In 1919, over 5 million people traveled on the Chicago Great Western Railway. During the 1920s, the

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"Golden Era" of railroading, the freight revenues for the company were at or above record levels. Both 1923 and 1926 were all-time record years; producing more than \$18 million in income.

The first freight train whistled through Elizabeth on February 9, 1888. The next day, a passenger train from Chicago stopped on its way to Dubuque, Iowa. The first freight to Chicago from Elizabeth was a carload of pigs, followed by two carloads of cattle. *The New Era* reported, "The people of Elizabeth after long waiting, are at last cheered by a sight of the iron horse. . . this day will long be remembered by the people of Elizabeth as the dawning of a new era; as a day on which our town will date the future prosperity of our citizens."

In 1880, Elizabeth's population numbered only 507. Ten years later it had declined by 13 people. But by 1900, Elizabeth boasted a population of 659, a record growth spurt of 33%. Never before and never again would Elizabeth experience such growth.

Elizabeth's heyday occurred during the 1910s. Unofficial records indicate at this time, the population may have been close to 1,000. There were five daily trains and two additional trains exclusively for local traffic. Records indicate that 70% of all rail traffic was local, short-haul (Grant, 93). At this time, the only roads were dirt wagon roads. The railway provided a relatively quick, year-round route to Galena and points beyond. Oftentimes in the winter, the railway was the only link to the outside world.

Elizabeth had three hotels in 1915; the Commercial Hotel, W. J. Davey's Hotel and J. Blewett's Hotel. A current landmark, Bishops's Busy Big Store was newly built in 1916. It was considered the most up-to-date building of its kind with an opera house on the second floor. There George Schmidt showed "excellent movie pictures." Competition was provided by Burn's Star Theater which opened in 1916.

The Chicago Great Western Railway carried a variety of freight. In Elizabeth, the stockyards included a nearly five block area. Pigs, cattle and poultry were regularly shipped. In nearby Woodbine, the animals were herded to the depot but since Elizabeth had a stockyard, this was not allowed. Every fall, the number of carloads of stock made front page news. On August 23, 1915, the record shipment of stock in one day was 19 carloads. Stock prices were posted daily in the window of the Elizabeth State Bank.

At the same time, almost every business in Elizabeth relied on the railroad for supplies. Bills of lading included clothing, washing machines, fruit, dishes, kegs of pickled fish, cod fish, picture frames, newsprint and medicine from Chicago; furniture from Albany, NY; corsets, notions, smoked meat and sausage, soap, candy, tobacco, oil, coal and gasoline from Dubuque, Iowa; gravel from Byron, IL; chickens and coops from nearby Stockton, IL; gloves

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Chicago Great Western Depot

from Des Moines, Iowa; doors, sashes and beer from Galena, IL; medicine from Indianapolis; farm wagons and cattle dip from Omaha; stoves from Hannibal, MO; and electrical supplies from Peoria. And the U. S. Mail came by rail until 1954. Individuals could put in an order at Sears and Roebuck in Chicago and expect delivery the next day on the evening train.

Elizabeth's status grew due to its transportation link. Professionals such as doctors, lawyers and photographers settled in Elizabeth. Most of the brick buildings on Main Street were constructed from the 1890s to the 1910s.

The Chicago Great Western Railway prided itself on excellent passenger services. They were among the first to provide "ladies cars" and other amenities such as luxurious, enclosed coaches and modern bathroom facilities. Over the years, millions of passengers passed through Elizabeth, including soldiers bound for war. In July of 1916 hundreds of local people anxiously thronged near the depot to see troops bound for Mexico. The crowd waited five hours for their arrival and 300 people remained to cheer the soldiers on.

In January 1918, the federal government took control of the railroad for the duration of World War I. Passenger travel was curtailed. National guardsmen were stationed at the Winston Tunnel to protect it. Overall, the war had "little negative impact on the Chicago Great Western Railway's business." (Grant, 93) The greatest threat to the railroads came from the paving of the highways and the development of the interstate trucking business. By 1926, Rout 5 (later Route 20) through downtown Elizabeth was paved. Subsequently, Greyhound Bus Company established a line through the county and Elizabeth. To this day, the bus stops twice daily in Elizabeth. Cars became more popular and there were three automobile dealerships in Elizabeth at one time.

Paved roads reduced Elizabeth's isolation and the population dropped by two percent. The Great Depression which brought front page stories of a few suicides of the local farmers also reduced the population by five percent. Droughts during the Great Depress affected agricultural freight; "when there's no rain on the plains, there's no grain in the trains." During the 1930s, high school students from nearby Woodbine took the Greyhound Bus to school in the morning and the railroad back home again at night. Tickets for both modes of transportation were ten cents.

The Chicago Great Western Railway was hard hit by the Great Depression but by 1936 new innovations put it back on the right track. In 1936, it was the first railroad to offer piggy-back service (putting semi-trailers on flat cars) on a regular basis on a long run. It also led in the use of welded rail, radio and carrier communications, and long and unit freight trains.

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World War II halted the decline in both the railroad industry and in Elizabeth. "Booming factories, farms and mines had goods to ship; the government had troops and supplies to move, and "lost" patrons had reasons to return to the rails." (Grant, 128) Residents remember endless troop and supply trains passing through town around the clock. President Roosevelt also came through on a whistle-stop tour. And since gas and rubber were rationed, many locals used the train to get around. Once again, the depot became the community's commercial gateway.

After the war, the railroad was no competition for trucking and automobiles. Passenger service dropped off in the late 1950s. Change came quickly to the Chicago Great Western Railway's depots. During the late 1940s and 1950s, nine obsolete wooden depots were replaced with utilitarian metal or concrete block buildings while three Iowa stations were replaced with brick buildings. As services were consolidated in central towns, many rural depots faced a precarious future. Eventually some were demolished, others abandoned or re-used as restaurants, travel agencies or bus stops.

The 1968 merger of the Chicago Great Western Railway and the Chicago and North Western Railway doomed the old depot in Elizabeth. For 81 years the depot operated in Elizabeth until November 1969. Freight trains continued to run through Elizabeth under the direction of the station master in nearby Stockton, Illinois. Local train service stopped in 1973 when the rails were removed.

The only existing structure associated with the railway's existence in Elizabeth is the Chicago Great Western Railway Depot. City parking lots now cover the railroad bed. The village of Elizabeth hopes to see the depot preserved and restored so that, to paraphrase A. B. Stickney, people will remember.

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Bibliography

Elizabeth Weekly News, Galena Library Historical Collection, microfilm, 1890 - 1945.

Elizabeth Village Library, Photograph Archives

Forsyth, Thomas. Letter to Secretary of State John C. Calhoun, National Archives RG 156, Series 205 Vol. 1.

Galena Gazette, State of Illinois Historical Library, January 1, 1887 - March 1, 1888.

Grant, H. Roger, *The Corn Belt Route: A History of the Chicago Great Western Railroad Company*, DeKalb: Northern Illinois University Press, 1984.

Jo Daviess County Clerk, Population Records.

US Census of Population, Jo Daviess County and Elizabeth, 1880 to 1950.

Personal recollections of local residents including Gerry Arnold, Geraldine Hatfield, Kay Wilson, Helen Kilgore, Joyce Potter

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Chicago Great Western Depot

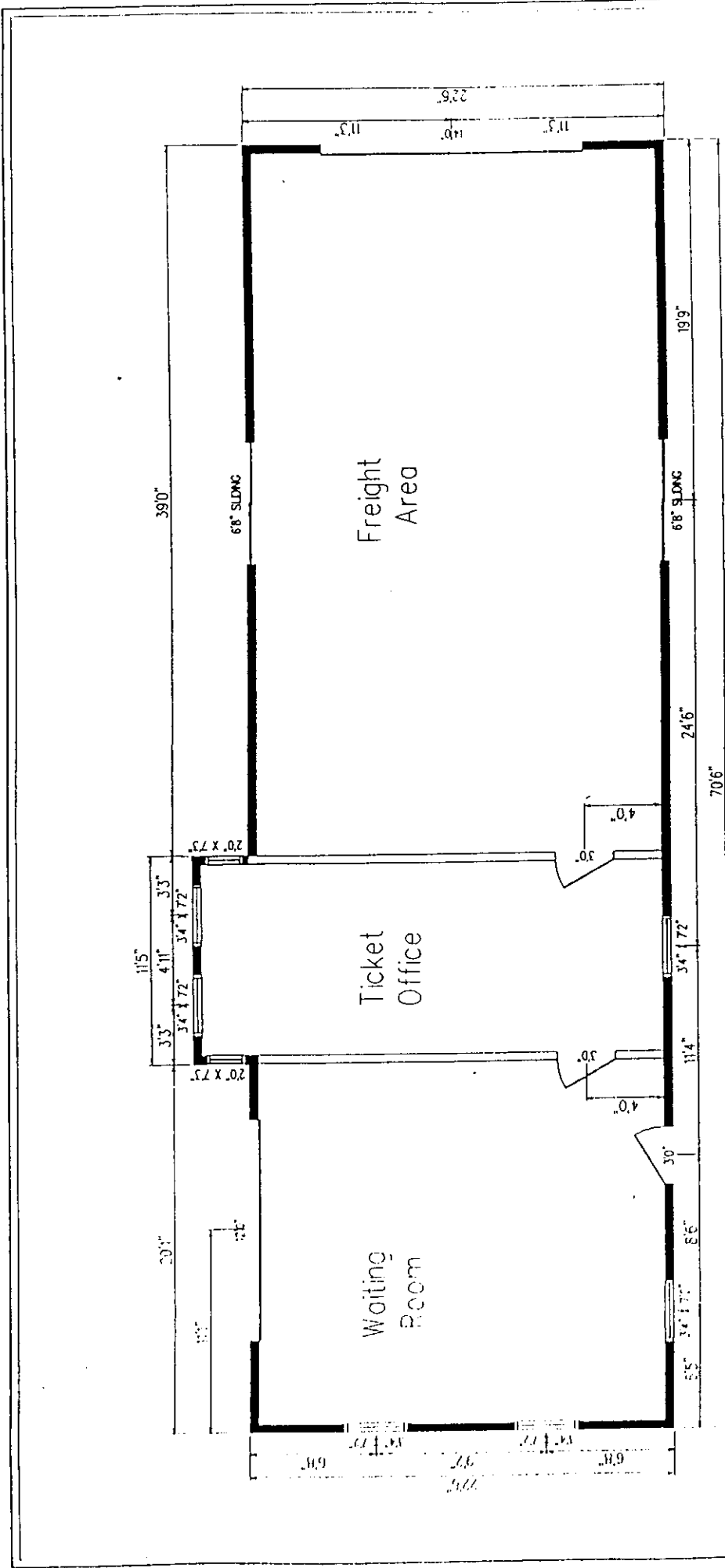
Verbal Boundary Description

Part of the southeast quarter of Section 24, Township 27 North, Range 2 East of the Fourth Principle Meridian described as follows: Those parts of Blocks 21 and 22 of Reynold's Addition to the Village of Elizabeth, Jo Daviess County, Illinois.

The nominated boundary is described as beginning at a point 20 feet from the northeast corner of the Chicago Great Western Railroad Depot and follows a line 20 feet from the edge of the building walls.

Boundary Justification

The nominated property includes only the Chicago Great Western Railroad Depot and its immediate environs.



FLOOR PLAN

Chicago Great Western Railway Depot
 Elizabeth, Jo Daviess County, Illinois

For: Village of Elizabeth
 Location: Elizabeth
 Date: 4-15-95
 Old Northwest Land Co. Inc.
 5140 Us 20 W Galena, Il 61036
 815-777-1776
 Drawn By: Wayne Hesseboach
 Sh 2 of 4

RECEIVED

MAR 04 1996

Preservation Services



United States Department of the Interior

NATIONAL PARK SERVICE

P.O. Box 37127
Washington, D.C. 20013-7127

IN REPLY REFER TO:

The Director of the National Park Service is pleased to announce actions on the following properties for the National Register of Historic Places. For further information contact Edson Beall via voice (202) 343-1572, fax (202) 343-1836 or E-mail: edson_beall@nps.gov

Visit our web site at <http://www.cr.nps.gov/nr/nrhome.html>

FEB 23 1996

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 2/12/96 THROUGH 2/16/96

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number, NHL, Action, Date, Multiple Name

- ALABAMA, BARBOUR COUNTY, Spring Hill Methodist Church, Co. Rd. 89 S side, approximately 750 ft. W of jct. with Co. Rd. 49, Spring Hill, 96000110, LISTED, 2/16/96
- ALABAMA, COVINGTON COUNTY, Avant House, 909 Sanford Rd., Andalusia, 96000046, LISTED, 2/16/96
- ALABAMA, DE KALB COUNTY, Gorman, Dr. J. A., House, Lookout St., Mentone, 96000045, LISTED, 2/16/96
- ALABAMA, LAUDERDALE COUNTY, Walnut Street Historic District (Boundary Increase II), Jct. of Poplar and Tuscaloosa Sts., Florence, 96000021, LISTED, 2/16/96
- ALABAMA, LAUDERDALE COUNTY, Wood Avenue Historic District (Boundary Increase), Roughly, along E. Hawthorne, Meridian and Kendrick Sts., Florence, 96000020, LISTED, 2/16/96
- ALABAMA, PERRY COUNTY, Marion Courthouse Square Historic District, Roughly, along Green, Washington, Jefferson, Jackson, Franklin, Clements, Centreville and Monroe Sts., Marion, 96000111, LISTED, 2/16/96
- ALABAMA, TALLADEGA COUNTY, Butler, Charles, House, Jct. of First St. and Tenth Ave., Childersburg, 96000054, LISTED, 2/16/96
- ALASKA, ANCHORAGE BOROUGH-CENSUS AREA, Alaska Engineering Commission Cottage No. 25, 645 W. Third Ave., Anchorage, 96000094, LISTED, 2/16/96
- ALASKA, FAIRBANKS NORTH STAR BOROUGH-CENSUS AREA, F. E. Company Manager's House, 757 Illinois St., Fairbanks, 96000095, LISTED, 2/16/96
- ARIZONA, MARICOPA COUNTY, Laveen School Auditorium, 5001 W. Dobbins Rd., Laveen, 96000040, LISTED, 2/16/96
- CALIFORNIA, ALAMEDA COUNTY, Oakland Free Library--Golden Gate Branch, 5606 San Pablo Ave., 1098 56th St., Oakland, 96000103, LISTED, 2/16/96 (California Carnegie Libraries MPS)
- CALIFORNIA, ALAMEDA COUNTY, Oakland Free Library--Melrose Branch, 4805 Foothill Blvd., 1738 48th Ave., Oakland, 96000104, LISTED, 2/16/96 (California Carnegie Libraries MPS)
- CALIFORNIA, ALAMEDA COUNTY, Oakland Free Library--Alden Branch, 5205 Telegraph Ave., 500 52nd St., Oakland, 96000105, LISTED, 2/16/96 (California Carnegie Libraries MPS)
- CALIFORNIA, ALAMEDA COUNTY, Oakland Free Library--23rd Avenue Branch, 1449 Miller Ave., 2347 E. 15th St., Oakland, 96000106, LISTED, 2/16/96 (California Carnegie Libraries MPS)
- CALIFORNIA, LOS ANGELES COUNTY, Alexander Theatre, 216 N. Brand Blvd., Glendale, 96000102, LISTED, 2/16/96
- CALIFORNIA, SACRAMENTO COUNTY, Merchants National Bank of Sacramento, 1015 7th St., Sacramento, 96000108, LISTED, 2/16/96
- CALIFORNIA, SONOMA COUNTY, Sebastopol Depot of the Petaluma and Santa Rosa Railway, 261 S. Main St., Sebastopol, 96000109, LISTED, 2/16/96
- COLORADO, BOULDER COUNTY, Fox Stone Barn, S. Cherryvale Rd., .5 mi. S of US 36, Boulder vicinity, 96000070, LISTED, 2/16/96
- COLORADO, FREMONT COUNTY, Oil Spring, Address Restricted, Canon City vicinity, 96000043, LISTED, 2/16/96
- COLORADO, PUEBLO COUNTY, El Pueblo, Jct. of 1st St. and Union Ave., Pueblo, 96000039, LISTED, 2/16/96
- CONNECTICUT, WINDHAM COUNTY, Lawton Mills Historic District, Roughly bounded by Second St., Railroad Ave., Norwich Rd. and Fifth and Ninth Sts., Plainfield, 96000028, LISTED, 2/16/96
- DELAWARE, KENT COUNTY, Woodside Methodist Episcopal Church, Main St., North Murderkill Hundred, Woodside, 96000107, LISTED, 2/16/96
- DISTRICT OF COLUMBIA, DISTRICT OF COLUMBIA STATE EQUIVALENT, Sears, Roebuck and Company Department Store, 4500 Wisconsin Ave., NW, Washington D.C., 96000061, LISTED, 2/16/96
- FLORIDA, SUMTER COUNTY, Pierce, Thomas R., House, 202 W. Noble Ave., Bushnell, 96000022, LISTED, 2/16/96
- ILLINOIS, BUREAU COUNTY, Allen School, 301 Main St., LaMoille, 96000081, LISTED, 2/16/96
- ILLINOIS, BUREAU COUNTY, First Congregational Church of LaMoille, 94 Franklin St., LaMoille, 96000059, LISTED, 2/16/96
- ILLINOIS, COOK COUNTY, Quigley Preparatory Seminary, 103 E. Chestnut St., Chicago, 96000093, LISTED, 2/16/96
- ILLINOIS, JO DAVISS COUNTY, Chicago Great Western Railroad Depot, Myrtle St. between N. Madison and Vine Sts., Elizabeth, 96000098, LISTED, 2/16/96
- ILLINOIS, LIVINGSTON COUNTY, Fairbury City Hall, 101 E. Locust St., Fairbury, 96000090, LISTED, 2/16/96
- ILLINOIS, MCLEAN COUNTY, LeRoy Commercial Historic District, 111-123, 200-223, 300 Center and 106-118 Chestnut Sts., LeRoy, 96000089, LISTED, 2/16/96
- ILLINOIS, MERCER COUNTY, Sherrard Banking Company, 314 Third St., Sherrard, 96000092, LISTED, 2/16/96
- IOWA, HAMILTON COUNTY, Zitterell, William J. and Hattie J., House, 821 Division St., Webster City, 96000057, LISTED, 2/16/96
- IOWA, LEE COUNTY, Herschler, Christian and Katharina, House, Barn and Outbuildings Historic District, Jct. of 6th and Green Sts., Franklin, 96000064, LISTED, 2/16/96

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