

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

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

1 NAME

HISTORIC

Chicago and Northwestern Depot

AND/OR COMMON

ITT-Holub Industries Warehouse

2 LOCATION

STREET & NUMBER

N.E. Corner, Sacramento and DeKalb

CITY, TOWN

Sycamore

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

15th

STATE

Illinois

VICINITY OF

CODE 12

COUNTY

DeKalb

CODE

37

3 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 WAREHOUSE**4 OWNER OF PROPERTY**

NAME

ITT-Holub Industries

STREET & NUMBER

413 Elm Street

CITY, TOWN

Sycamore

VICINITY OF

STATE

Illinois

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

DeKalb County Courthouse

STREET & NUMBER

Main and State

CITY, TOWN

Sycamore

STATE

Illinois

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

(1) Illinois Historic Landmarks Survey

(2) Illinois Historic Structures Survey

DATE

(1) 4/74 (2) 10/73

 FEDERAL STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS

Historic Sites Division, 405 E. Washington

CITY, TOWN

Springfield

STATE

Illinois

DESCRIPTION

CONDITION

EXCELLENT
 GOOD
 FAIR

DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Chicago and Northwestern Depot at Sycamore retains virtually its original appearance. Like many contemporary buildings in Sycamore, a two-story brick passenger section displays characteristically "Italianate" details such as elongated four-over-four windows, stone segmental-arch window hoods with decorative keystones, and a hip roof (albeit an unusual, steeply-pitched one). Ornamental brackets were apparently removed from the eaves sometime after 1935. Brick pilasters with simple stone bases and capitals divide the east and west facades into four bays; the south facade, into three.

A one-story wing to the north (also constructed of brick) rests on a high foundation of cut stone. It has a simple gable roof. This wing once housed baggage and freight handling facilities.

A one-story wooden addition extending north from the present structure was removed sometime after 1935. Other changes have been mostly minor. Brackets have been removed, as noted. Windows on the second story of the passenger section have been filled in; modern windows have replaced double-hung sash ones in the one-story wing. Two large doors have been cut into the north wall of this wing as well. The red brick exterior has been painted a buff color.

The interior retains its original moldings and wainscoting.

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 type="checkbox"/> EXPLORATION/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

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Sycamore's Chicago and Northwestern Depot is locally significant, of course, for its associations with a critical chapter in that small town's history. More than that, the structure stands as a reminder of that long-ago era when local initiative and local enterprise played an important role in determining the fortunes of small towns throughout America.

History

In 1851, a charter was granted to the "Mississippi and Rock River Railroad" to build a line from West Chicago to Fulton, Illinois. The charter was taken over by the "Chicago and Galena Railroad" (later renamed the Chicago and Northwestern) in 1852, and the line completed two years later.

As originally proposed, this route had included a station at Sycamore, commercial center and county seat of DeKalb County. But the finished line passed instead through Cortland and DeKalb City, several miles to the south.

Sycamore's response was not unlike that of many small towns bypassed by the nation's maturing transportation network. Community leaders--men such as C. W. Marsh, H. L. Boies, James D. Waterman and Charles Kellum--organized and received a charter to build the "Sycamore, Cortland and Chicago Railroad." Local money financed the laying of four miles of track which by 1855 connected Sycamore with the main line of the Chicago and Northwestern. For several years the little railroad was forced to do without an engine--cars were pulled to and from Cortland by mule! But by the mid-1860's, the line had prospered sufficiently to acquire not only an engine but a new

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CONTINUATION SHEET

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combined passenger station and freight depot as well.

This handsome building replaced a frame structure of much smaller dimensions. Its exact date of construction is unclear, for the early records of the Sycamore, Cortland and Chicago Railroad are no longer extant. However, the Sycamore True Republican reported in November of 1865 that the "new depot" had been "fitted up in beautiful style."

Although known at present as the "Chicago and Northwestern Depot", the structure was not acquired by the C. & N.W.R.R. until 1883 and so bears little resemblance to products of that railroad's design department (for example, the one-story depot at Wilmette, built in 1873 and added to the National Register in 1975). In fact, in its proportions and ornamentation, the Sycamore building--that is, its two-story passenger section--is rather closer in appearance to the fashionable homes of its local promoters than to other small-town railroad depots, which were (to quote Waiting for the 5:05) "...virtually mass-produced by the railroad companies." Note, for example, the complete absence of a platform roof, a distinguishing feature of the typical depot building.

Histories of DeKalb County and Sycamore suggest that the building of the Sycamore, Cortland and Chicago Railroad prevented the village from "dying on the vine." They are probably right. Industries such as the Marsh Harvester Company, the Ellwood Manufacturing Company, and the Sycamore Preserve Works grew up in Sycamore in the decades following completion of the branch line. This modest industrial base doubtless played an important role in Sycamore's steady if unspectacular growth throughout the remainder of the nineteenth century.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Boies, Henry L., History of DeKalb County (Chicago, 1868)
 Davy, Harriet L., From Oxen to Jets: A History of DeKalb County 1835-1963
 (Dixon, Illinois, 1963)
 Grow, Lawrence (compiler), Waiting for the 5:05: Terminal, Station and Depot in America (Main Street/Universe Books, New York, 1977) (cont'd.)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than 1 acre

QUADRANGLE NAME _____

QUADRANGLE SCALE _____

UTM REFERENCES

A
 ZONE EASTING NORTHING

B
 ZONE EASTING NORTHING

C

D

E

F

G

H

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

Arthur Murray

Jeffrey S. Flemming

ORGANIZATION

Sycamore Hist. Dist. Comm.

Div. Hist. Sites

DATE

August 11, 1978

STREET & NUMBER

R.F.D.

405 E. Washington

TELEPHONE 815 895-3252;

217 782-8262

CITY OR TOWN

Sycamore

Springfield

STATE

Illinois

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

TITLE

DATE

FOR NPS USE ONLY

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

DATE

ATTEST:

KEEPER OF THE NATIONAL REGISTER

DATE

CHIEF OF REGISTRATION

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CONTINUATION SHEET

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DeKalb Chronicle Souvenir Illustrated Edition, 1899
Sycamore True Republican, November, 1865

DK-H-42

200121

ILLINOIS HISTORIC SITES SURVEY INVENTORY

1. Name of Site:

Common Holub Ind. Warehouse
Historic Chicago & NW Railroad station

2.. Location:

Street and Number Township Section
NE cor Sacramento & De Kalb Ave. City or Town Zip Code Range 1/4 Section
Sycamore
County
De Kalb

3. Classification:

Category (check one) Integrity (check one)
() District (X) Building () Altered (X) Unaltered essentially
() Site () Structure () Moved (X) Original Site

4. Ownership:

(X) Private (X) Occupied
() Public () Unoccupied
() Preservation work in progress

Access to Public

() Yes () Restricted () Unrestricted (X) No

Present Use (check one or more)

() Agricultural (X) Industrial () Religious
() Commercial () Military () Scientific
() Educational () Museum () Transportation
() Entertainment () Park () Other (specify)
() Government () Private Residence

5. Ownership of Property:

Owner's Name Holub Ind. Phone Number
Street and Number
City or Town
State County Zip Code

6. Description: 2-story brick RR station

() Excellent () Good (X) Fair () Deteriorated () Ruins () Unexposed

Is there a program of preservation underway? () Yes (X) No

TRANSPORTATION

7. Historical Themes : (check one or more of the following)

- | | |
|---|--------------------------|
| <input type="checkbox"/> Archeological Site | (Pre-Columbian) |
| <input type="checkbox"/> Archeological Site | (Post-Columbian to 1673) |
| <input type="checkbox"/> French Influence | (1673-1780) |
| <input type="checkbox"/> Illinois Frontier | (1780-1818) |
| <input type="checkbox"/> Illinois Early | (1818-1850) |
| <input checked="" type="checkbox"/> Illinois Middle | (1850-1900) |
| <input type="checkbox"/> Illinois Late | (1900-present) |
| <input type="checkbox"/> Famous People | (give names & dates) |

8. Specific Date: 1855

Areas of significance (check one or more of the following)

- | | |
|--|--|
| <input type="checkbox"/> Aboriginal (historic) | <input type="checkbox"/> Literature |
| <input type="checkbox"/> Aboriginal (pre-historic) | <input type="checkbox"/> Military |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Music |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Political |
| <input type="checkbox"/> Art | <input type="checkbox"/> Religion/Philosophy |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Science |
| <input type="checkbox"/> Communication | <input type="checkbox"/> Sculpture |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Social/Humanitarian |
| <input type="checkbox"/> Education | <input type="checkbox"/> Theater |
| <input type="checkbox"/> Engineering | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Industry | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Invention | <input type="checkbox"/> Other (specify) |
| <input type="checkbox"/> Landscape Architecture | |

Brief statement of significance: (include all names and dates) Use additional sheets if necessary. When C & NW was built 5 mi S of town, the city decided it needed a connection with the RR so it constructed the Sycamore, Cortland & Chicago RR in 1855 which terminated at this station. The line was soon bought by the C & NW.

9. Form prepared by:

Name and Title: _____ Date: _____

Organization: T.H. _____ Phone: _____

Street and number: _____

City or Town: _____ County: _____ Zip Code _____

During the course of the Survey we often find it necessary to search for references for a particular site. When filling out the Survey form, please list according to the following example, published references to the site for which forms are being completed. If a bibliography can be compiled, it will greatly deduct from the Survey's task.

Bibliography

Robertson, Robert, Of Whales and Men. New York, Alfred K. Knopf, Inc., 1954.



STATE OF ILLINOIS

DEPARTMENT OF CONSERVATION

605 STATE OFFICE BUILDING

400 SOUTH SPRING ST.

SPRINGFIELD 62706

CHICAGO OFFICE—1227 S. MICHIGAN AVE. 60605

