

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received MAR 31 1987

date entered APR 30 1987

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Chicago, Burlington & Quincy Railroad Depot

and/or common Rock Island Trail Depot

2. Location

street & number Williams Street, R.R. #1, Box B-1 not for publication

city, town Wyoming vicinity of

state Illinois code 012 county Stark code 175

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input checked="" type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input checked="" type="checkbox"/> other: vacant

4. Owner of Property

name Friends of the Rock Island Trail, Inc. c/o George M. Burrier, Jr., Chairman

street & number P. O. Box 272

city, town Peoria vicinity of state Illinois 61650

5. Location of Legal Description

courthouse, registry of deeds, etc. Stark County Recorder's Office

street & number 120 N. Franklin

city, town Toulon state Illinois

6. Representation in Existing Surveys

title NONE has this property been determined eligible? yes no

date federal state county local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input checked="" type="checkbox"/> moved
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		date 1880

Describe the present and original (if known) physical appearance

The Chicago, Burlington, & Quincy Railroad Depot in Wyoming, Illinois is located adjacent to the abandoned Burlington-Northern railroad right-of-way and perpendicular to Williams Street. The depot is a one story wooden frame building measuring 24' by 64'. It has an overhanging gable roof with diagonal braces and a central chimney. An earthen ramp with plank sides rises approximately 2' at the south freight door entrance. The entire building sets on telephone poles embedded in the ground. There is a crawl space under the building.

The exterior walls are covered with board and batten siding from the window sill level to the roofline. The boards are 12" by 1" planks with a routed 1" x 2" x 1/4" vertical batten. Below the windows the walls are covered with horizontal shiplapped boards. The corners are delineated by vertical boards. The decorative braces below the overhanging eaves are embellished with pendants.

Exterior windows are a 6 over 6, double-hung design -- one on the north wall, four on the west wall, and two on the east wall. Window frames are 1" x 4" boards which provide a drip edge and crude sill. Two doors with transom windows on the east wall open into the waiting room and ticket office. Three large freight doors enter the baggage and freight room on the south end of the depot. The baggage doors facing east and west have transom windows, diagonal panelling and horizontal braces.

The floor plan of the depot is divided into three spaces: a waiting room at the north end, a relatively narrow ticket office, and a large baggage and freight room at the south end. The waiting room and office are finished in horizontal tongue and groove panelling above the window sill line and vertical panelling below. A head rail and baseboard finish the wall surfaces. The original ceilings have been covered with a dropped panel ceiling in the office and waiting room. A door and window access the ticket office from the waiting room. The window served as the ticket window. One chimney between the office and waiting room served to vent the coal-fired iron stoves located on either side of the wall. A two step stair leads from the ticket office to the baggage and freight room. This room is sided with horizontal planks and an open rafter ceiling.

The integrity of the building is very good. A small section of panelling and baseboard has been removed from the waiting room and ticket office.

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/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1871 - c. 1930 **Builder/Architect** N/A

Statement of Significance (in one paragraph)

The Chicago, Burlington, & Quincy Railroad Depot in Wyoming Illinois is eligible for listing in the National Register of Historic Places under Criterion A. The depot is locally significant for the railroad's contributions to the post-Civil War growth and development of the community as a transportation center for southern Stark County. The railroad was a major force behind the economic development of the community through the 1920's.

Wyoming, Illinois was established in 1834 by General Samuel Thomas. Thomas was born in Connecticut and had been a resident of Wyoming Valley, Pennsylvania. The town was chartered on April 2, 1836. Although the Chicago, Burlington, & Quincy Depot was not built in Wyoming until 1871, the railroad had been established in 1855 in order to create a transportation link between Chicago and the Mississippi River at Quincy, Illinois and Burlington, Iowa. The final connection to the River was completed in 1856. In 1871, when the railroad built the Wyoming, Illinois depot, there were 893 miles of track. A second railroad, the Peoria and Rock Island Railroad, was also sought by Wyoming citizens. The Peoria and Rock Island was organized in 1867 and consolidated with the Rock Island & Pacific Railroad in 1869. In June of 1871 it dispatched a construction train to Toulon, and one month later the first regular train went through Wyoming. The Rock Island Railroad depot, which originally stood 200' west of the C,B,& Q depot, is no longer standing. Although the two railroads contributed to the economic development of the community, the C,B, & Q depot is the sole surviving railroad structure in the community.

The C,B, & Q railroad was an important shipping link for the greater Wyoming area. Like most service towns in agricultural regions in Illinois the citizens of Wyoming recognized the need for a railroad to transport its rich coal deposits, cheese, grain, cattle, hogs, and other products to Peoria and Chicago markets. Without the rail connections the agricultural development of Stark County would have been minimal because the cost of getting the product to market by back roads would have been too great. The railroad was also a critical necessity for Wyoming because Illinois River transportation to Chicago was unreliable due to its limited depth and freezing over in the winter.

9. Major Bibliographical References

See continuation sheet, Section 9 & 10, Page 1

10. Geographical Data

Acreeage of nominated property less than one

Quadrangle name Wyoming, IL

Quadrangle scale 1:24000

UTM References

A

1	6	2	6	7	3	7	0	4	5	4	9	0	4	0
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

Zone		Easting				Northing								

D

Zone		Easting				Northing								

E

Zone		Easting				Northing								

F

Zone		Easting				Northing								

G

Zone		Easting				Northing								

H

Zone		Easting				Northing								

Verbal boundary description and justification That portion of the abandoned Burlington-Northern Railroad right-of-way being approximately 50' wide by 168.96' in length directly West of the 50' right-of-way adjacent to the West of the center line of the railroad track and being bounded on the North by the

List all states and counties for properties overlapping state or county boundaries (See continuation sheet)

state code county code

state code county code

11. Form Prepared By

name/title George M. Burrier, Jr., Esq., Chairman

organization Friends of the Rock Island Trail, Inc date January 14, 1987

street & number P. O. Box 272 telephone (309)676-6113

city or town Peoria state Illinois 61650

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 Director

date 3-16-87

For NPS use only

I hereby certify that this property is included in the National Register

in the National Register

date 4-30-87

Keeper of the National Register

Attest:

date

Chief of Registration

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 2 Chicago, Burlington, & Quincy R.R. Depot

Farmers could not have responded quickly enough to changes in the market prices for commodities. Professional businessmen in Wyoming, like Dr. Alred Castle, M.D., offered the C,B, & Q a forty acre field of flax in order to entice the railroad to come to Wyoming. As a result of this commitment the railroad connection on this part of the line was known as the "Castle-Flax Road."

The demand for the C,B, & Q Railroad line and interest in it was as intense as the rivalry for the location of the depot itself. Records indicate that it was in at least three different locations in Wyoming during the first ten years. It was constructed at the north part of town in 1871. Mr. A. J. Hammond was an officer in the bank known as Scott, Wrigley, & Hammond Bank (which once stood at the southwest corner of Williams and Seventh Streets.) He sent two pictures to the C,B, & Q Railroad: one of a nearly empty north side business district, the other of a bustling south side of town. Shortly thereafter the C,B, & Q moved the depot from the north side of town to the south side in 1880.

In 1871 an important law case occurred which had a direct economic impact on the farmers and businessmen of Wyoming and other cities along the C,B, & Q line. The landmark case of Neal Ruggles v. C,B, & Q Railroad over the variable rates that the railroad charged different customers went all the way to the Illinois Supreme Court. The Court decided that the legislature had the right to fix reasonable maximum rates the C,B, & Q could charge all of its customers. This decision in turn affected all railroads in Illinois and put the Wyoming farmers on equal footing with the largest factories in town.

The depot was the transportation hub for the coal mines in Stark County, for the grain that was shipped by the farmers, for the cheese that was produced, and for the farm implement dealers and boiler manufacturer in Wyoming. Passenger and mail service also linked Wyoming with the rest of the country. By 1875 the C,B, & Q was shipping significant quantities of freight from Wyoming. For the year ending March 31, 1875, the total freight was 296,446 pounds of way freight, 728 cars of grain, 114 cars of stock, and one car of hay generating a total of \$25,478.55 in railroad revenue. The depot continued to provide a state and national market for Wyoming's goods; for example, the Foster Feather factory opened in 1895 and sent its feathers by rail all over the country.

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

**National Register of Historic Places
Inventory—Nomination Form**



Chicago, Burlington, &

Continuation sheet Quincy R.R. Depot

Item number

8

Page

3

Wyoming continued to prosper into the 20th century as evidenced by many of the commercial buildings in the central business district which date from 1890 to 1915. Although the figures for the community's contribution to the railroad's revenues are not known, general revenue for the railroad increased from \$9,519,994 in 1890 to over \$43,000,000 in 1925. It is certain that Wyoming's contribution also increased during this period. Growth in the C, B, & Q Railroad itself during the early 20th century made it possible for Wyoming's goods to reach even more markets. During World War I the miles of track increased to 3,163 miles, and the maximum miles of track reached 3,703 miles in 1925. Although train service continued until the 1960s, Wyoming's economic growth stabilized by the 1930s. The railroad's impact was most significant prior to this period.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 9 & 10 Page 1

9. Major Bibliographical References

- Clayton, John
1970 The Illinois Fact Book & Historical Almanac
1673-1968, Southern Illinois University
Press, Carbondale, Illinois
- The Historical Committee
1986 Wyoming Through the Years
- Leeson, M. A.
1887 Documents and Biography pertaining to the
settlement and progress of Stark County,
Illinois, M. A. Leeson & Co., Chicago, Illinois
- Nelson, Ronald E.
1978 Illinois Land and Life in the Prairie State,
Kendall/Hunt Publishing Co., Dubuque, Iowa
- Shallenberger, E. H.
1876 Stark County and its Pioneers, B. W. Seaton,
Prairie Chief Office, Cambridge, Illinois,
Book & Job Printer

Statement, January 12, 1987:

William Robb, resident of Wyoming and President of
Wyoming Betterment Association

10. continuation

South line of East Williams Street , lying in Section One (1),
Principal Meridian, Stark County, Illinois, and containing approximately
.19 acres.

87000650

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Chicago, Burlington & Quincy Railroad Depot
Stark County
ILLINOIS

MAR 31 1987

Working No. _____

Fed. Reg. Date: 2/2/88

Date Due: 4/30/87 - 5/15/87

Action: ACCEPT 4-30-87

_____ RETURN _____

_____ REJECT _____

Federal Agency: _____

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

Entered in file
National Register

Substantive Review: sample request appeal NR decision

Reviewer's comments:

Recom./Criteria _____

Reviewer _____

Discipline _____

Date _____

_____ see continuation sheet

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

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

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
- good
- fair
- deteriorated
- ruins
- unexposed

Check one

- unaltered
- altered

Check one

- original site
- moved date _____

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: _____



N. END WYOMING DEPOT

12-26-86

1. C B & Q Railroad Depot
2. Wyoming, Illinois
3. Al Harkrader
4. December 26, 1986
5. Friends of the Rock Island Trail, Inc.
6. North side of Depot
7. NO. 1

DEC 26 1986



N. W. SIDE WYOMING DEPOT
12-26-86

- #1
1. C B & Q Railroad Depot
 2. Wyoming, Illinois
 3. Al Harkrader
 4. December 26, 1986
 5. Friends of the Rock Island Trail, Inc.
 6. N. W. side of Depot
 7. NO. 2

DEC 26 1986



S. END WYOMING DEPOT

12-26-86

1. C B & Q Railroad Depot
2. Wyoming, Illinois
3. Al Harkrader
4. December 26, 1986
5. Friends of the Rock Island Trail, Inc.
6. South view of Depot from former R.O.W.
7. NO. 3

DEC 26 1986

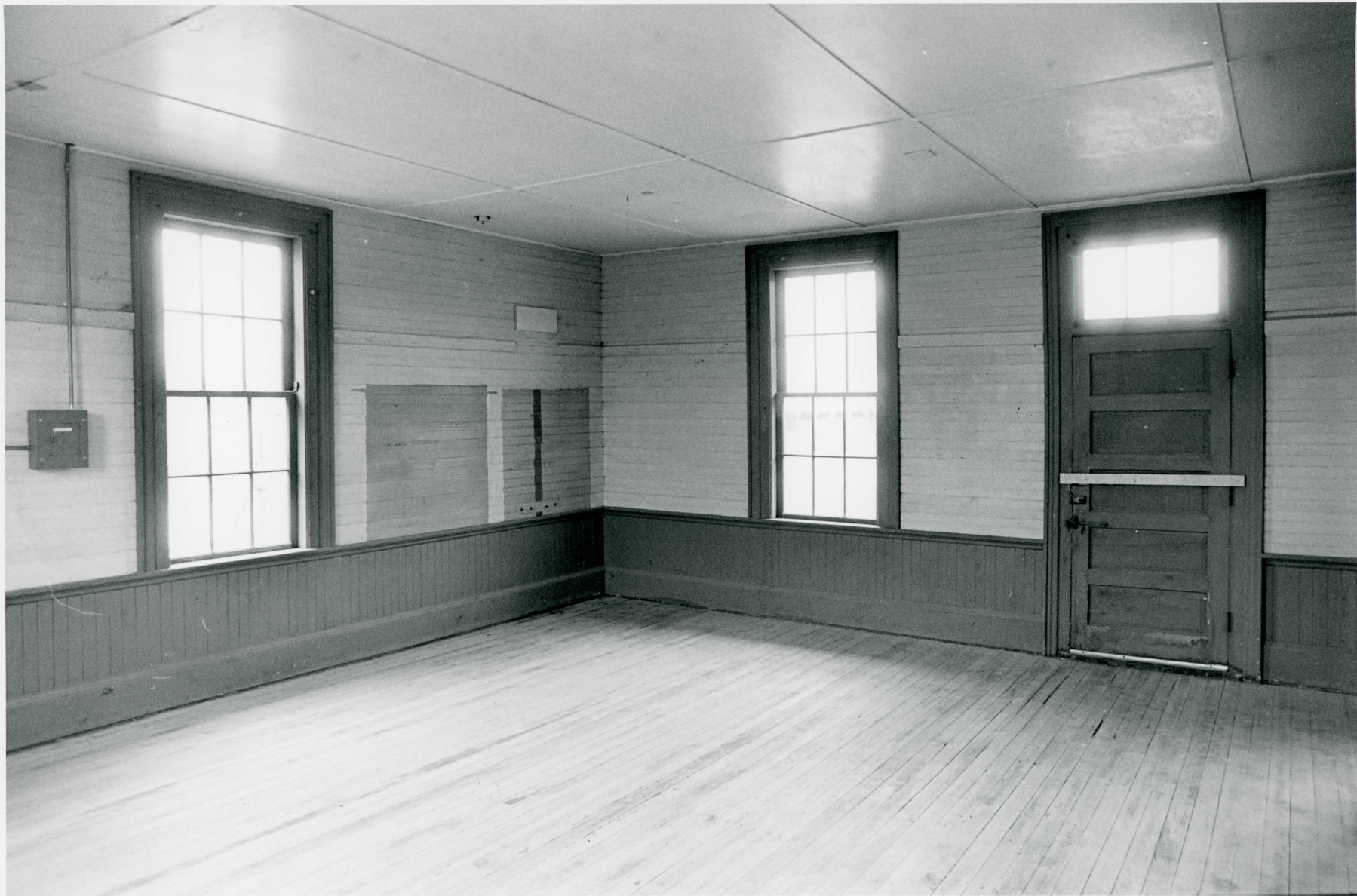


S.E. SIDE WYOMING DEPOT

12-26-86

1. C B & Q Railroad Depot
2. Wyoming, Illinois
3. Al Harkrader
4. December 26, 1986
5. Friends of the Rock Island Trail, Inc.
6. S. E. corner of Depot
7. NO. 4

DEC 26



MICHAEL E. CARLISLE
COMMUNITY ROOM
12-26-86

1. C B & Q Railroad Depot
2. Wyoming, Illinois
3. Al Harkrader
4. December 26, 1986
5. Friends of the Rock Island Trail, Inc.
6. N. E. corner of Waiting Room
7. NO. 5

DEC 26 1986



COMMUNITY ROOM
12-26-86

1. C. B. & Q. Railroad Depot
2. Wyoming, Illinois
3. Al Harkrader
4. December 26, 1986
5. Friends of the Rock Island Trail, Inc.
6. S. W. corner of Waiting Room
7. NO. 6

DEC 26 1986



INSIDE VIEW OF
WYOMING DEPOT OFFICE
12-26-86

1. C B & Q Railroad Depot
2. Wyoming, Illinois
3. Al Harkrader
4. December 26, 1986
5. Friends of the Rock Island Trail, Inc.
6. N.W. corner of Office
7. NO. 7

DEC 26 1986



INSIDE VIEW OF
WYOMING DEPOT OFFICE
12-26-86

1. C B & Q Railroad Depot
2. Wyoming, Illinois
3. Al Harkrader
4. December 26, 1986
5. Friends of the Rock Island Trail, Inc.
6. S. E. corner of Office
7. NO. 8



WYOMING DEPOT
BAGGAGE ROOM
12-26-86

1. C B & Q Railroad Depot
2. Wyoming, Illinois
3. Al Harkrader
4. December 6, 1986
5. Friends of the Rock Island Trail, Inc.
6. S. W. corner of Baggage Room
7. NO. 9

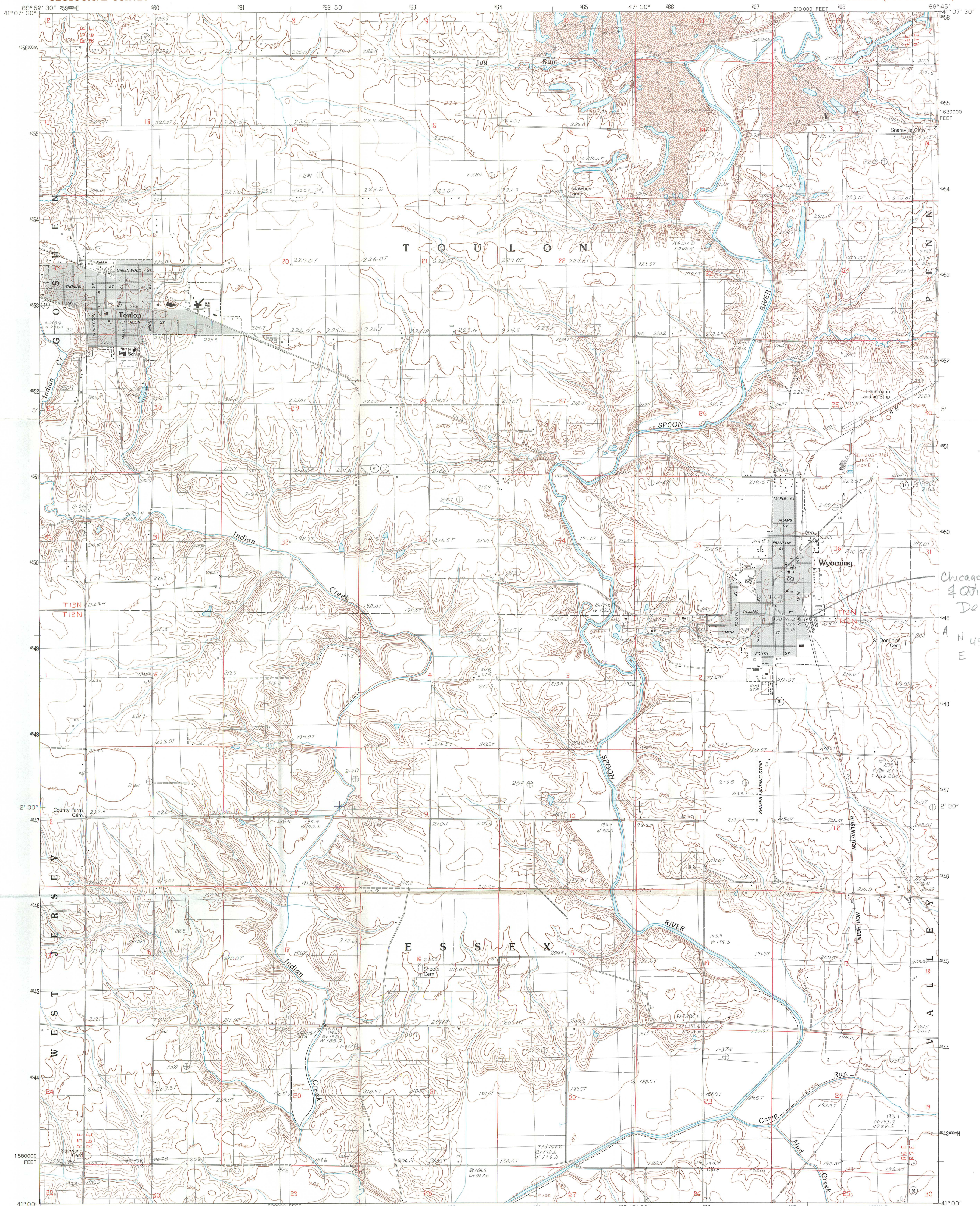
DEC 26 1986



WYOMING DEPOT
BAGGAGE ROOM
12-26-86

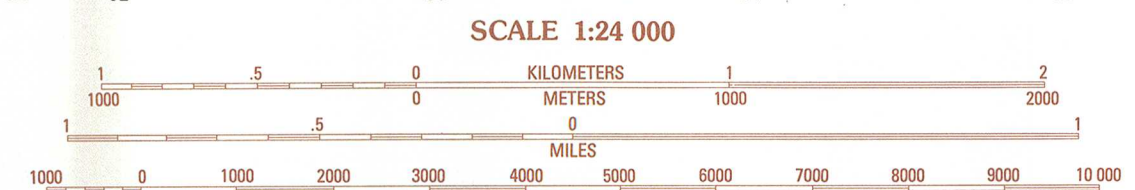
1. C B & Q Railroad Depot
2. Wyoming, Illinois
3. Al Harkrader
4. December 26, 1986
5. Friends of the Rock Island Trail, Inc.
6. S.E. corner of baggage room
7. NO. 10

DEC 26 1986



PRODUCED BY THE UNITED STATES GEOLOGICAL SURVEY CONTROL BY USGS AND NOS/NOAA COMPILED FROM AERIAL PHOTOGRAPHS TAKEN 1977 FIELD CHECKED 1981. MAP EDITED 1983 PROJECTION UNIVERSAL TRANSVERSE MERCATOR GRID: 1000-METER UNIVERSAL TRANSVERSE MERCATOR 1000000-FOOT STATE GRID TICS. ILLINOIS WEST ZONE UTM GRID DECLINATION 1°51' WEST 1983 MAGNETIC NORTH DECLINATION 2°00' EAST VERTICAL DATUM: NATIONAL GEODETIC VERTICAL DATUM OF 1929 HORIZONTAL DATUM: 1927 NORTH AMERICAN DATUM To place on the predicted North American Datum of 1983 move the projection lines as shown by dashed corner ticks (1 meter north and 9 meters east) There may be private inholdings within the boundaries of any Federal and State reservations shown on this map Gray tint indicates area in which selected buildings are shown

PROVISIONAL MAP
Produced from original manuscript drawings. Information shown as of date of field check.



SCALE 1:24 000
CONTOUR INTERVAL 3 METERS
SUPPLEMENTARY CONTOUR INTERVAL 1.5 METERS
CONTROL AND FIELD ESTABLISHED ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER
To convert meters to feet multiply by 3.2808
To convert feet to meters multiply by .3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092 AND THE STATE GEOLOGICAL SURVEY, CHAMPAIGN, ILLINOIS 61820

ROAD LEGEND

- Improved Road
- Unimproved Road
- Trail
- Interstate Route
- U.S. Route
- State Route

QUADRANGLE LOCATION

1	2	3	4	5	6	7	8
---	---	---	---	---	---	---	---

ADJOINING 7.5 QUADRANGLE NAMES
CONTOURS AND ELEVATIONS
IN METERS

1	2	3	4	5	6	7	8
1	2	3	4	5	6	7	8

1 Kwanee South
2 Elmira
3 Bradford
4 La Fayette
5 Castleton
6 Laura
7 Princeville
8 Edselstein

WYOMING, ILLINOIS
PROVISIONAL EDITION 1983

41089-A7-TM-024



**Illinois Historic
Preservation Agency**

Old State Capitol • Springfield, Illinois 62701 • (217) 782-4836

March 24, 1987

Beth Grosvenor
National Register Program
National Park Service
Dept. of the Interior
1100 L. Street, NW
Washington, D.C. 20240

Dear Beth:

Enclosed please find the nomination form and supporting documentation for the following properties recently nominated by the Illinois Historic Preservation Officer:

Chicago, Burlington & Quincy Railroad Depot, Wyoming, IL
Grigsby Estate, Barrington Hills, IL
Rainey, Henry T., Farm, Carrollton vicinity
Rockwell Mound, Havana, IL

Thank you for your attention.

Sincerely yours,

Ann V. Swallow
Assistant National Register
Coordinator

AVS:st

Enclosure

APR 31 1987