

United States Department of the Interior
National Park Service

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 (Form 10-900-a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name: CHICAGO & NORTH WESTERN ROUNDHOUSE 420 Commercial AVE SE

Other names/site number: C&NW ROUNDHOUSE; HURON ROUNDHOUSE

2. Location

Street & number: North of First Street not for publication

City or town: Huron vicinity

State: South Dakota Code: SD County: Beadle Code: 005 Zip code: 57350

3. 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. I recommend that this property be considered significant ___ nationally ___ statewide ___ locally. (___ See continuation sheet for additional comments.)

Signature and title of certifying official

Date

In my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of the Keeper

Date of Action

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

- ___ 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:) _____

C&NW Roundhouse
Name of Property

Beaumont, South Dakota
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	
<u>2</u>		buildings
		sites
		structures
<u>1</u>		objects
<u>3</u>		Total

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

Historic Railroads of S.D.

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION: Rail-related

Current Functions
(Enter categories from instructions.)

TRANSPORTATION: Rail-related

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER: Vernacular industrial

Materials
(Enter categories from instructions.)

foundation concrete

walls brick

roof steel

other wood

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

C&NW Roundhouse
Name of Property

Bead¹e, South Dakota
County and

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

ARCHITECTURE

ENGINEERING

Period of Significance

c. 1907-1947

Significant Dates

c. 1907

c. 1943

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Chicago & North Western Railway

Primary location of additional data:

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

Name of repository:

C&NW Roundhouse
Name of Property

Beard¹e, South Dakota
County and State

10. Geographical Data

Acreage of Property Approximately 4 acres.

UTM References

(Place additional UTM references on a continuation sheet.)

1	1 4	5 6 3 2 8 0	4 9 1 2 6 0 0	2							
	Zone	Easting	Northing		Zone	Easting	Northing				
3				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: Mark Hufstetler / Historian
Organization: Renewable Technologies, Incorporated Date: March 1, 1998
Street & Number: 511 Metals Bank Building Telephone: (406) 782-0494
City or Town: Butte State: Montana Zip code: 59701

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: Dakota, Minnesota & Eastern Railroad Corporation
Street & Number: 337 22nd Avenue South; P.O. Box 178 Telephone: (605) 697-2400
City or Town: Brookings State: South Dakota Zip code: 57006

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 the 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 Reductions Project (1024-0018), Washington, DC 20503.

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CHICAGO & NORTH WESTERN ROUNDHOUSE
BEADLE COUNTY, SOUTH DAKOTA

Narrative Description:

The Chicago & North Western (C&NW) Roundhouse area is part of a large railway yard complex in Huron, South Dakota. Huron, located in the east-central portion of the state, is a local trade center and the county seat of Beadle County. The historic C&NW yard area was laid out on an approximate east-west alignment, and runs the full width of the city, effectively splitting the platted community into two sections. Major retail and residential districts are south of the yards, while an industrial area and smaller mixed-use neighborhoods are to the north. Dakota Avenue, Huron's main commercial street, is perpendicular to the yards.

The yard itself served a variety of railroad-related functions during the historic period, many of which continue today. The railroad's main through track ran near the south end of the yard, and fronted large masonry passenger and freight depots. (Only the passenger station survives in 1998.) Blocks of yard tracks, in standard "ladder" configurations, are parallel and north of the main tracks and are used for freight car storage and sorting. The northeast corner of the yard complex contained a large roundhouse and a wide variety of other service, maintenance, and repair facilities. Most of these buildings and structures have been replaced with modern elements, but a portion of the former roundhouse, the turntable, and an ancillary storage/office building remain. These three surviving resources are the focus of this nomination, and each is described separately below.

Feature 1 is the former Chicago & North Western roundhouse, which was constructed circa 1907 to replace an earlier, smaller facility. When completed, the building was a "full-circle" roundhouse: a doughnut-shaped building almost completely encircling its turntable and containing some forty stalls. As the importance of the Huron facility declined in the mid-twentieth century, portions of the roundhouse were razed (apparently in the 1940s and 1960s), and less than one-half of the original building remains in 1998. The surviving arc-the northern and western portions of the original building-includes 16 roundhouse stalls and a former machine shop area.

The roundhouse is a vernacular industrial structure, constructed of load-bearing brick on a concrete foundation. Most exterior brickwork is laid in a common bond, with a header course every sixth row. An area of newer brickwork along the eastern portion of the north wall has a header course every eighth row; this wall section resulted from a ca. 1943 remodeling project which lengthened several roundhouse stalls.

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The roundhouse stalls occupy the eastern portion of the surviving building. This portion of the building mass is arc-shaped, with the narrow portion of the arc facing the turntable to the south. Both the northern and southern walls are curved. Nearly all of the southern roundhouse wall is occupied by the stall doors. Two of the stalls retain pairs of historic wooden hinged entry doors, while the other stall openings house modern replacement overhead doors. A railroad track leads from the turntable into each of the stalls. The north wall contains regularly-spaced tall window openings (infilled) beneath segmental-arch brick lintels.

The roof of the roundhouse area is wood-framed, with a complex shed configuration. The roof features a shallow clerestory area facing the south elevation. Two interior rows of vertical timber support posts help support the roof. A steel exterior surface was applied to the roof in 1997, covering the earlier asphalt roofing.

The interior floor is concrete; it is probably historic, perhaps dating from the 1943 lengthening of the surviving stalls. (The original floor was brick.) Most of the stalls contain shallow concrete-lined pits between the rails, for use in locomotive servicing.

The western portion of the building mass contains a former machine shop area (at the south), as well as rooms (north) that once housed the facility's heating plant. The design and materials of this area are largely similar to that of the main roundhouse. The machine shop area displays a shallow monitor roof, partially supported by variable-depth interior timber beams. Some exterior walls are parapeted, with corbeling at the top. A tall, rectangular brick addition near the northwest corner of the building dates from a 1940s redesign of the facility's heating plant. The former belt-driven machine shop equipment has now been removed, as has most of the former heating equipment. This area is now used as general work space, and for storage.

Feature 2 is the turntable, which also dates from circa 1907. The turntable is approximately 75 feet long, and rotates in a circular, concrete-walled pit. (The floor of the pit is dirt.) The turntable itself consists of a variable-depth steel girder, upon which the framing supporting the turntable track rests. The turntable track is flanked by steel mesh catwalks (non-historic). A small metal control stand rests at one end of the turntable; this is a modern replacement of an historic component. The turntable is powered by an electric motor.

Feature 3 is an office/storage building, also from circa 1907. As built, this single-story rectangular building housed a large storeroom, and included a small office area on its south end. The entire building is now used for office space. In design and materials, the building largely resembles the adjacent

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machine shop area of the roundhouse, with some exceptions. The office building has a shed roof, and a concrete-lined full basement. Some window openings have been infilled with brick, while most now contain smaller-sized double-hung windows surrounded by wood infill. At least one historic eight-over-eight double-hung wood-framed window survives. A large concrete loading dock wraps around the northeast corner of the building, and extends for some distance beyond the western end of the building. This dock replaces a large wooden loading dock shown on historic plats of the yard.

In general, the roundhouse and its associated features display a diminished, but acceptable level of integrity. Major alterations (such as the removal of many roundhouse stalls) date from late in the historic period. More recent changes (the door replacement and modern roofing) do not significantly detract from the period appearance of the facility or the overall industrial nature of the site.

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BEADLE COUNTY, SOUTH DAKOTA

Narrative Statement of Significance:

In accordance with the guidelines established in the Multiple Property Documentation form for "Historic Railroads of South Dakota," the Chicago & North Western roundhouse is eligible for listing in the National Register of Historic Places with statewide significance under Criteria "A" and "C." The facility is significant under Criterion A for its association with the development and operation of the Chicago & North Western Railway in South Dakota. The C&NW played an extremely strong role in the initial settlement of much of South Dakota, and for decades thereafter remained a dominant economic force in the state. For decades, Huron was a major division point for the railroad, and the Huron yard served as the most important operations base for the C&NW in South Dakota. Simultaneously, the roundhouse and its associated facilities were major local employers and vital pillars of the community's economic well-being. The roundhouse area is the most significant surviving reminder of historic railroad operations in east-central South Dakota, and is among the largest and best-preserved of such facilities in the state.

The roundhouse is eligible under Criterion C as a relatively well-preserved example of early twentieth-century railroad roundhouse design. This is the only still-operating roundhouse facility in South Dakota, and in design, materials, and layout is remains highly characteristic of the form. While a variety of changes have taken place to the property since its initial construction, the most substantial of these changes took place during the roundhouse's period of significance, and were reflective of evolving trends in the railroad industry as a whole. Simultaneously, however, the Huron roundhouse complex retains a level of integrity higher than that of other roundhouse sites in South Dakota.

Historical information: As with most platted townsites in eastern South Dakota, the city of Huron largely owes its existence to the nineteenth-century development of the state's railroad network. The future site of Huron was on the route of the Chicago & North Western's first long-distance incursion into South Dakota, and the area began a period of rapid growth after the arrival of the C&NW in 1880. Huron's future was quickly assured the following year when the town became a junction point for the railroad's primary east-west and north-south lines in the state; the C&NW quickly named Huron a division point, and constructed a roundhouse, yard, and other facilities there.¹ An 1884 map of the C&NW facilities at Huron shows a semicircular masonry roundhouse, a large car shop building, and other developments.² These continued to serve the railroad until after the turn of the century.

The C&NW continued to build new lines in eastern South Dakota throughout the late nineteenth century, and as its operations and traffic level grew Huron's importance as a railroad center continued to increase. It is likely that, by

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1900, the railroad was beginning to outgrow its original yard and roundhouse complex in Huron. Soon, however, a period of even more rapid growth seemed imminent: in September 1905 the C&NW announced that it would extend its east-west main line from its terminus at Pierre across western South Dakota to Rapid City, the gateway to the rich Black Hills country. As the primary division point on the completed portion of the east-west line, Huron stood to benefit tremendously from the expansion, and the railroad undoubtedly foresaw the need for a far larger yard and shop facility in the town.³

The C&NW line west to Rapid City was completed and in operation by late 1907.⁴ The building of the new line was accompanied by improvements to the existing route across eastern South Dakota, including new trackwork, heavier rail, and other projects. The current roundhouse, turntable, and storage building at Huron were almost certainly further byproducts of this expansion and improvement program. Railroad files and business records discussing the construction of the current roundhouse are not known to survive, but Sanborn Fire Insurance Maps for Huron indicate that the current roundhouse was constructed between 1904 and 1910.⁵ In addition, much of the rail remaining in use around the current turntable area is imprinted with a 1907 manufacture date. These clues combine to suggest that the current roundhouse area in Huron was built in or about the year 1907. The facility was probably built by a local contractor under the supervision of the C&NW's engineering department, and using standard C&NW plans for such facilities.

When completed, the new roundhouse housed forty stalls, and was the largest C&NW facility ever built in South Dakota. (The former roundhouse, which stood west of the 1907 development, was removed during the 1910s.) While the railroad's business growth in South Dakota during the 1910s and 1920s probably did not meet earlier expectations, the Huron roundhouse and yards remained a busy place, and continued as the operational for the C&NW in the state. The immediate roundhouse area probably remained little-changed from 1907 until the early 1940s, when the building's heating plant was modernized and several stalls were lengthened to accommodate the larger locomotives of the day. Simultaneously, though, the greater power of the newer locomotives meant that fewer engines were based at Huron, and the roundhouse was reduced in size by removing a bank of stalls at the building's eastern end. This may have occurred in approximately 1943.⁶

In the years following World War II, the relative prominence of the railroad in South Dakota transportation began to decline as automobiles and trucks became more and more common. By the 1970s the decline in local railroading had become very pronounced, and many C&NW lines in the state were abandoned. This significantly reduced the importance of the Huron facility. A further industry development was the replacement of the steam locomotive with diesel-powered units in the early 1950s. Diesel locomotives required significantly less maintenance than steam power, and this further reduced the importance of the Huron roundhouse.

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BEADLE COUNTY, SOUTH DAKOTA

A second group of roundhouse stalls was razed during the 1960s, reducing the facility to its current size.⁷

By the early 1980s Huron had lost its status as a railroad division point, and the roundhouse area saw only limited use. The one remaining C&NW line through the city was threatened with abandonment. In 1986, however, the C&NW sold its line through Huron to a new entity, the Dakota, Minnesota & Eastern Railroad (DM&E). Under DM&E stewardship, traffic on the route has grown, and is expected to increase still further. More importantly for Huron, the railroad chose to base its locomotive maintenance and repair activities at the old C&NW roundhouse there. The DM&E has repaired and partially remodeled the old roundhouse, and the facility is now busier than it has been in some time.⁸

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BEADLE COUNTY, SOUTH DAKOTA

Endnotes for Section 8:

1. For an historical overview of the Chicago & North Western in South Dakota, see Rick Mills, *North Western Rails* (Hermosa, South Dakota: the author, 1988). See especially pp. 172-173. Several additional photographs of the railroad's early developments in Huron are in *A People's History of Beadle County, South Dakota* (Dallas: Taylor Publishing Company, 1986).
2. Sanborn Map Company. Fire insurance map for Huron, South Dakota, 1884. South Dakota State Archives, Pierre.
3. Herbert S. Schell, *History of South Dakota*, 3rd ed. (Lincoln: University of Nebraska Press, 1975), 252-252.
4. Ibid.
5. Sanborn Map Company. Fire insurance maps for Huron, South Dakota, 1904, 1910.
6. No written records discussing the historic use of the Huron Roundhouse-or its demolition and remodeling details-are known to survive. Most of these conclusions were inferred from a review of a series of (largely undated) railroad maps of the Huron area, now held by the Engineering Department of the Dakota, Minnesota & Eastern Railroad in Huron. Sanborn Fire Insurance Maps for Huron, the most recent of which is dated 1927, show the full-circle roundhouse as being intact. The USGS 7.5' map for Huron (dated 1957) indicates that the eastern bank of stalls has been removed.
7. Interview with Ron Muth, Dakota, Minnesota & Eastern Railroad, Huron, South Dakota, August 22, 1997.
8. Ibid., Rick Mills, *Railroading in the Land of Infinite Variety: A History of South Dakota's Railroads* (Hermosa, South Dakota: Battle Creek Publishing Company, 1990), 169-170.

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CHICAGO & NORTH WESTERN ROUNDHOUSE
BEADLE COUNTY, SOUTH DAKOTA

Bibliography:

- Casey, Robert J. *Pioneer Railroad: the Story of the Chicago and North Western System*. New York: Whittlesey House, [1948].
- Mills, Rick. *North Western Rails*. Hermosa, South Dakota: the author, 1988.
- _____. *Railroading in the Land of Infinite Variety: A History of South Dakota's Railroads*. Hermosa, South Dakota: Battle Creek Publishing Company, 1990.
- A People's History of Beadle County, South Dakota*. Dallas: Taylor Publishing Company, 1986.
- Sanborn Map Company. *Fire insurance maps for Huron, South Dakota, 1884, 1887, 1892, 1898, 1904, 1910, 1916, 1927*.
- Shell, Herbert S. *History of South Dakota*. 3rd ed. Lincoln: University of Nebraska Press, 1975.
- Standard Atlas of Beadle County, South Dakota*. Chicago: Geo. A. Ogle & Company, 1913.

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CHICAGO & NORTH WESTERN ROUNDHOUSE
BEADLE COUNTY, SOUTH DAKOTA

Verbal Boundary Description:

The roundhouse is located in the northwest quarter of Section 6, Township 110 North, Range 61 West. The boundary consists of a rectangle, measuring 300 feet north-south and 600 feet east-west. The southeast corner of the rectangle is 50 feet east and 200 feet south of the easternmost point of the roundhouse building.

Boundary Justification:

The boundary is constructed to include the immediate area currently occupied by the roundhouse building and its surviving ancillary resources, as well as an approximate 50-foot buffer of land immediately surrounding the resources. The site boundaries include all contributing properties in the immediate area, but exclude modern, non-contributing resources to the south and west.

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Section number Photographs Page 10

CHICAGO & NORTH WESTERN ROUNDHOUSE
BEADLE COUNTY, SOUTH DAKOTA

Index to Photographs

Photographer: Mark Hufstetler

Date: August 22, 1997

Location of original negatives: South Dakota State Historic Preservation
Office, Pierre

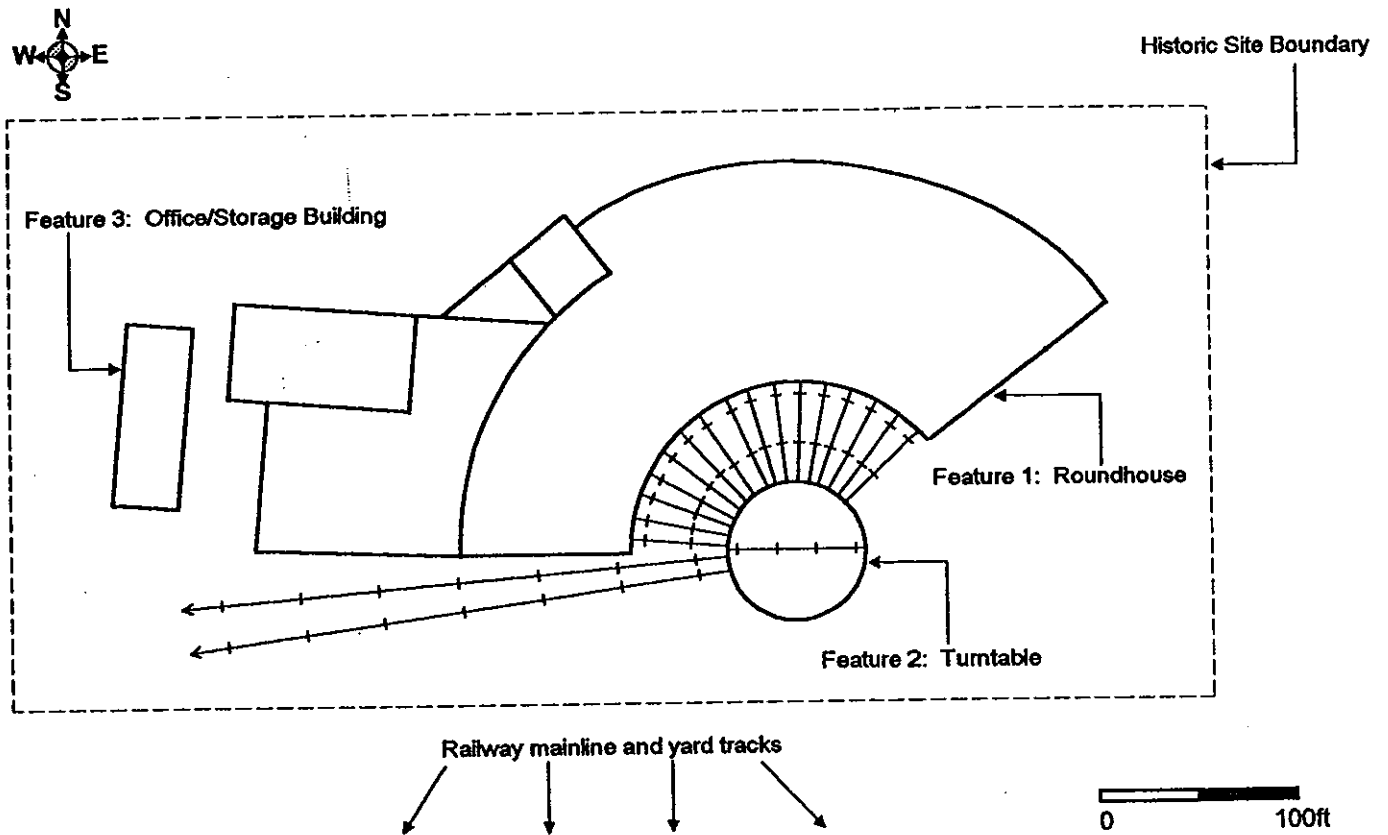
Photograph Number	Description	Direction of View
1	South and west elevations, roundhouse and office buildings	SE
2	Roundhouse stall doors and turntable area	NE
3	Detail of turntable area	WNW
4	Roundhouse, north wall	S
5	Roundhouse interior	W

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CHICAGO & NORTH WESTERN ROUNDHOUSE HURON, SOUTH DAKOTA



Note: center of site is approximately 2,000 feet east of Dakota Avenue, and 500 feet north of First Street. For clarity, not all tracks are shown.

