

DATA SHEET

RECEIVED SEP 20 1976

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED SEP 20 1976

DATE ENTERED

OCT 28 1976

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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

1 NAME

HISTORIC

Burlington & Missouri River Railroad Passenger Station

AND/OR COMMON

LOCATION

STREET & NUMBER

237 S. Fourth Street

NOT FOR PUBLICATION

CITY, TOWN

Burlington

VICINITY OF

First

STATE

Iowa

CODE

COUNTY

Des Moines

CODE

057

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

OTHER:

OWNER OF PROPERTY

NAME

City of Burlington, Iowa

STREET & NUMBER

City Hall, Fourth and Washington Streets

CITY, TOWN

Burlington

VICINITY OF

STATE

Iowa

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Des Moines County Courthouse

STREET & NUMBER

Main Street

CITY, TOWN

Burlington

STATE

Iowa

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

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 type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED DATE <u>about</u> 1884
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Burlington and Missouri River Railroad Passenger Station built in 1856 is an Italianate structure built of wood frame with clapboard siding. It is an early example of the railroad architecture that was typical in Midwestern depots built during the later period of the 1860's, 70's, and 80's. The building is conspicuously vertical in its scale and proportions- more so than the usual area house. It has the typically Italianate straight sided 6 x 6 windows with arched top and wood moulding above. The large eave brackets are also characteristic of the style, but have a trefoil cutout which is more typically associated with Gothic Revival. The entrance to the station was from Main Street and was in the position now occupied by the bay window. The ticket window was on the opposite side of the building. The bay is interesting as it is 5 sides of an octagon. The original center window on the second floor has been covered over by remodeling.

The front and back porches were added later, after the building was moved to its present location in the 1880's. The front porch is reminiscent of the Eastlake style. However, the scroll work is flat fronted instead of truly 3-dimensional. The physical exterior of the structure has been somewhat preserved by the addition of asbestos siding. The interior of the station has been completely changed. First it was modified to house offices and later adapted for residential use. However, these have been considered minor structural problems as the building is basically sound.

Originally, the station was built near the present Main Street crossing of the railroad. The corner of Main & Market Streets was the location of the station and auxiliary services from 1868 until 1884, when the brick & stone Union Depot was built one block to the south (on the same site as the present 1944 Union Depot.) The original railroad line went through the Hawk Eye Creek ravine system at a steep 3% grade as the best early engineering solution to the problem of getting the railroad up over the Mississippi River bluffs and out of Burlington to the west. The grade still remains the same, but the original curves near Main Street were sharp and winding and needed some smoothing out. The original passenger station was located on the inside of one of those curves. So when the track alignment was changed, the broadening of the curve forced the relocation of the station. It was then moved to its present location at 237 S. 4th St. Next to it now is a building that used to be an old baggage building and was also moved in.

The area where the station is currently located is an N.D.P. area, and the building has been approved for demolition by HUD. The only hope for saving it now is to move it again, and National Register recognition could aid in that process. The city is cooperating by agreeing to allow the building to be moved from the site. Hopefully, the station will be moved to an area close to its original location, or a nearby Main Street property. There is also the possibility of moving it to Perkins Park, the original estate of railroad president, Charles Elliot Perkins.

In any event, we hope to preserve the original passenger station by using it as either a railroad museum or pursuing the adaptive use of an area tourist-travel information center, or perhaps both. Because of Burlington's vast railroad history, many objects remain that should be housed in such a building for the public view. The preservation of the station would provide the impetus for gathering the memorabilia that is scattered throughout the community.

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

1856

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Burlington and Missouri River Railroad Passenger Station is historically significant as an example of early railroad architecture, and is the oldest standing depot in the upper Midwest west of the Mississippi River. It is especially important to Burlington as a symbol of railroading, as the railroad was greatly responsible for the development of the town. The European immigrants who shaped the physical character of the community came here by train during the second half of the 19th century. The Burlington Route was, in fact, the main route west. It is interesting that of the five railroad stations Burlington has had, the only ones remaining are the original one and the one presently in use. The imposing 1884 Union Depot was destroyed in a dramatic fire in 1942. The original passenger station is also significant for its uses- past and present. As an early passenger station, it was a hub of activity for the community. More recently, it has served an adaptive use as a private residence until neglect forced its abandonment. National recognition was given to the station's reuse when a photo of it appeared in an October 18, 1970 article in the New York Times by Dorothy B. Warnick, entitled, "New Life for Old Depots as Museums, Homes, Bistros."

On March 5, 1855, the Aurora & Chicago Railroad line was completed from Chicago to a point on the Mississippi River directly opposite Burlington, Iowa. The railroad name was then changed to the Chicago, Burlington, and Quincy Railroad Company. On the western side of the Mississippi, it was a separate rail line: the Burlington and Missouri River Railroad. Between 1855 and 1868, a transfer ferry boat, named the President, was used to carry railroad cars and passengers across the Mississippi in good weather. In winter, it was a long, cold walk across the ice. Rails were laid on the ice and the first locomotives and cars were driven across. Some cars were even pulled by oxen.

The first Burlington and Missouri River Railroad passenger station was completed in 1856, with passenger service inaugurated on April 30. This first building served as the main depot until 1868 when the completion of the railroad bridge across the river created the need for a more spacious station, and a second depot, with dining room, was constructed adjacent to the original one. The railroad bridge also served to consolidate the two rail lines under the name Chicago, Burlington, and Quincy, and greatly improved rail service, making Burlington a main route to the west.

The original station remained on Main Street for auxiliary uses until about 1884, when it was moved to its present location on S. 4th St. to allow for widening of the tracks. During the period between 1856 and 1884, it is interesting to speculate on the important people who must have come to Burlington by rail- passing by or through the depot on Main Street, which was an area of activity for many years. In 1884, activities were transferred to the new brick and stone Union Depot built one block south of the first two.

SEE CONTINUATION SHEET

9 MAJOR BIBLIOGRAPHICAL REFERENCES

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SEE CONTINUATION SHEET

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1/16 acre

UTM REFERENCES

A 15 659820 4518440
 ZONE EASTING NORTHING

B
 ZONE EASTING NORTHING

VERBAL BOUNDARY DESCRIPTION

Bounded by South 4th Street on the east, Elm Street on the south, the alley on the west, and adjacent residential property on the north.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Kathleen and Steven R. Brower, Landscape Architect

ORGANIZATION

Des Moines County Historical Society

DATE

April 8, 1976

STREET & NUMBER

406 Snake Alley

TELEPHONE

319-753-1501

CITY OR TOWN

Burlington

STATE

Iowa

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE X

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

Adrian D. Anderson

TITLE State Historic Preservation Officer

DATE 20 Sept. 1976

FOR NPS USE ONLY

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

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE 10/22/96

ATTEST:

DATE 10/15/76

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
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Railroading is a significant part of Burlington's past. Iowa was opened to settlement in 1833, and only 22 years later, the railroad was here, bringing with it all the modern advances of the East, and thousands of immigrants looking for a new home. In 1860, 53% of the adult population in Burlington was foreign born. It is no wonder that the town reminds people of an old European city. The development of Burlington's railroads brought a great deal of economic prosperity to the community while it was still in the formative stages of the 1860's, 70's, and 80's.

"The Burlington Route" is a popular railroad name, and it was in fact, named for Burlington, Iowa. For many years the road from Chicago via Galesburg to Quincy was the main line; the road from Galesburg to Burlington was more properly called a feeder or branch line. However, the completion of the Burlington and Missouri River Railroad across the state of Iowa to a connection with the Union Pacific was given the most thorough advertising through the initiative of the Burlington railroad officials and the community promoters. This was a more direct link to Omaha and the Kansas system and a better route straight through to Denver. In time, an entire change in the channels of trade and travel detracted from the Quincy gateway to the West and brought more emphasis to Burlington. The better route, via Burlington, became the favorite with the public and was demanded by the Chicagoans. With the most careful management, the line which became known as the Burlington Route came into a remarkable popularity. To this day, the words "Burlington Route" are used all over the country, but their origin has been largely forgotten.

One of the men who was so instrumental in the early growth of both the railroad and the town of Burlington, was the line's president, Charles Elliott Perkins. Perkins came to Burlington in 1859 at the age of 19 as an assistant clerk for the Burlington & Missouri River Railroad. He went on to hold many offices: treasurer, superintendant (1865), and vice president (1872). By 1881 he was vice president of both the B&M and the Chicago, Burlington, & Quincy railroads. Following the merger of those 2 lines, Perkins continued as a driving force, enjoying a reputation as a wise Midwestern businessman as he brought in other railroad systems in Missouri, Kansas, Nebraska, and Iowa to be part of the C.B.&Q. lines. He served as president of the combined systems from 1881 to 1901. The community continues to feel the impact of the Perkins family through their donation of the 19 acre family estate to the city. Now a historical museum, Perkin's residence called the Apple Trees serves as the focal point of Perkins Park. Perkins climbed from assistant clerk to superintendant of the railroad during the time that the old passenger station was the first depot. His promotional spirit was exemplary of the many businessmen whose efforts made Burlington such a thriving railroad center. The 42 devoted years that Perkins served the railroad were collinear with the tremendous industrial and cultural growth of Burlington. That growth is still visible in the architectural heritage remaining here, of which the old passenger station is the symbol of our early railroading past.

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