

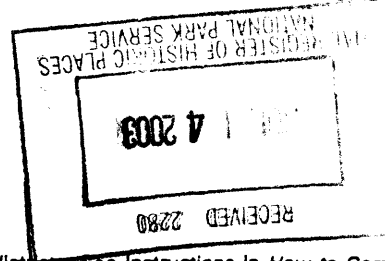
JUL 01 2003

NPS Form 10-900  
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior  
National Park Service

833



### 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 C B & Q Passenger Depot

other names/site number \_\_\_\_\_

#### 2. Location

street & number 1124 South Eighteenth Street N/A not for publication

city or town Centerville N/A vicinity

state Iowa code IA county Appanoose code 007 zip code 52544

#### 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.)

Rowell J. Sorke July 10, 2003  
 Signature of certifying official/Title Date  
**STATE HISTORICAL SOCIETY OF IOWA**  
 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:

- 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:)

Signature of the Keeper  
Entered in the National Register

Date of Action

AUG 28 2003

C B & O Railroad Depot  
Name of Property

Appanoose County, IA  
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>1</u>	<u>0</u>	buildings
		sites
		structures
		objects
<u>1</u>	<u>0</u>	Total

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

Number of contributing resources previously listed  
in the National Register

Architectural & Historical Resources of Centerville, IA 0

6. Function or Use

Historic Functions  
(Enter categories from instructions)

Current Functions  
(Enter categories from instructions)

TRANSPORTATION/Rail-Related/Depot  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

SOCIAL/Meeting Hall  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

7. Description

Architectural Classification  
(Enter categories from instructions)

LATE 19th & EARLY 20th CENTURY AMERICAN  
MOVEMENTS/Prairie Influences  
\_\_\_\_\_  
\_\_\_\_\_

Materials  
(Enter categories from instructions)

foundation Concrete  
walls Brick  
\_\_\_\_\_  
roof Asphalt  
other STONE: Limestone  
\_\_\_\_\_

Narrative Description

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

C B & Q Railroad Depot  
Name of Property

Appanoose County, IA  
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

ARCHITECTURE

**Period of Significance**

1912-1953

**Significant Dates**

1912

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Bullder**

Archt: C B & Q Railroad

Bldr: Staley, B.S.

**Primary location of additional data:**

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

Name of repository: \_\_\_\_\_

C B & Q Railroad Depot  
Name of Property

Appanoose County, IA  
County and State

**10. Geographical Data**

Acreage of Property Less than one acre

**UTM References**

(Place additional UTM references on a continuation sheet.)

1 

1	5	5	1	1	1	3	3	4	5	0	8	0	4	6
Zone	Easting				Northing									

3 

Zone	Easting				Northing									

4 

Zone	Easting				Northing									

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 Molly Myers Naumann, Consultant

organization For the Centerville H.P.C. date January 2003

street & number 167 West Alta Vista telephone 641-682-2743

city or town Ottumwa state IA zip code 52501-1437

**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 Appanoose County Post #526 Veterans of Foreign Wars of United States

street & number 1124 South Eighteenth Street telephone \_\_\_\_\_

city or town Centerville state IA zip code 52544

**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 Reductions Projects (1024-0018), Washington, DC 20503.

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National Park Service

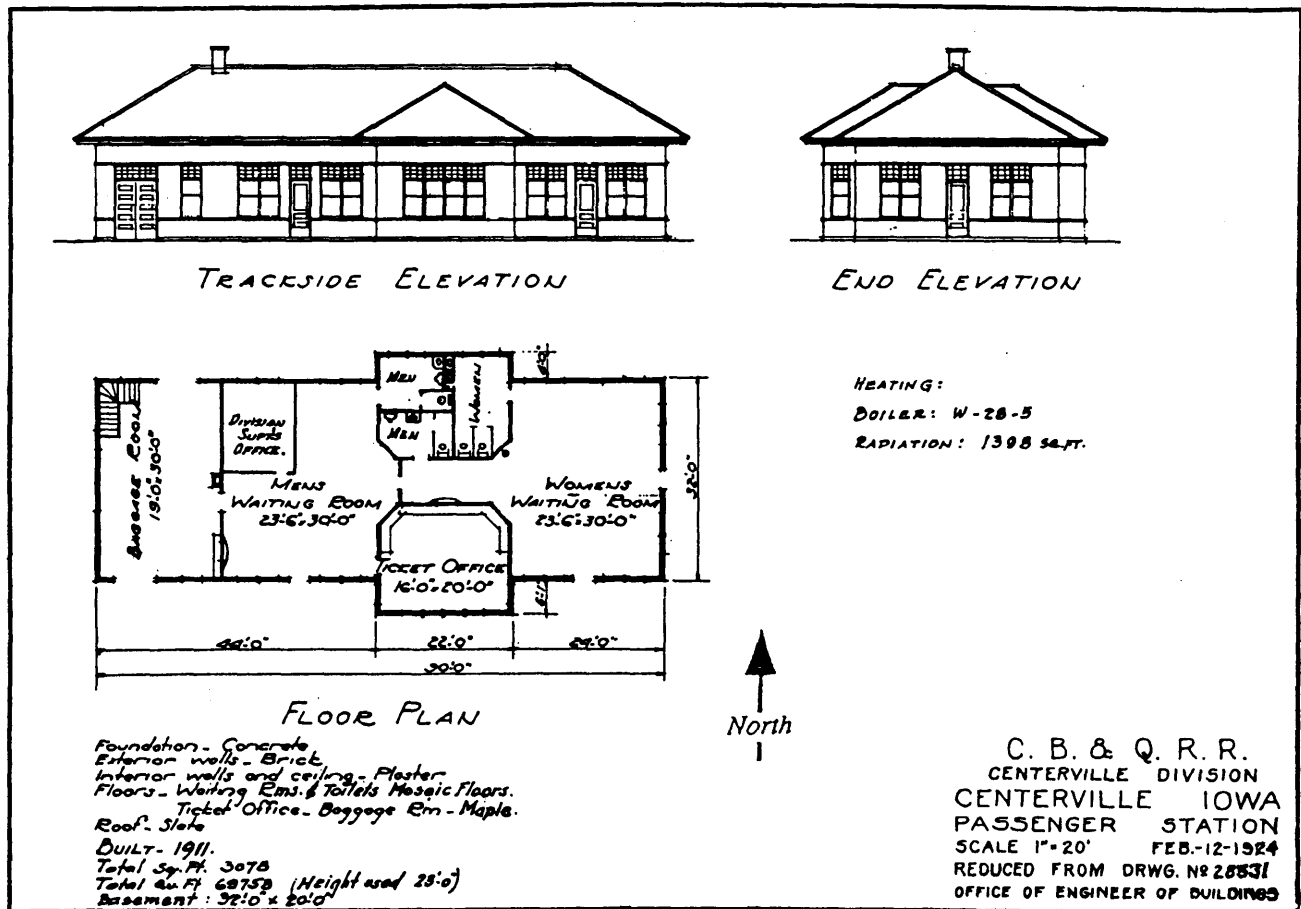
# National Register of Historic Places Continuation Sheet

Chicago, Burlington & Quincy Depot  
Appanoose County, IA

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## NARRATIVE DESCRIPTION:

The Chicago, Burlington & Quincy Passenger Depot (1912) in Centerville is located on the west side of 18<sup>th</sup> Street, 20' north of the railroad tracks (non-extant). It is a single story brick building with a hip roof slightly flared at the eaves. The broad eaves, paired windows, and stone belt courses give the building a horizontal emphasis that may be a Prairie influence. Rectangular in shape, it measures 32' x 90', with the ticket office projecting five feet to the south and the restrooms projecting four feet to the north. A brick platform extends all the way around the building, being 20' wide on the south, 23' on the east, 10' on the north, and to 17<sup>th</sup> Street on the west. No architect has been identified, but it was designed in the CB & Q offices in Chicago.



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Chicago, Burlington & Quincy Depot  
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The building rests on a concrete foundation with a 32' x 20' basement under the west end (baggage room). The exterior walls are of dark brown pressed brick laid in running bond. Two belt courses of Bedford stone create a strong horizontal emphasis: one connecting the windows at sill level; and the other connecting them at the top. These belt courses run all the way around the building. A single brick chimney is located above the freight room at the west end of the building. The original slate roof has been replaced by the present asphalt shingles.

Windows throughout are tall and slender. In most cases the windows are set in pairs, but there is an occasional single window, and on the ticket office there is a band of four. The original windows featured double hung sash with a nine light transom at the top. The double hung sash has been replaced by glass blocks throughout the building. These blocks were installed by the Veterans of Foreign Wars as memorials. The size and shape of the window openings has remained the same, and all original window framing is in place. However, the glass blocks are visually distracting, and the resultant loss of integrity negates eligibility under Criterion C, architecture. The nine light transom design is also found above all exterior doors in the depot.

The east elevation faces 18<sup>th</sup> Street. It is symmetrical with a single door in the center, and a pair of windows on each side. A sign reading "Centerville" is located directly above the door. The south (track side) elevation is slightly asymmetrical. From left to right (west to east), there is a double door freight entrance, a single window, a double window, a passenger door, a double window, the projecting ticket office bay has a single window on each projecting side, and a band of four windows on the south side. Continuing along the south elevation there is a pair of windows, a passenger door, and a final pair of windows.

The west elevation has two single windows symmetrically arranged. The only doors along the north elevation are double freight doors near the west end. Then, working east, there are two sets of double windows, the projecting bay for the restrooms has two sets of double windows, and then there are two final sets of double windows near the east end.

On the interior, the waiting rooms were segregated by sex, with the women's waiting room (24' x 30') on the east end facing south. The ticket office and two restrooms occupy the central portion of the building, with the ticket office (16' x 20') in the south bay and the restrooms (10' x 16' each) in the north bay. A hallway separates the two and connects the two waiting rooms. The men's waiting room is the same size as the women's (24' x 30'). At the far west end is the freight room (19' x 30'). There is a two ton scale built into the floor of this room, and a set of stairs leads to the basement in the northwest corner.

Few changes have been made to the interior, and a description from a 1912 newspaper basically describes the interior today.

The interior finish is what will call forth pleased remarks. The floor is all tile, in waiting rooms and toilets. The walls are Tiffany brick five feet high, set on a sanitary tile base. The upper walls and ceilings are rough cement plaster, painted in oil tint. The woodwork is all red oak, with beamed ceilings, and stained what is known as a Burlington green, making a very attractive appearance. The ticket office and baggage room have hard maple floors. The baggage room is equipped with a two ton scale level with the floor, and the ticket office has shelving and various accommodations built in. The toilet rooms

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have lavatories, hot and cold water, etc. The entire building is heated with hot water from a heat in the basement under the baggage room. Electric lighting is used. (*Centerville Semi-Weekly lowegian*, Dec 5, 1911)

The *Centerville Journal* went into more detail concerning the electrical system. "The building is equipped with a lighting system, on five different circuits, making possible a very brilliant illumination or very moderate light, as occasion demands." (Feb 2, 1912)

When the Burlington discontinued rail service in 1982 the *Centerville lowegian* ran an article that included a short description of the depot interior. It said, "Layers of varnish have turned the wide wooden wainscot coated walls to a deep shade of brown, almost black in places....." (Mar 18, 1982)

Under the current ownership, the interior is being preserved. Long conference/banquet tables and chairs have replaced waiting benches, ceiling fans have been added for ventilation, and the ticket office has been converted into a kitchen. Meetings are held here on a regular basis, and the Centerville Historic Preservation Commission recognized the significance of this building by holding an awards banquet in the ladies waiting room.

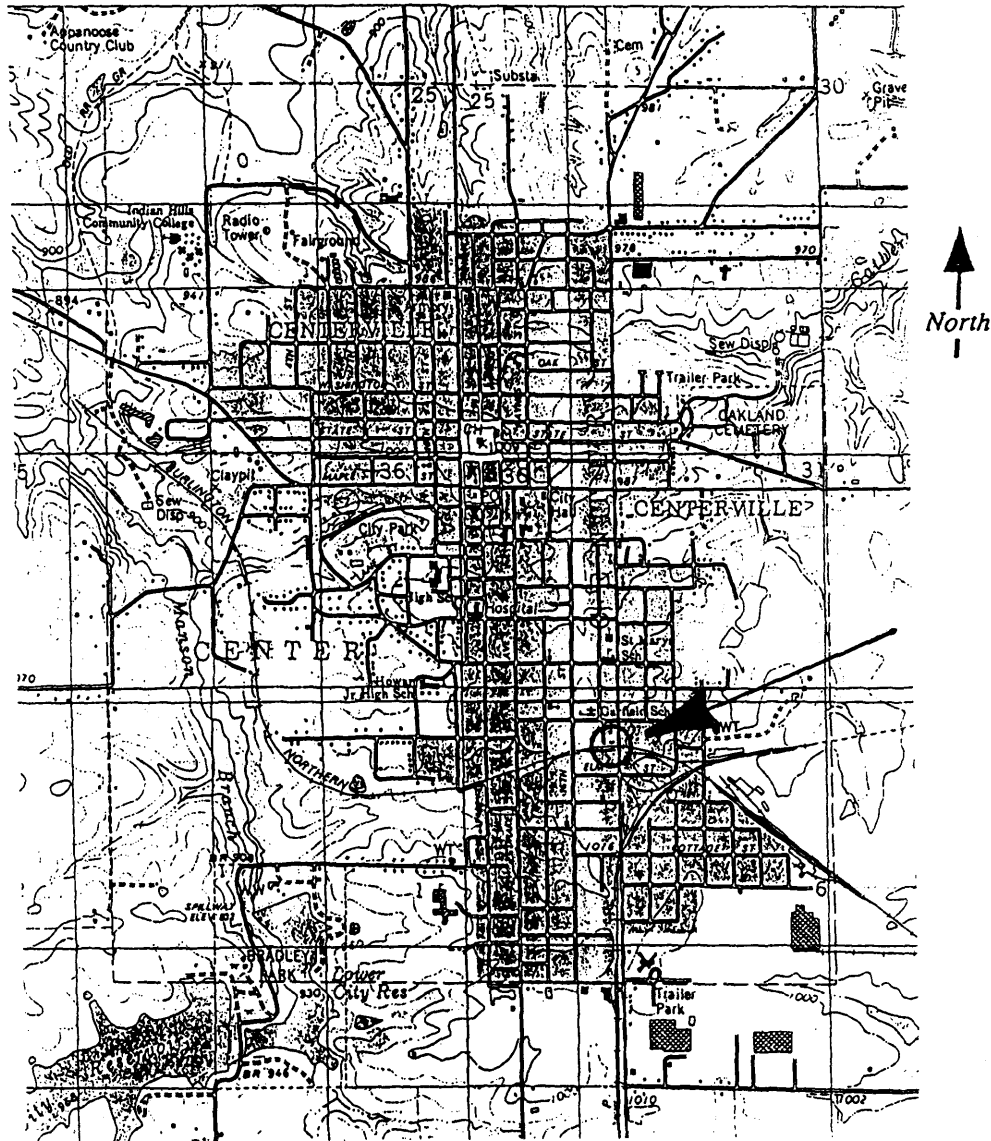
When construction of this depot started in 1911 there was a small business district already located along 18<sup>th</sup> Street between Walsh and Elm streets. This was known as "the Levee" and may have developed due to the location of the original frame depot that was located on the east side of 18<sup>th</sup>. (Research has not uncovered the origin of the term "Levee" for this neighborhood.) This business district continues to exist, in a diminished capacity, today.

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U.S.G.S. Map of Centerville (1979)  
(East and West Quads combined)  
Location of CB & Q Depot indicated by arrow



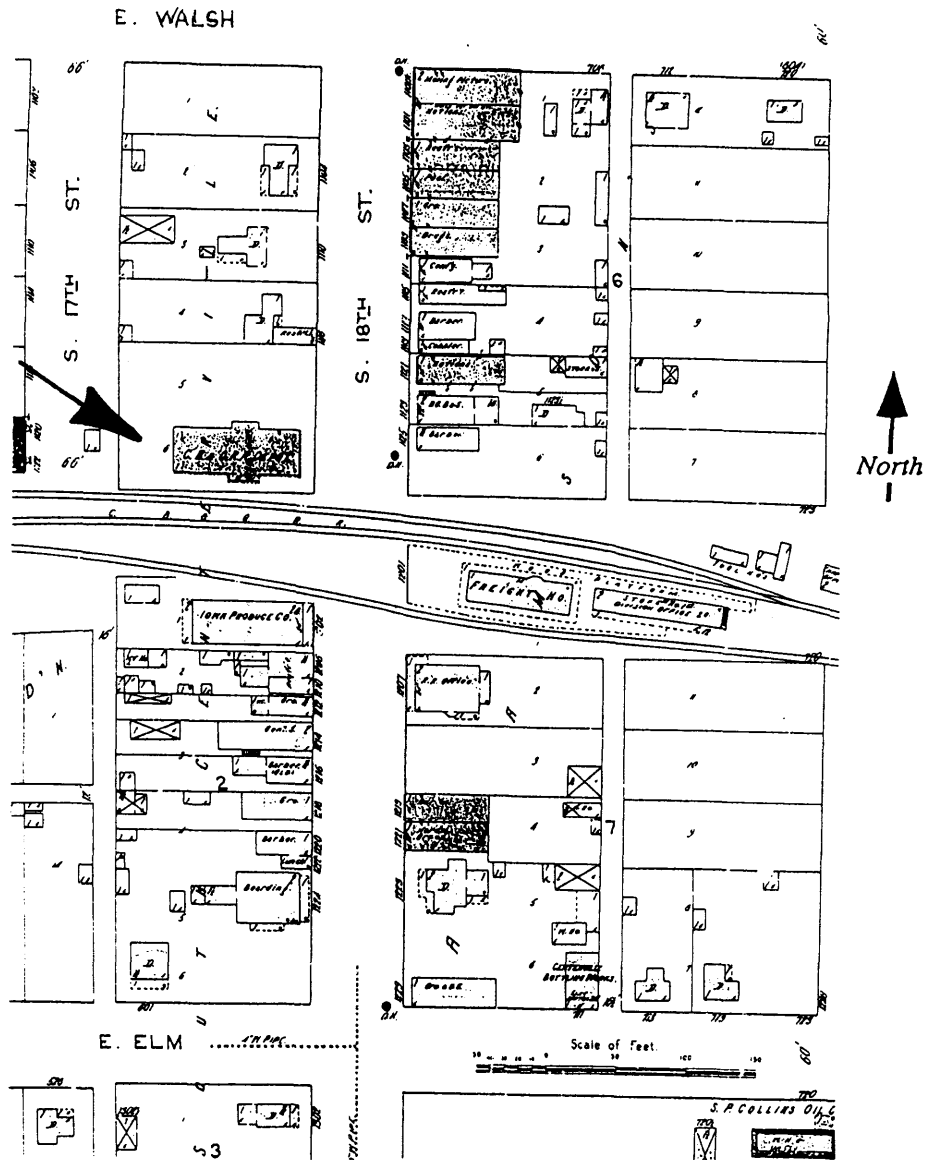
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1913 Sanborn Fire Insurance Map  
Arrow indicates location of CB& Q Depot north of the tracks  
Note small commercial district located along 18<sup>th</sup> between Walsh and Elm

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**STATEMENT OF SIGNIFICANCE:**

The Chicago, Burlington & Quincy Passenger Depot in Centerville is locally significant under Criterion A as it illustrates the importance of the railroad to community development, and as it illustrates the type of building constructed in county seat towns. The 1997 Multiple Property Document addressed the historic context "The Impact of County Seat Designation (1846-c.1945). The Chicago, Burlington & Quincy Depot meets the criteria for significance for this context. Criterion C significance was considered, but found inappropriate due to loss of integrity by window replacements.

Centerville was designated the seat of justice of Appanoose County in the same year that the county was formed, 1846. The town was platted with a spacious, somewhat unusual, four block Public Square. Although the first, log, courthouse was not built in this square, the second courthouse, a fine two story brick structure was built in the center of the Public Square in 1860. The business district grew up around the sides of the Square in the years that followed.

Like all communities in the 1860s, Centerville realized that it would be vital to the community's continued growth to have at least one railroad running through their town. In 1871, two railroads arrived, almost simultaneously. The Chicago and Southwestern originally planned to go through Moulton, but the people of Centerville offered a contribution of \$125,000 and donated the right-of-way if the tracks would run through Centerville. The road was completed to the county seat in February 1871. The Chicago and Southwestern later became part of the Chicago, Rock Island and Pacific.

The Missouri, Iowa & Nebraska Railroad Company was organized in March 1870 and the road was built from Keokuk to Centerville the following year. The incorporators of this line included many prominent Centerville business and professional leaders. Contributions of about \$700,000 made this possible. In 1879 the railroad was extended to the west. Eventually, working with, and merging with, other small railroads, the line connected Keokuk and Council Bluffs, and became known as the Keokuk & Western.

Having two railroads running through Centerville not only provided transportation for humans and animals, it brought in the needed goods and supplies for local merchants and industries, and it carried out locally produced goods. One of the most important local products was coal. It is believed that the first coal shaft was sunk in the county in 1863 or '64 by B.F. Kindig. Near Mystic the mines were primarily slopes or drifts, but at Centerville the vein was so deep that shafts were necessary. The first coal mine near Centerville was opened in 1872. Eventually Appanoose County supported a greater number of mines than any other in the state. By 1911 over fifty mines were active in the county, with a total production of one and one-third million tons of coal.

The impact of the railroads and coal mining was a positive force in Centerville's economy. Retail businesses ringed the courthouse square, churches grew and built new buildings, and social forces within the community flourished. There was a strong feeling of community pride, and substantial new public buildings became symbols of this prosperous county seat.

Although many towns had small lending libraries, only county seats were large enough to support a free standing building for its library. While other towns relied on the generosity of Andrew Carnegie to fund their libraries, Centerville had a local philanthropist, Francis Marion Drake. Drake had served as a general during the Civil War, was involved in bringing railroads to Appanoose County, helped found Drake University in Des Moines, and served as the governor of Iowa from 1896-98. He provided

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\$25,000 for the construction of the Drake Public Library (NRHP) in Centerville in 1901. This Classical Revival building with shallow dome was designed by architect C.E Eastman of Des Moines.

In 1904 a new Appanoose County Courthouse (NRHP) was dedicated in the center of the Public Square. Designed by the Des Moines architectural firm of Smith and Gage, the majestic two story plus basement building featured a rusticated stone exterior with a green tile roof. Costing \$90,000, the building was a major addition to the town's landscape.

Further indication of the growth of the community came in 1904 when it was decided to build a new federal building/post office in Centerville. The federal government realized that county seat communities handled a higher volume of mail than other towns, and also that post offices were symbolic of federal authority. There was a movement around the turn of the century to construct buildings specifically for use as the post office. A Georgian style brick building was constructed one block south of the Square at a cost of \$40,000.

None of these three buildings would have been constructed if Centerville had not been the county seat. It appears that the same was true of the C B & Q Passenger Depot. The period from c.1890 to c.1920 has been called the "Golden Age of Steam Railroading" by Conard and Cunning. (MPDF, p E-13) The railroads had spurred industrial growth throughout the middle west, and the industrial growth in turn spurred more rail growth. By 1900 Iowa had 9,185 miles of track, ranking 4<sup>th</sup> in the country, behind only Texas, Illinois & Pennsylvania. During this period "fashionable new depots replaced original frame depots in many Iowa towns." (*Ibid.*, p E-17)

In 1903 the C B & Q had acquired the Keokuk & Western. Centerville served as a division point on the line. By 1910 citizens of Centerville were starting to talk about the need for a larger, more substantial depot. Land was purchased just northwest of the original frame depot on 18<sup>th</sup> Street. The new depot was to be on the west side of the street, on the north side of the tracks. At this time railroad companies often relied on standard plans for depot construction. A similarity can be seen in a number of single story brick depots across the southern part of Iowa along the C B & Q tracks (Mount Pleasant, Fairfield, and Albia). It appears that new depots were built in communities where the traffic warranted more substantial structures.

In May 1911 it was announced that a new depot would definitely be constructed that year. Division Superintendent H.W. Hamm had seen the architect's drawings in Chicago and said the building would cost about \$25,000. (*Centerville Daily Citizen*, May 19, 1911) No architect was specifically identified, and it may have been drawn by a C B & Q architect following fairly standard plans. It is known that for their larger projects, such as the depots in Ottumwa and Des Moines, the work was done by the architectural firm of Burnham and Root. The firm of Holabird and Root was involved much later when depots were rebuilt or remodeled along the route in the 1940s.

Construction began around July 15, 1911, under the direction of Centerville contractor, B.S. Staley. The completion of the building was celebrated in February 1912, with the new depot opening on Monday, February 5. The local newspapers continued to describe the building, especially the interior, in great detail, letting the citizens of Centerville know that this was something very special. One paper said that between 600 and 700 people attended the opening celebration, while a rival paper said that over 1,000 were present. The reception took place between 7:00 and 9:00 PM with Martin's Harp Orchestra playing and local dignitaries (both city and railroad) shaking hands. "Through the kindness of Mrs. J.A. Bradley, there was a plentiful supply of frappe served from punch bowls in glasses. The company

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Chicago, Burlington & Quincy Depot  
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furnished favors in the form of carnations of varied colors which were given to the ladies...." (*Centerville Daily Citizen*, Feb 6, 1912) The importance to the people of Centerville is shown by two quotes in two different newspapers,

That Centerville is recognized as a place of sufficient importance to warrant putting up such a depot is to its credit... (*Centerville Semi-Weekly lowegian*, Feb 6, 1912)

The Centerville Retail Merchants Association to show organized appreciation of the Burlington recognition of Centerville's needs, headed by President L. Salinger and Secretary Purley Rinker, attended the opening in a body. Centerville is indeed proud of its new depot, and strove by its attendance at the opening to show a portion at least of its appreciation. (*Centerville Journal*, Feb 18, 1912)

The C B & Q played an important role in Centerville's economy for a number of years. In 1930 the railroad employed 202 people in the area, paying almost \$345,000 in wages in Appanoose County. By 1982 the C B & Q was ready to abandon the line. Coal mines had closed, and following World War II transportation patterns had changed. Passengers were more likely to fly or drive than travel by rail, and freight was being transferred by truck. Many lines have been abandoned, and the tracks were removed. Depots were vacated, and unless there was a concerted effort, they were allowed to deteriorate. In some communities an effort has been made to move the depots and restore them for use as museums or for business purposes. Most of the moved depots were of frame construction because its easier to move them. Some brick depots were demolished by the Burlington because they were too close to the tracks and posed a liability problem (Albia is a case in point). In other cases, the tracks were removed, but the depots were left standing, and vacant.

In 1990 the Appanoose County Post #526 Veterans of Foreign Wars purchased the building for use as their meeting hall. They are aware of its historic significance, and, other than blocking in the windows with memorial glass blocks, they plan to preserve its integrity.

In her 1990 study of railroads in Iowa, and the preparation of a Multiple Property Documentation Form for the evaluation of these, Rebecca Conard wrote,

"...depots were among the most prominent buildings in any town, no matter the size. Iowa depended heavily on railroads to move goods and people from the 1850s through World War II, and many towns in the state owe their very existence to railroads. Consequently, almost every extant depot is significant at the local level. (MPDF, p F-10)

The Centerville Chicago, Burlington and Quincy Passenger Depot retains a high level of integrity and a strong sense of time and place. It is considered eligible under Criterion A.

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Conard, Rebecca and Cuning, Tracy Ann. "The Advent and Development of Railroads in Iowa: 1855-1940." A Multiple Property Documentation Form for the National Register of Historic Places, prepared for the State Historical Society of Iowa, 1990.

Corbin, Bernard G. Across Iowa on the Keokuk & Western and the Humeston & Shenandoah Railroads. Red Oak, IA: Corbin Publications, Printed by Valley Printing Co., 1986.

Naumann, Molly Myers. "A Report on a Planning for Preservation Project for Centerville, IA" Prepared for the Centerville Historic Preservation Commission and the State Historical Society of Iowa, 1994.

\_\_\_\_\_. "Architectural and Historical Resources of Centerville, Iowa: The Impact of County Seat Designation (1846-c.1945)" A Multiple Property Documentation Form for the National Register of Historic Places, prepared for the Centerville Historic Preservation Commission and the State Historical Society of Iowa, 1997.

Sanborn Fire Insurance Maps: 1883, 1888, 1893,, 1907, 1913, and 1924.

Taylor, L.L. (Ed.) Past and Present of Appanoose County, Iowa. Chicago: S.J. Clarke Publishing Co., 1913.

**Newspapers**

*Centerville Daily Citizen*. Tuesday Evening, May 24, 1910, "Ground for a New Depot is Purchased by the C.B. & Q."  
Friday Evening, May 19, 1911, "Approve Plans for 'Q' Depot"  
Tuesday Evening, February 6, 1912, "Passenger Station C.B.& Q. Opened"

*Centerville Iowegian*. Thursday, March 18, 1982, "The iron horse era ends in Centerville...BN Depot Closed"

*Centerville Journal*, Tuesday Evening, February 8, 1912, "New Burlington Depot Opened"

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*Centerville Semi-Weekly Iowegian.* Tuesday, May 24, 1910, "Burlington Buys Lots on Which to Build Depot"  
Tuesday, March 28, 1911, "Chances Good for New Depot"  
Friday, May 19, 1911, "Burlington Depot Sure To Be Built"  
Wednesday, May 31, 1911, "Freight Depot Site is Bought"  
Friday, June 2, 1911, "Fleming Hotel Old Landmark"  
Tuesday, December 5, 1911, "Handsome New Depot Soon Now"  
Friday, February 2, 1912, "Burlington to Open New Depot"  
Tuesday, February 6, 1912, "New Depot Is Now In Use"

*Daily Iowegian.* Tuesday, May 10, 1994, "Railroads vital to C'ville"

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**Chicago, Burlington & Quincy Depot  
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**GEOGRAPHIC DATA:**

**Verbal Boundary Description:**

A tract described as beginning at the Southeast Corner of Lot 5, Block 1, South Centerville Addition, thence South to Northeast Corner of Lot 1, Block 2, South Centerville Addition, thence along North line of Lot 1 to the Northwest corner of said Lot 1, thence North to the Southwest Corner of Lot 5, Block 1, South Centerville Addition, thence east to place of beginning.

**Boundary Justification:**

This is the area historically associated with this resource.

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**Chicago, Burlington & Quincy Depot  
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The photographs submitted with this nomination were taken by a member of the Centerville Historic Preservation Commission in January 2002. The negatives are on file in the State Historical Society of Iowa, Community Programs Bureau, Des Moines, IA.

1.     East elevation looking due W
2.     South and east elevations looking NW
3.     South elevation looking NNW
4.     West and south elevations looking NE
5.     North and west elevations looking SE
6.     East and north elevations looking SW
7.     Interior, ladies' waiting room looking SSW
8.     Interior, men's waiting room looking SSE
9.     Interior, ticket window in ladies' waiting room looking W