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United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Burlington, Cedar Rapids & Northern Passenger Station--Vinton
other names/site number Rock Island Depot; Vinton Depot

2. Location

street & number 612 Second Avenue not for publication
city, town Vinton vicinity N/A
state Iowa code IA county Benton code 011 zip code 52349

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u> </u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u> </u>	<u> </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u> </u>	<u> </u> structures
	<input type="checkbox"/> object	<u> </u>	<u> </u> objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing: Railroad MPS
Number of contributing resources previously listed in the National Register 0

4. 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. See continuation sheet.
David [Signature] 10/23/90
Signature of certifying official Date
State Historical Society of Iowa
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register. **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:)
Andrew Byers 12/6/90

Signature of the Keeper Date of Action

for

6. Function or Use

Historic Functions (enter categories from instructions)

Current Functions (enter categories from instructions)

~~Transportation: Rail-related~~

Recreation and culture: museum

7. Description

Architectural Classification
(enter categories from instructions)

Materials (enter categories from instructions)

No Style

foundation Stone: Limestone

walls Brick

roof Asphalt

other Wood

Describe present and historic physical appearance.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Transportation

Period of Significance

1899-1903

Significant Dates

1899

Cultural Affiliation

N/A

Significant Person N/A

Architect/Builder

Architect: H.F. White..Cheif Engineer
Builder: A.H. Connor..Cedar Rapids, Iowa

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheet

9. Major Bibliographical References

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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acres of property less than one

UTM References

A

1	5
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5	8	0	8	0	0
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4	6	6	8	3	7	0
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Zone Easting Northing

B

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Zone Easting Northing

C

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--	--	--	--	--	--

--	--	--	--	--	--	--

D

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See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title Richard O Holzworth--Director
organization Benton County Historical Society date March 1 1990
street & number Holzworth Lane telephone 319-436-2067
city or town Shellsburg state Iowa zip code 52332

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The Rock-Island Depot and Museum was built by the Burlington Cedar Rapids and Northern. Construction started August 1, 1899 (verified by the Cedar Valley Times, Vinton, Iowa 7-19-69 the Centennial issue). It was completed and dedicated March 1, 1900. Constructed at the same time, was a subway at Fourth Avenue, still being used, and a large steel frame viaduct on Tenth Avenue, which was disassembled December 1989. Total construction cost for all three was \$40,000.

The Depot was constructed of brick walls with a limestone foundation.

The limestone foundations were quarried near Postville and the brick was fired at Shellsburg. The original roof was tile; part of the tile still remains, and the rest of the roof has been replaced with asphalt shingles. A bay window projecting three feet to the south by twelve in length was built in an agent operators room. This aided in visible inspection of rail traffic from within the Depot. A brick platform on the south side of the depot is still in place.

The Depot is 132 feet long and 28 feet wide, with a roof projecting 12 feet toward the track. There is a Porte Cochere 12 feet wide at the north side entrance. The floor of the Depot is of marble tile; the woodwork is of white oak with art and plate glass windows and doors. All are original and still in place.

The ornately designed marble tile floor consists of individual tiles of various colors; so arranged to form a unique design that covers the entire depot floor.

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The waiting rooms are at each end of the building; the ladies room is especially fitted and furnished with toilet nearby. The ticket agent office is in the center of the building and conveniently arranged for approach from either waiting room. From the agent office, the nerve center for the railroad operation, trains were controlled by train order and telegraph.

The men's waiting room at the west end is now the museum area for railroad artifacts; and, as originally is with out rest-room facilities. The men went out the south door to the outside, under the canopy, through the arch-way, to enter the men's rest-room. The arch-way is between the waiting rooms main building and the express rooms.

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The Vinton depot is significant under National Register Criterion A for its association with the development of the Burlington, Cedar Rapids and Northern Railway (BCR&N) which, between 1876 and 1903, became the largest railway claiming Iowa as its home. Vinton greatly benefitted from its advantageous location at the juncture of the "Iowa Route's" two principal branches and the surviving depot is an intact reminder of the days when the BCR&N prospered at the turn of the century. Its year of construction marks the beginning of the depot's period of significance and it ends in 1903, when the BCR&N passed into ownership of the Rock Island railway.

The BCR&N railway, with Cedar Rapids as its headquarters, owed its origins to those who did not share the vision that the main arteries of western rail commerce would be oriented to move the raw products (e.g., grain, lumber, coal) and growing business of the West eastward to Chicago and Milwaukee for shipment beyond via the lakes and canals. Rather, the immediate predecessors of the BCR&N looked to create north-south connections from St. Paul across Iowa to St. Louis for the movement of products downriver through New Orleans to New York. The initial attempt by the Burlington, Cedar Rapids and Minnesota floundered under the financial stress of the Panic of 1873 and the firm faced foreclosure. But, upon its purchase by the new BCR&N, the new leadership accomplished their predecessor's aim to obtain a suitable northern terminus, this time by uniting with others to construct the Minneapolis and St. Louis Railway. Once completed by late 1877, BCR&N directors then turned their business horizons west and, seeing their territory threatened by the encroachment of competing lines, undertook to establish their "Pacific Division".

Beginning at Vinton, the tracks branched off the Main Line to the northwest and headed gradually toward Sioux Falls and Watertown, South Dakota. In building it, an intense rivalry ensued between the BCR&N and the Milwaukee Road which became the state's major 'crossing war' of railroad construction times. The effect of the Pacific Division development on Vinton proved substantial indeed. As one observer of Vinton's railroad growth indicated in 1898, "In addition to the main line, the Sioux Falls division ends here and all the trains from that division are thrown to the main line at this point, so that Vinton catches all the trains from both main line and branch. It is marvelous the increased gains in business each year, until the last few years trains are fairly blocked in" ("Headlight" Souvenir Edition of Vinton, 1898).

The years after 1896 proved prosperous for the BCR&N. As

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earnings exceeded those of previous years in the line's history, the directors undertook a program of permanent improvements, replacing temporary and less substantial structures with new ones. Cedar Rapids obtained a new Union Passenger Station in 1896 and successive improvements followed elsewhere on the BCR&N. In Vinton, the railway decided to move its depot location from the east side of town to a more central point and, in early 1899, reached an agreement with the city so that construction might begin.

After obtaining a full two blocks upon which to build the depot, the railroad's architect and builder moved ahead with their work. The plan that architect and chief engineer, H. F. White, presented to the contractor, while unlike the line's commonly built carbon-copy, two-story wood stations, was similar in appearance to that of other handsome depots on the line and also one which, when finished, would be "one of the finest stations on the line from Cedar Rapids to Albert Lea" Minnesota. By late January, 1900, A. H. Connor & Company of Cedar Rapids, had completed the 132 foot by 28 foot depot built of dressed stone and brick construction with marble floor tiles and oak wood work. And, on March 1, 1900, a large crowd of Vinton people and BCR&N officials participated enthusiastically in the depot's formal dedication.

The editor of the Cedar Rapids Republican eulogised how the people of Vinton now have "the best depot in Iowa, for the size of the city. Cedar Rapids, Sioux City, Des Moines and a few other cities have larger depots, but even these larger cities do not have any better depots--they simply have larger ones." And there was no mistaking the pride of the Vinton Eagle's editor: "Now the city possesses the handsomest depot on the line; handsome and commodious waiting rooms; steam-heated and electric lighted; equipped with handsome furniture and easy chairs."

Within three years the BCR&N became part of the Rock Island line and an era of Iowa railroad history ended. Vinton became part of the Rock Island's Northern Division between St. Louis and Minneapolis. New sidings were installed for shipping and Vinton contained a large stock yards and cold storage plant serviced by the line. Nevertheless, as rail traffic declined in the face of road and airline competition, the depot's days of passenger service were numbered by the 1960s. In 1967 the Rock Island discontinued its passenger service and, ultimately, in 1980 the once important line declared bankruptcy.

Today the former BCR&N depot has been restored and converted to a museum owned and operated by the Benton County Historical Society

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and is open to the public.

The Vinton passenger depot relates in the following way to results of the Multiple Property Listing entitled "The Advent and Development of Railroads in Iowa: 1855-1940." The historical context of the depot's history is to be found in the series of building improvements and construction of new branch lines as set forth in discussion about the period of railroad development known as "The Golden Age of Steam Railroading: c. 1890-c.1920". Insofar as the depot's history illustrates a phase in the history of the line itself, the story of the Vinton depot reflects that of a "second generation building: brick replacement structure" on the BCR&N, which parallels the history of the Illinois Central as presented in section six of the "context report" concerning "The Illinois Central, A Line Study: 1855-1940s". As a particular "type of property", the Vinton depot is identified as one of sixteen known extant examples of a "Passenger Depot (Local)"--one of two known such BCR&N depots. Under "Registration Requirements" for passenger depots, it would be evaluated as a significant expression of community and railroad line growth under National Register Criterion "A". With respect to its aspects of historical "integrity", the Vinton depot satisfies to a high degree the requirements of location and authenticity of original design, setting and association. Three BCR&N depots of the combination passenger and freight depot type have been listed to date in the National Register of Historic Places and, of them, only the depot at Clarion--built in 1898--represents this era of BCR&N prosperity and construction improvements. The two others, in Walker (1873) and Rock Rapids (1886), illustrate the earlier--first generation--development of wood frame buildings associated with the line.

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BOOKS AND ARTICLES

- Grant, H. Roger and Bohi, Charles W. The Country Railroad Station in America. rev. & enl. ed. Sioux Falls, So. Dak.: Augustana College Center for Western Studies, 1988.
- Hill, Luther B. History of Benton County Iowa. Chicago: Lewis Publishing Company, ca. 1910, I:325.
- Wilson, Ben Hur. "Abandoned Railroads of Iowa," Iowa Journal of History and Politics. 26:1 (January 1928), 21, 27, 33-34, 39-40.

NEWSPAPER ITEMS

- Cedar Rapids Gazette, October 28, 1899; March 2, 1900.
- "Opening of Vinton Depot," reprinted from the Cedar Rapids Republican, in the Vinton Eagle, January 19, 1900.
- "An Eulogistic Endorsement of our City by the Cedar Rapids Republican," reprinted from the Cedar Rapids Republican in the Vinton Eagle, March 6, 1900, p. 6, c. 4.
- "Depot Dedicated," Vinton Eagle, March 6, 1900, p. 6, c. 4-6.
- "The New Depot," reprinted from Cedar Rapids Record in the Vinton Eagle, March 6, 1900, p. 4, c. 3.
- "Railroads link Vinton to world," Vinton Daily Times, July 19, 1969, pp. 1D-2D.
- "Go for a ride on the B. C. R. & N.," Vinton Daily Times, July 19, 1969, p. 3D.
- "New Life for Vinton depot," Waterloo Courier, February 4, 1979, Family Feature Section: pp. 21-23.

OTHER

- Announcement of building a new BCR&N depot at Vinton in R. R. Gazette, September 8, 1899, p. 633.
- Annual Reports of the Burlington, Cedar Rapids and Northern Railway Company of Iowa. 2nd, 1878; 20th, 1896; 25th, 1901.

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Circular in 1869 Announcing Issuance of Bonds by the
Burlington, Cedar Rapids & Minnesota Railway Co.

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DEPOT PROPERTY

VEREAL BOUNDARY DESCRIPTION

Grantees' Address: Vinton, Iowa

the following described real estate situated in Benton County, Iowa, to-wit:

All of Lots 7 and 8 in Block 5; all of Lots 5 and 6, except the East 42 feet thereof, in Block 6; all that part of the alley adjoining said Lots 7 and 8 in Block 5; all that part of Taylor Street adjoining said Lots 7 and 8 in Block 5 and Lots 5 and 6 in Block 6; and all that part of Railroad Street which adjoins Lot 6 in Block 5 and the aforesaid land lying northerly of a line being 20 feet northerly from, and parallel with the centerline of the Chicago, Rock Island and Pacific Railroad Company's main track, all in Tilford's Addition to the Town of Vinton, Iowa.

Less than \$500.00 actual consideration passes for this deed and, thus, the same is exempt from transfer tax imposed by Chapter 428A of the Code of Iowa.

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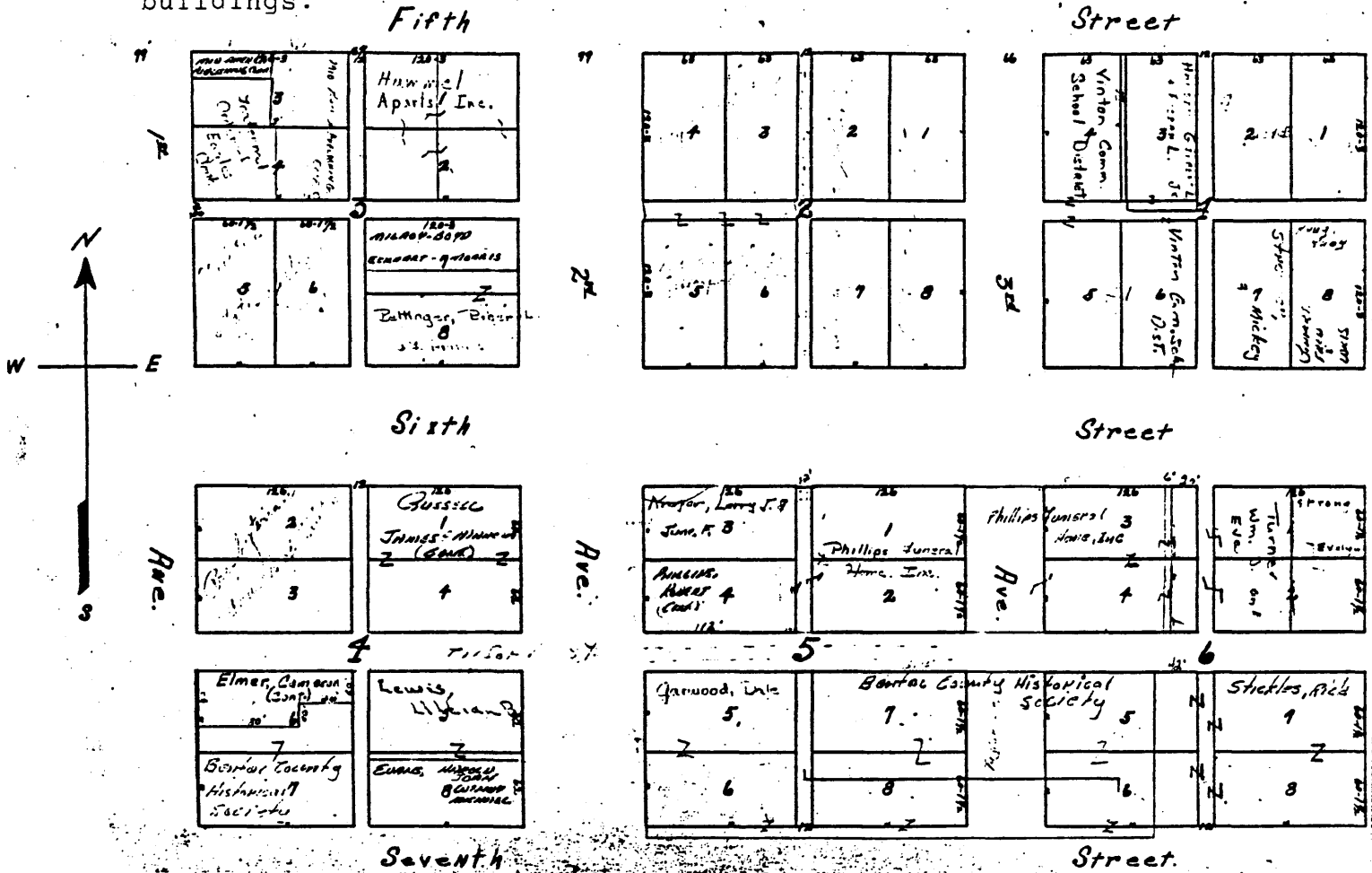
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DEPOT PROPERTY...BOUNDARY JUSTIFICATION

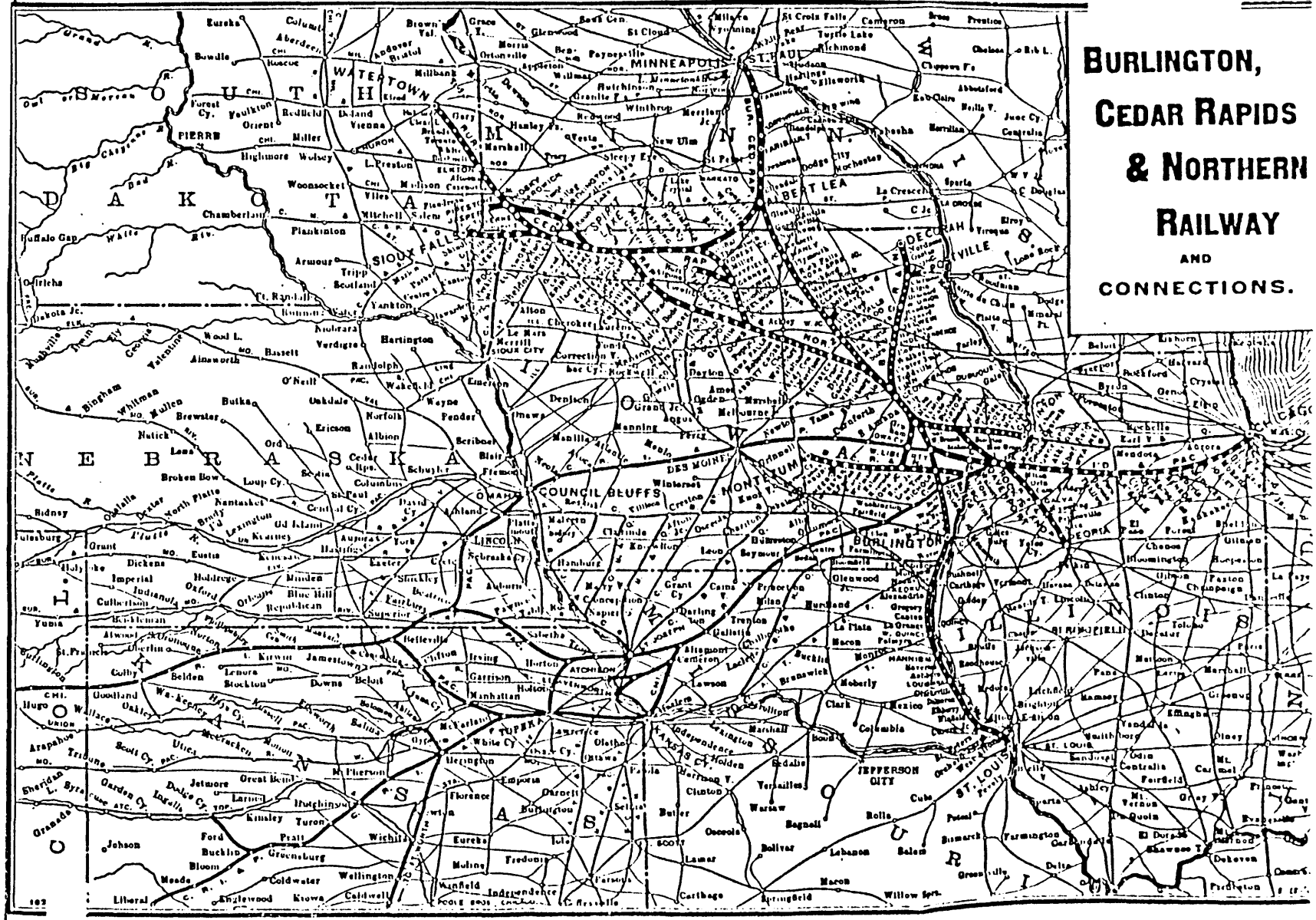
The boundary embraced in this nomination includes only the depot and the attached canopy; it excludes adjacent trackage and all other buildings.



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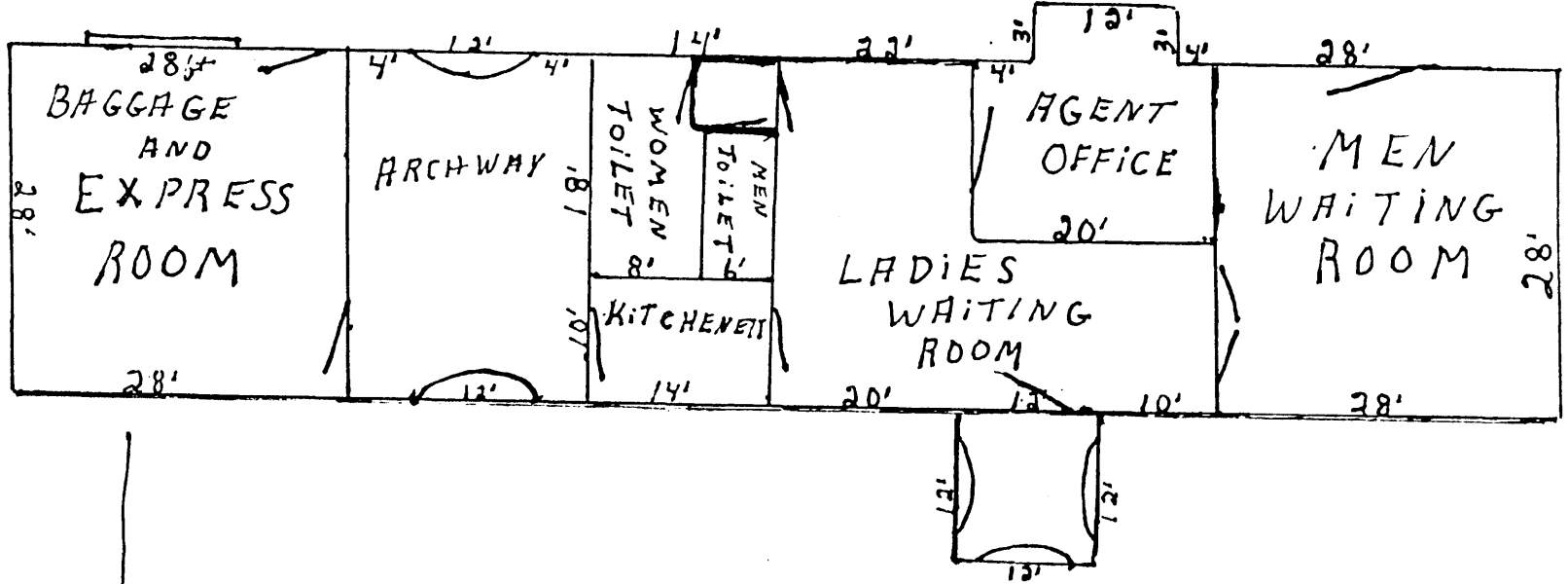
**BURLINGTON,
CEDAR RAPIDS
& NORTHERN
RAILWAY**
AND
CONNECTIONS.

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DEPOT + MUSEUM
612 - 2nd AVE.
VINTON IOWA

- SLIDING DOOR

- ARCH

- DOOR

SCALE - 1 inch = 16 feet

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NATIONAL REGISTER OF HISTORIC PLACES
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Burlington, Cedar Rapids and Northern Passenger Station--Vinton
612 2nd Avenue
Vinton, Benton County, Iowa
DATE: 1990
PHOTOGRAPHER: Richard O. Holzworth
NEGATIVES: Benton County Historical Society
VIEW:

- 1 to E
- 2 to W
- 3 to W
- 4 tile floor
- 5 ceiling
- 6 tile floor, ladies waiting room