

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED AUG 21 1979
DATE ENTERED OCT 11 1979

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

Chicago, Burlington and Northern Railroad: Dubuque Freight House

AND/OR COMMON

LOCATION

STREET & NUMBER

E. 3rd Street Extension

__ NOT FOR PUBLICATION

CITY, TOWN

Dubuque

CONGRESSIONAL DISTRICT

Second

__ VICINITY OF

STATE

Iowa

CODE

COUNTY

Dubuque

CODE

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

Dubuque County Historical Society

STREET & NUMBER

Box 305

CITY, TOWN

Dubuque

__ VICINITY OF

STATE

Iowa 52001

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Dubuque County Courthouse

STREET & NUMBER

CITY, TOWN

Dubuque

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 checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The CB&N Freight House was built in 1901. It is located on the north side of the Dubuque Ice Harbor, in a low-lying industrial/commercial area. Rail spurs extend along north and south sides of the building. A levee abuts the south property line and serves as a docking facility for pleasure craft. The area contains three former railroad freight houses, several tank farms, a sand and gravel operation, and the former Diamond Jo Boat Store (NRHP).

The CB&N Freight House is approximately 300 feet long, and 34 feet wide. It is of brick construction on a stone foundation. The building consists of two clearly-defined elements: a two-story, 34'-square office block, with a one-story warehouse attached to the east side and sharing a brick wall.

The facades of the office block are divided into two bays by engaged brick piers which rise to the level of the parapet, which is corbelled out slightly from the exterior wall plane. Second floor windows are 2/2 d.h.s., paired beneath wide segmental brick arches. On the first story, window openings are set very high in the walls, at a level above the entrances on the south and west sides. These windows consists of two rows of 8 lights each, set within wide segmental arches. A stairhall occupies the south half of the first floor, with two offices on the north side. On the second floor are two rooms and a waiting area.

The warehouse walls are divided into 15 bays by flat, engaged brick piers. On the south side, wide loading doors, each with a segmentally-arched, 16-light transom, alternate with high windows of the same form as the door transoms. This pattern is more varied on the north side, where several bays feature pairs of tall, narrow, round-arched windows. The gable roof of the warehouse has a very shallow pitch. The eaves extend about three feet beyond the plane of the walls and are supported on plain triangular brackets. Several loading docks remain on the south side. The warehouse is one long room, with a row of 8" x 10" posts supporting the ridge-board, and tongue-in-groove flooring. A wide loading door on the east end has been filled in.

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 type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" 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 1901 BUILDER/ARCHITECT Chicago, Burlington & Northern RR

STATEMENT OF SIGNIFICANCE

This building is locally significant as an artifact from Dubuque's railroad history, and more recently as a focal point of the community's awareness of its past. Built in 1901, according to the St. Paul office of the railroad, the CB&N freight house was the third and last freight house erected by railroad companies in the Ice Harbor area -- historically the river and rail transportation hub of the city. The other two freight houses were built much earlier: the Illinois Central in 1872, the Chicago, Milwaukee and St. Paul in 1874, with additions to the latter in the 1890's. Because the CB&N was the youngest and smallest of the lines, it was subject to pressures from the other railroads, who monopolized the railroad bridge and tunnel which permitted movement of trains across the Mississippi River. The location of the CB&N office so near the water was fortunate in this regard. River boats could unload, or load, cargo practically at the freight house "doorstep", and the CB&N got around the problem of moving cars across the river by putting them on ferries which docked in the Ice Harbor.

More recently, the freight house has been associated with the last years of the Dubuque Boat and Boiler Works. This company had a long history in Dubuque, having begun as the Iowa Iron Works in 1852. Much of its business centered around river transportation, the firm providing engines, boilers and other equipment for steamboats, ferries, and even torpedo boats during the Spanish-American War. Reorganized and renamed the Dubuque Boat and Boiler Works in 1906, the company went on to produce water craft for the U.S. Coast Guard, Corps of Engineers, and for the U.S. Navy during both World Wars. For 20 years prior to the company's closing in 1972, the Dubuque Boat and Boiler Works offices were located in the west end of the CB&N freight house.

The freight house is now becoming the focus of a community project to establish a museum of Mississippi River history, and to develop for leisure and tourism this area of Dubuque.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Oldt, Franklin T. Dubuque County History. Chicago: Goodspeed Historical Assn., 1911.
 Childs, C.C. Dubuque County History. Chicago: Western Historical Co., 1880.
 Dubuque Daily Herald, May 14, Aug. 22, Sept. 30, 1882; June 5, Aug. 21, 1886; Nov. 1, 1886; Jan. 18, July 17, 1900.
 Dubuque Daily Times, June 23, 1889.
 Interviews with: G. Heinemann, CB&N Agent, Dubuque; Ernest Rohrig, Asst. City Engineer; Merle Griffin, St. Paul Office, CB&N (by Helen Mercer, Dubuque Co. Historical Society)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one

QUADRANGLE NAME Dubuque South

QUADRANGLE SCALE 1:24,000

UTM REFERENCES: 6 9 2 2 6 0 4 7 0 7 3 0 0

A 1 5 6 9 2 2 6 0 4 7 0 7 3 0 0
 ZONE EASTING NORTHING

B
 ZONE EASTING NORTHING

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

Lot 3 of the Subdivision of Lots 1 through 14, Block D; Lots 1 through 9, Block E, and vacated Market Street, lying between Blocks D and E, all in Booth's Addition to the City of Dubuque, Iowa.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

M.H. Bowers, Historian

ORGANIZATION

Division of Historic Preservation

DATE

July 1979

STREET & NUMBER

26 East Market Street

TELEPHONE

319/353-6949

CITY OR TOWN

Iowa City

STATE

Iowa 52240

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

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 H. Anderson

TITLE

Director, Division of Historic Preservation

DATE

8/10/79

FOR NPS USE ONLY

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

Carol Shuck

DATE

10-11-79

KEEPER OF THE NATIONAL REGISTER

ATTEST:

William H. Aramann

DATE

9-27-79

CHIEF OF REGISTRATION