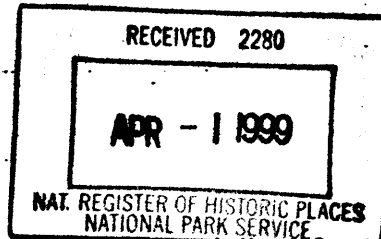


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



429

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 Chicago, Burlington Northern and Quincy Depot

other names/site number Red Oak Burlington Northern Depot

2. Location

street & number 305 South Second Street N/A not for publication

city or town Red Oak N/A vicinity

state Iowa code IA county Montgomery code 137 zip code 51566

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.)

Tom Morain
Signature of certifying official/Title

3/24/99
Date

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:)

Edson H. Beall
Signature of the Keeper

Date of Action

4.29.99

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	
1		buildings
		sites
		structures
		objects
1		Total

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions
(Enter categories from instructions)

VACANT/NOT IN USE
WORK IN PROGRESS

7. Description

Architectural Classification
(Enter categories from instructions)

LATE VICTORIAN

Materials
(Enter categories from instructions)

foundation terra cotta

walls brick

terra cotta

roof slate/tile

other metal/iron

Narrative Description

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

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.)

- [X] 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

Period of Significance 1903-1948

Period of Significance 1903

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Primary location of additional data:

- [X] State Historic Preservation Office
[] Other State agency
[] Federal agency
[] Local government
[] University
[] Other

Name of repository:

Red Oak Burlington Northern Depot
Name of Property

Montgomery, Iowa
County and State

10. Geographical Data

Acreage of Property Approximately 1.25 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	[1][5]	[3][1][2][3][8][0]	[4][5][4][1][2][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 Jacky Adams with assistance of H. Murphy, J. Waltz, R.A. Draper, & S. Racine

organization Red Oak Historic Preservation Comm. date August 16, 1998

street & number 1202 Corning Street telephone (712) 623-9281

city or town Red Oak state Iowa zip code 51566

Additional Documentation

Submit the following items with the complete 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 Save Our Depot, Inc.

street & number 1202 Corning Street telephone (712) 623-9281

city or town Red Oak, IA state IA zip code 51566

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.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetRed Oak Burlington Northern Depot
Montgomery County, IowaSection number 7 Page 1

Narrative Description

Red Oak's Burlington Northern Depot sits like a crown on the crest of a small hill just off Second Street in the south part of the community. It is situated at the curving edge of a double concrete drive which leads the eye naturally to its impressive late Victorian dimensions. Both the drive and a concrete walkway leading from the street to its main door were part of the original construction.

So beautifully situated is the depot to its site that one tends to underestimate the size of it. Basically the building is divided into three functional spaces: The central area for passenger comfort is 37' x 33'. A baggage, freight area is joined to the passenger area by a narrow hallway. The baggage/claim space is 50'2"x21". Besides the baggage area, this space also includes the men's room. A small room off the main waiting room on the northwest was the men's waiting room; while a similar space opens off the southeast wall for women. When passenger traffic was eliminated in the 70's these rooms became offices for Burlington Northern area supervisors.

On the east end of the structure is the "cafe" area. This is where a small dining room with a serpentine lunch counter with pedestal stools and wire backed chairs around wire legged tables held weary travelers munching on hot beef sandwiches and home made pie. This area is 42'x21' and is separated from the passenger space by a double brick fire wall which runs from the floor of the basement through the attic to the roof. The only way to reach the restaurant is through an outside entrance on the south side of the building. All in all, the length of the entire structure is 140' 3"...almost half the size of a football field!

Originally the depot was surrounded by an apron of paving bricks held in place with a concrete curb. At the back of the building where passengers loaded on busy trains running transcontinentally, the pavers originally ran under four (later five) tracks and passengers were loaded from the south side as well as from the north. Later, when passenger traffic declined, the tracks were raised three feet and pavers were either dislodged or covered over. Today, there is a section on the south side of the tracks where pavers covered over with asphalt peek from beneath broken patches. These pavers are "Purington" bricks which were the material of choice for the turn of the century streets of Red Oak.

Many public buildings at the turn of the century were designed in a Late Victorian style. Red Oak's depot is characteristic of this tendency. The center section of the structure is two stories in height, although there is no second floor. Both the east and west sections are standard one floor elevations. The beamed ceiling gives a feeling of spaciousness to the main area. From the exterior, it provides an elevation to accomodate the three magnificent fan lights on both the north and south as well as abbreviated semi-circular bays on both front and back. Both bays have a curved brick surface with three curved frame double hung windows topped by rectangular transom lights. The glass in these windows, however, is straight glass, only the frames are curved. A galvanized sheet of metal is attached to each sill to protect it from weather.

Apparently, a great deal of care was taken with the exterior of the building to be sure that all of the elements complemented each other and that continuity of design was fulfilled. Golden vitreous brick was laid on a terra cotta water table of deep antique red. 1/4" red mortar joints hold the bricks together and lead the eye from the water table base upwards to the overhang. The extra deep overhang lends an air of Richardsonian architecture to an otherwise classic Late Victorian design. This overhang was painted a deep yellow gold and has brown intersecting beams at regular intervals. It is being restored in its original colors.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetRed Oak Burlington Northern Depot
Montgomery County, IowaSection number 7 Page 2

Narrative description(cont.)

Exterior wood trim, except for window and door frames, was originally dark brown. Exterior terra cotta; i.e. arched hoods for the three fan lights, window sills, and a lateral band which connects each section of windows and leads the eye horizontally around the structure were all deep red sigaletta finished. Vertical exterior surfaces of all doors were painted a deep, dark green; what could best be described as a "black-green". Heavy cast iron downspouts direct roof run-off from copper lead-lined gutters to an underground drain system. Ornate scrolled cast iron brackets hold these pipes securely against the brick walls. Their decorative details make them an esthetic accent for the structure.

The hipped roof is of charcoal colored slate with ceramic caps on each of the gable angles. A few of the ceramic caps are missing, but the roof is in remarkable condition. It leaked in only one small spot where a gutter on an overhang met an angle of the roof. It was easily repaired. A single brick chimney rises from the center section of the building. It was originally the draft for a coal stoker furnace with hot water radiators. Both the furnace and the radiators are still in place, but the Save Our Depot Committee understands the furnace is no longer serviceable. The intention is, however, to leave the radiators in place as part of the restored interior.

Most details which were common to turn of the century architecture are still intact in the structure. The central waiting room has a plaster and oak beamed ceiling. Traces of the first coats of light olive green paint can be seen between the beams where later paint has flaked off. Today these beams are painted in a cream colored enamel, but stripping has begun; it reveals golden oak underneath. While the four foot high oak paneling (painted ugly brown today) is one of the striking features of this space, three green slag glass fan lights on both the north and south are a dominant feature of the entire depot. These lovely windows have been cleaned of six coats of paint over fifty years of grime and, today gleam like translucent jewels. New double strength insulated tempered glass in the double hung windows beneath them complete the effect. The room is light and airy as well as warm and welcoming.

Oak wall paneling here is topped with textured plaster walls which rise some twenty feet to the beamed ceiling. Doors which open off this area for the women's restroom, women's waiting room and men's waiting room, had the unusual feature of screened doors as well as heavy oak paneled doors. Both restrooms retain some of the original plumbing fixtures. Four foot high wainscot style panels are in both rest rooms, and in the waiting rooms. Most of this paneling has not been painted over in later renovations, so still shows original varnish which has checked and stained with the years.

Throughout the entire building are hard rock maple floors which were intended to be oiled, not painted or varnished. The central room still has its floor in its intended state, but the floor in the ticket office has been carpeted with a modern style carpet which has been glued down. The floors in both individual waiting rooms have been painted, and the floor in the baggage area is encrusted with oil and chemicals from unknown sources over many, many years. Since the restaurant space was used for storage as the functions of the depot shifted from passengers and commodities to dispatching and freight, it also is encrusted with a tarish black substance of unknown origin. Care must be taken in the restoration of the structure to renew these surfaces to their originally intended condition.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetRed Oak Burlington Northern Depot
Montgomery County, IowaSection number 8 Page 3

Statement of Significance (8)

Introduction

Many fledgling pioneer towns which blossomed on the midwest prairie during the nineteenth century were platted, nourished and sustained by railroads. The long steel tracks winding through savannahs and over grassy hills not only were the main link to other more civilized areas, they were the lifeline for commodities on which the towns depended for existence. Virtually every nail, every pan to bake bread, every plow, every pen to record deeds, almost everything which was not grown in western Iowa towns came by rail. Red Oak was no different. The Burlington Northern Depot is the most significant reminder of the impact of the railroad in Red Oak's development. As such it meets National Register Criterion "A"

Criteria "A"

When Colonel A. Hebard came through in the mid 1850's, putting a survey stake every 500 feet in a designated area 18 miles wide for the right of way for the Burlington and Missouri River railroad line, he was literally creating the first step in the lifeline to a new frontier in Iowa. He remarked in his diary that he had worked five of the hardest weeks of his life in mapping out the line in Southwestern Iowa. *"There were steep hills, deep valleys and very few residents..."* Significantly, when he did reach the grassy hills overlooking the Nishnabotna valley, he was so impressed with the site that he pledged to come back and build his house on the ridge where he stood. He did, in 1874. The lovely old Italianate house still stands today, occupied as a family dwelling on Eighth Street in Red Oak. It is listed on the National Register.

Once the construction of the railroad was completed, the new community grew and prospered. Streets of Red Oak were named for railroad officials as a way of showing appreciation for the railroad's contributions to the town. During the latter part of the 19th century, well off citizens and professional men and women followed Hebard's lead, building substantial homes overlooking the Nishnabotna valley. Most of those homes still stand today and are a valued part of Red Oak's architectural heritage.

When the time came to build a new line for the Chicago, Burlington and Quincy Railroad (as it was now called) at the end of the 19th century, engineers and designers settled on a "high line" perched on 30 feet of fill and leveled hilltops. The intent was to lessen the grades which were difficult for locomotives to maneuver. When this decision was reached, it affected the placement of the new depot. The site was moved approximately 1/2 mile south of the old depot and roundhouse and was located on the crest of a carved down hill where it overlooks all of the activity of a bustling community. It seemed a fitting setting.

The present structure was begun in 1900 and was finished by 1903. It was dedicated on December 20 of that year and opened for passenger traffic December 29. This was a time of tremendous growth in the community. Not only were neighboring farmsteads being expanded with improved farming methods and equipment, but it was a time when a great percentage of public buildings and private business establishments were constructed. And it all came by rail. Red Oak had 14 "drummers" (salesmen) for different companies who worked this territory. Every item which was commercially produced elsewhere reached Red Oak consumers via the four track rail line. What a sight it must have been in the spring as cages of baby chickens and ducks, bags of seed corn, crates of plows and equipment arrived to sit beside boxes of hats, gloves and corsets from eastern manufacturers. Even daily newspapers came by rail twice a day; and, of course, mail incoming and outgoing was all sent overland. Products shipped from Red Oak included calendars from the Thomas D. Murphy Company, the largest art calendar factory in the world at that time.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetRed Oak Burlington Northern Depot
Montgomery County, IowaSection number 8 Page 4

Significance (cont.)

Passenger service, however, was one of the most important parts of activity there. No one visits the depot today during its restoration without leaving behind a new personal story of their experiences related to the train and the building. Anyone who missed a train had only a few hours to wait before another stopped which was going to their destination. Local newspapers even sent reporters to meet trains and to interview those disembarking or those leaving about their destinations. Important people such as President Theodore Roosevelt came to town. 3,000 people are reported to have come to the depot to see him and two members of his cabinet, Treasury Secretary Gage and Postmaster General Smith.

Other notables included William Jennings Bryan when he came to address the Chautauqua in Red Oak. Thirty years later in 1936, another President Roosevelt (Franklin D.) and his wife Eleanor greeted onlookers from the observation platform at the end of a train. In 1934 when the Silver Streak Burlington Zephyr was added to the line, railroading was at its height. It was considered "THE" way to travel.

Perhaps the most important passengers those early trains carried to and from Red Oak were not "famous" notables, but small town boys and farm kids who were sent off to fight in the Spanish American War, World Wars I and II. Company M, 34th Division was sent into WWII conflict from this depot. And if its walls ring with ghostly echoes as some say they do, it is with the sound of good-bys which were forever. Montgomery County lost more men per capita in WWII than any other county in the entire United States. Company M's 34th was trapped by Rommel in the Faid pass, Tunisia, 1943. Those who know recall twenty-seven telegrams arriving in Red Oak on just one day, and there were many more days with more telegrams. It is the intention of the SOD committee to dedicate the center passenger area of the depot to the sacrifice those young men made. The rural story of winning WWII needs to be told, and this is the place to tell it. It happened here.

Times change; after the second war to end all wars ended, technology we developed to kill each other became the means to our modern quality of life. But in the faster pace, railroads lost the panache they had previously enjoyed. Interstates, trucks and airlines cut rapidly into rail empires and gradually, the good old days were gone.

Mail contracts kept passenger service stopping in Red Oak until 1971, but then, that too ceased. Requirements for passenger amenities were not needed, so the main waiting room was divided into small office size spaces; the restaurant became a store room; the ticket office, exclusively dispatching, and the freight room continued as a temporary place for rail repairing equipment and supplies. Gradually, even these functions stopped being needed. In 1993, Burlington Northern applied for a demolition permit to raze the depot. The city of Red Oak denied permission and the saga of Saving Our Depot for ourselves and our children began. In January of 1995 the building was donated to the community.

Since then, we have rallied a citizen's group to spearhead renovation efforts; applied for and received grants from ISTEAF funds, HRDP money and Iowa West Foundation; and been given substantial private donations to further our efforts. The Burlington Northern Depot in Red Oak has been saved to live another life of story telling and commemoration. Its reincarnation could not be more appropriate.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Chicago, Burlington Northern and Quincy Depot

Montgomery County, Iowa

Section number 9 Page 5

Section 9 Related Bibliography

Andreas' Atlas; artist rendering of Red Oak, ca 1875.

Calvalcade of a Century, Montgomery County Centennial Corp.; Business and Professional Women's Club, Red Oak: 1953.

Conard, Rebecca, and Cuning, Tracy Ann, "The Advent and Development of Railroads in Iowa, 1855-1940"; National Register of Historic Places, 1990.

History of Montgomery County; Iowa Historical and Biographical Co.: 1881

Larson, Paul Clifford and Brown, Susan; Editors: *The Spirit of H.H. Rochardson on the Midland Prairies*, University Art Museum, University of Minnesota, Minneapolis; Iowa State University Press, Ames, IA, 1988.

McAlester, Virginia and Lee, *A Field Guide to American Houses*; Alfred A. Knopf, New York, 1996.

Merritt, W.W. *A History of Montgomery County from the Earliest Days to 1906*; Red Oak Publishing Co., Red Oak, IA: 1906

Red Oak Express, "Railroad, Our Heritage"; Tabloid, June, 1983.

Plymat, William, Jr., *Victorian Architecture of Iowa*; Palladian Publishing, Des Moines, IA. 1997.

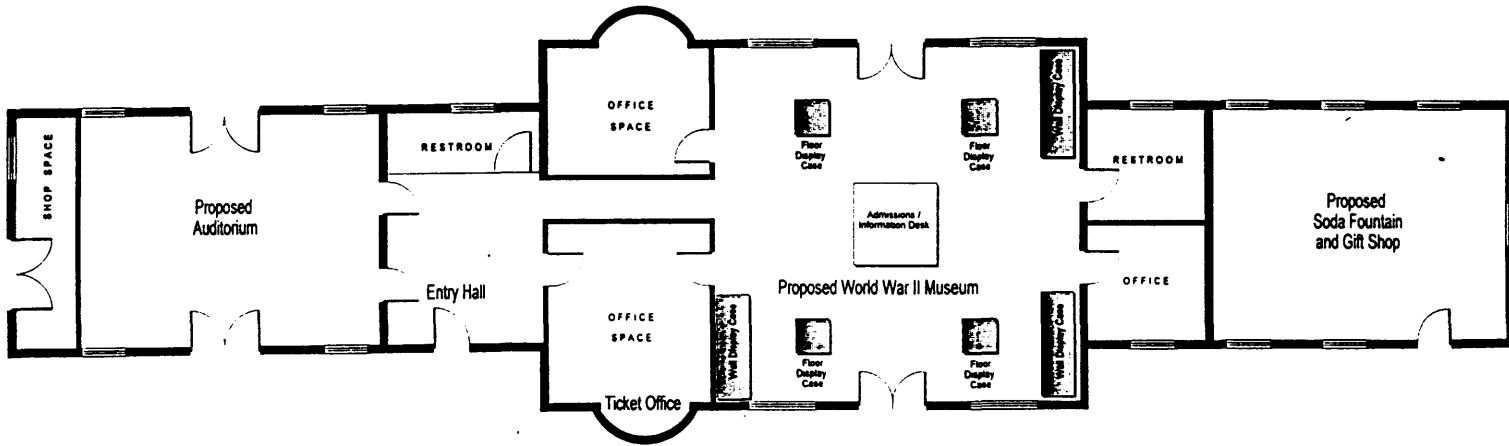
Seegar, Don, "The Lady on the Hill"; (unpublished) 1996.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Chicago, Burlington Northern and Quincy Depot
Montgomery County, Iowa

Section number 10 Page 6



Preliminary Floor Plan

Scale: 0 2 4 8 16



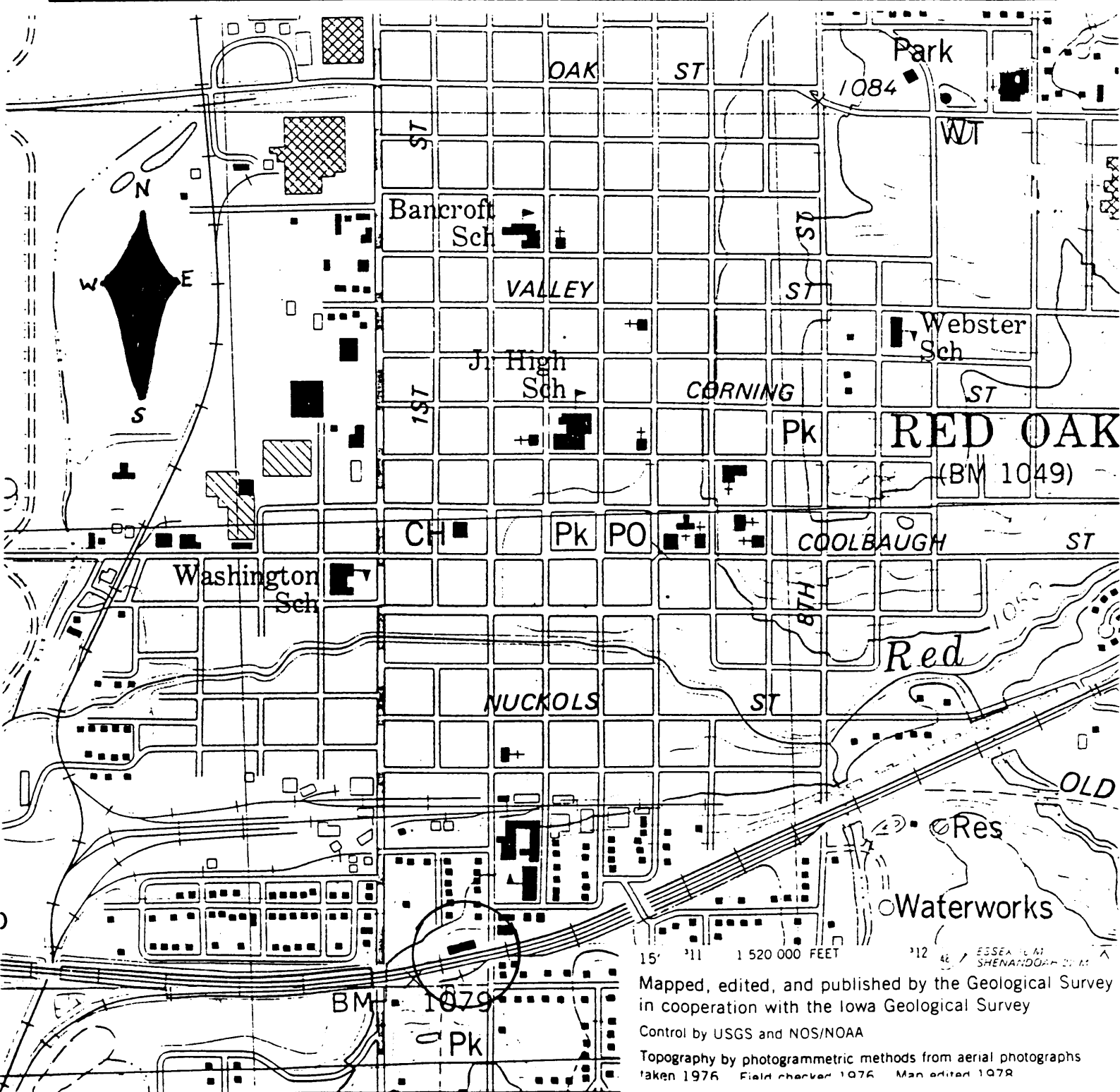
Burlington Northern Depot, 1903
Save Our Depot Committee
Red Oak, Iowa
08 September 1998

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Chicago Burlington and Quincy Depot
Montgomery County, Iowa

Section number 10 Page 7



15' 311 1 520 000 FEET 312 48 ESSEX 16 MI. SHENANDOAH 2. M

Mapped, edited, and published by the Geological Survey
in cooperation with the Iowa Geological Survey
Control by USGS and NOS/NOAA
Topography by photogrammetric methods from aerial photographs
taken 1976. Field checked 1976. Map edited 1978

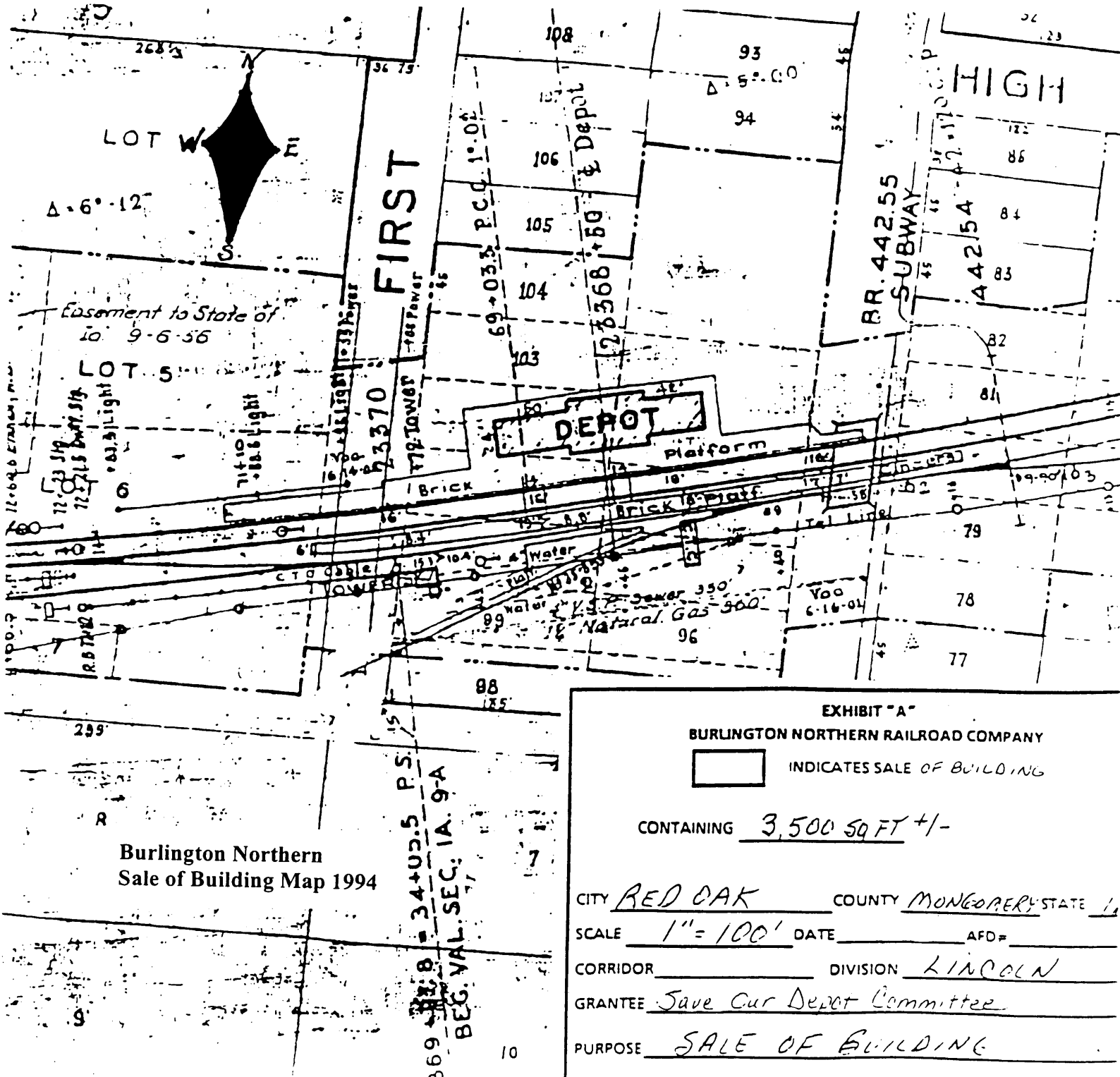
FEET | 312 48 ESSEX 16 MI. SHENANDOAH 2.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Chicago, Burlington and Quincy Depot
Montgomery County, Iowa

Section number 10 Page 8



Burlington Northern
Sale of Building Map 1994

369
34+03.5 P.S.
BEG. VAL. SEC. 1A. 9-A

EXHIBIT "A"

BURLINGTON NORTHERN RAILROAD COMPANY

INDICATES SALE OF BUILDING

CONTAINING 3,500 SQ FT +/-

CITY RED OAK COUNTY MONTGOMERY STATE IA

SCALE 1" = 100' DATE _____ AFD# _____

CORRIDOR _____ DIVISION LINCOLN

GRANTEE Save Our Depot Committee

PURPOSE SALE OF BUILDING

DRAWING NO _____

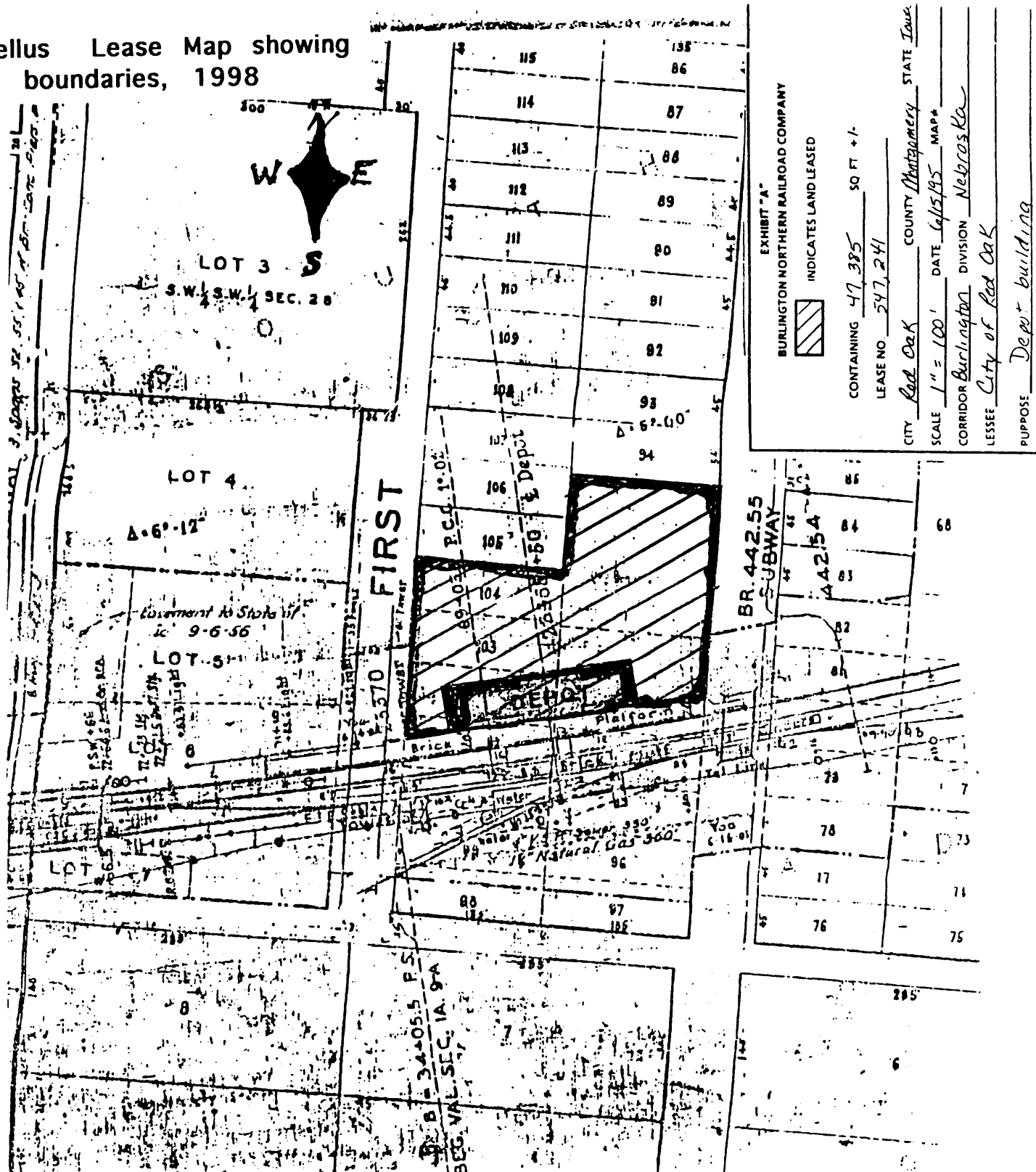
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 9

Chicago, Burlington and Quincy Depot
Montgomery County, Iowa

Catellus Lease Map showing
site boundaries, 1998



**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 10 Page 10

Chicago, Burlington and Quincy Depot
Montgomery County, Iowa

Photographs, Burlington Northern Depot, Red Oak, Iowa, 51566.

These photos were taken by Jon Waltz, Historic Preservation Commissioner, August and October of 1998. Negatives are located in the HPC file of the nomination at 1202 Corning, Red Oak, Iowa; Phone (712)623-9281

Photo #

- 1) Front, Looking East
- 2) West End
- 3) East End
- 4) East End and South Side, looking West
- 5) North side, Main entrance
- 6) South side, looking East