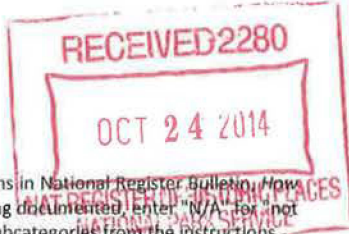


United States Department of the Interior
National Park Service



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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

1. Name of Property

Historic name Burlington Railroad Depot

Other names/site number Burlington Station; Plum Street Station; HL06-268

Name of related multiple property listing n/a

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

2. Location

Street & Number 603 N. Plum St.

City or town Grand Island State Nebraska County Hall

Not for publication Vicinity

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 at the following level(s) of significance: national statewide local

Applicable National Register Criteria: A B C D


Signature of certifying official/Title:

SHPO/Director

10/15/2014

Date

Nebraska State Historical Society

State or Federal agency/bureau or Tribal Government

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

Signature of Commenting Official

Date

Title

State of Federal agency/bureau or Tribal Government

4. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register.
- determined eligible for the National Register.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): _____


Signature of Keeper

12-2-2014
Date of Action

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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	
2		Buildings
		Sites
		Structures
		Objects
2		Total

Number of contributing resources previously listed in the National Register _____

6. Function or Use

Historic Functions (Enter categories from instructions.)

TRANSPORTATION: Rail-related

Current Functions (Enter categories from instructions.)

SOCIAL: Meeting Hall

7. Description

Architectural Classification (Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Prairie Style

Materials (enter categories from instructions.)

Principal exterior materials of the property: Brick

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Description

Summary Paragraph (Briefly describe the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

The Burlington Depot is located to the northeast of Grand Island's downtown core on the old Chicago, Burlington and Quincy railroad line to Billings, Montana (now operated by BNSF). The depot consists of two unequally sized, one-story, hipped-roofed brick buildings connected by a breezeway. The larger, southern building is the passenger depot, while the northern building functioned as a baggage and express freight depot. Both buildings feature a redstone base, redstone string courses, and hipped, asphalt shingled roofs with broad eaves for sheltering passengers and baggage. The buildings are connected by an asphalt roofed breezeway supported on brick piers. The Passenger depot features decorative elements such as eyebrow dormers, and paired one-over-one windows under 33-light transoms. The interior of the passenger depot retains many of its historic design features and materials, including its wood and plaster ceiling, wood doors, decorative hardware, tile floors, and tile wainscoting. The depot is surrounded by a brick plaza, which is the only remains of the once extensive brick ground level platforms that allowed access to the north-south Burlington main line.

Narrative Description (Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable.)

Location and Setting

The Burlington Depot is located at 603 N. Plum Street, Grand Island, in Hall County. The station is located to the northeast of the downtown business district, in a predominantly residential neighborhood to the southwest of the main Burlington Northern Santa Fe Line linking Lincoln, Nebraska with Wyoming and Montana via Alliance, Nebraska. The current line rises along an earthen embankment to cross over the Union Pacific main line to the southeast. This embankment replaced the original three railroad tracks at grade that were located to the east of the station; the construction of the embankment also led to the removal of the brick platforms located to the east of the building.

The surrounding area to the west is a predominantly residential neighborhood. According to Sanborn maps of the site, the surrounding area was always predominantly residential, with limited commercial development including a hotel immediately to the west of the depot along 6th Street.¹ This development is no longer extant and the only commercial building remaining is a modern self-storage business to the west of the depot. Development to the east of the station was primarily industrial, consisting of the Burlington freight house, warehouses, and the stockyards of the Grand Island Horse and Mule Markets near the crossing of the Union Pacific Railroad line.

Overall Exterior

Constructed in 1911, the Burlington Depot consists of two, single story, hipped roofed brick buildings connected by a breezeway (fig. 1). The northern building is a dedicated baggage and express freight depot, while the southern building houses the passenger depot with a waiting room and the ticket office. Both buildings rest on poured concrete foundations that support a Colorado Redstone base consisting of two courses of rusticated sandstone. The baggage depot and passenger depot's walls consist of two shades of dark red bricks laid in running bond and separated by Redstone string course that also serves as the sills for the depot's windows.

The passenger and baggage depots have large hipped roofs with three foot wide eaves for sheltering passengers and freight. The depot's hipped roofs were re-shingled in 2002 as part of a comprehensive rehabilitation of the building, which included the reconstruction of four eye-brow roof windows on the passenger depot, two each on the northeast and southwest elevations located halfway up the roof. The undersides of the eaves are clad in narrow, cream colored wood boards. Replica metal lampshades of the original light fixtures hang from the eaves in the corners of the buildings, in front of the projecting bay facing the tracks, and in the breezeway; there are eleven in total.

¹ Map 15, *Grand Island, Hall County Nebraska* (New York: Sanborn Map Company, 1930).

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The area around the depot is paved in bricks set in a herringbone pattern. The bricks are a mix of original bricks salvaged from the passenger platform that was removed with the construction of the elevated rail line to the east of the building and new bricks. An iron fence separates the paved plaza from the railroad property to the east.

Historically, the depot was flanked by planted gardens on the north and south sides. Currently, a parking lot is located to the north of the depot. The south side has lawn and trees. Flowers and small bushes are located between the depot and Plum Street.

Passenger Depot

The passenger depot is a cross-shaped building measuring 102'x36', consisting of a rectangular core with small rectangular wings to the north and south (fig. 2). The primary façade faces west to 6th Street. The core is five bays wide, with a single large multi-part window in each bay except for the central bay, where a double paneled wooden door with glazing under a 24 light transom is located. The windows consist of paired, double hung wood frame windows under wood framed 33-light transom windows. Flanking the doorway are two globular lights, which are replicas of the original lights dating to the 2002 rehabilitation. The windows and doors are painted dark green. A large wooden sign with the name Burlington Station hangs above the door from the eaves of the hipped roof. To the north and south the rectangular wings are one bay wide with a large, multipart window and a narrower hipped roof that joins the main roof. Replica metal gutters are located along the roof edge, and the downspouts serve to divide the façade into bays.

The southern elevation of the passenger depot consists of the southern wing of the building. Three double hung wood windows are symmetrically positioned along the elevation, each under a 15-light wood transom.

The trackside façade is nearly a mirror of the primary street façade. It features the same five bay organization of the main core block and the use of large, multipart windows. The multipart windows feature original 33-light transoms but replacement, double pane sashes for the lower windows, unlike those on the street-side façade, which are all original single pane windows. A wood paneled double door with glazing under a 24 light wood transom is located in the central bay, and is flanked by two replica globe lights. A key difference between the trackside façade and the primary street façade is the presence of a rounded projecting bay corresponding to the station agent's office. The rounded bay has three double-hung windows under 15-light wood transoms, which combined act as a bay window that allowed the agent full view of the adjacent platforms and tracks. The northern wing lacks a multipart window, and instead has a wood panel door with a 9-light window under a 15-light transom. The door is flanked by two modern air-conditioning units.

The northern elevation connects to the breezeway between the passenger depot and the baggage and express freight building. A glazed wood panel door under a 15-light wood transom provides access to the breezeway from the passenger depot. The door is flanked by two brick and stone piers that provide support for the breezeway.

The interior of the depot preserves original materials, but has been partially reconfigured as part of the building's rehabilitation in 2002. In the main waiting room, the walls are light green plaster and white glazed brick with a stained wood chair rail separating the two. The floor is alternating black and white tile. The ceiling is white plaster with exposed wooden beams. Replacement lights modeled after the originals light the space, along with three non-historic ceiling fan and light combinations. Historic radiators are located before the windows and hide the floor registers for the building's central air and heating system. A modern kitchen is located in the south wing in the space originally used as restrooms and a ladies waiting area.

An angled ticket counter with replica brass railing faces the waiting room on the north side of the waiting room. Behind the ticket counter is the office space for the ticket and station agent, with a built-in desk facing the three windows of the projecting bay facing trackside. The floor in the office space is exposed wood, and the walls are painted plaster with wood panel wainscoting. An original electrical switchbox is located on the southern wall of the space. A new janitor's closet was constructed on the north side. The walls do not rise to the ceiling, and the materials and finishes match the historic fabric. A short corridor links the office space to the north door, which opens to the breezeway linking the depot to the baggage building.

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Across from the ticket counter and office space were a series of small rooms used for railroad employees and a men's smoking room. These have now been repurposed as men's and women's restrooms. To facilitate the conversion, several doors were sealed shut, but the historic materials were preserved in place.

Breezeway

A 40' brick breezeway connects the passenger depot on the south to the baggage and express freight depot to the north. The breezeway consists of two brick columns on limestone bases with redstone capitals supporting the broad roof. The roof rests on two steel I-Beams with brick infill that are supported by brick piers attached to the passenger depot and the baggage building, and by brick columns in the center. A tall iron fence separates the street side of the breezeway from the central passage and trackside area.

Baggage and Express Freight Depot

The Baggage and Express Freight Depot is a 60'x 26' building located north of the passenger depot and connected to it via a breezeway. It is hipped roof with a chimney rising out of the ridgeline on the north side of the building. The street side façade is four bays side. The two central bays consist of seven light wooden ribbon windows with Redstone sills located high on the wall. The southern bay has a non-historic double door with a historic seven light transom window. The original sliding wood freight door is located on the interior of the building. The northern bay has a similar double door entry with seven light transom. Two globe lights with the word "Police" flank this entry, reflecting the use of the space as a satellite station for the Grand Island Police Department after Burlington Northern transferred ownership to the Hall County Historical Society.

The north elevation of the baggage depot features one large, multi-part window that is similar to those found on the passenger depot, with its paired double hung, one-over-one windows under a transom, but in this case the transom is a 7 light transom.

The trackside elevation mirrors the street side façade, with four bays. Seven light wooden ribbon windows with stone sills are located in the center two bays, while doorways with seven light transoms are located in the end bays. The southern entry retains its historic paneled wood freight doors, but these doors are currently inoperable. The northern doors are wood panel with glazing. Globe lights flank this door.

The south elevation connects with the breezeway. Entry to the baggage depot is through a wood panel door with glazing under a four light transom. The doorway is located between two brick piers which support the steel beams of the breezeway. On either side of the brick piers are small four light wooden ribbon windows set high in the wall with stone sills.

The interior space has been heavily modified, and is divided into two principal areas: the former police station on the north side of the building is now a meeting space with an office and restroom. The southern half of the building houses a model railroad display. The interior walls are exposed brick in common bond, and the ceilings are wood bead board. The meeting space has wood bead board wainscoting and the partition walls are plastered. The model railroad display, in the old baggage room, preserves one of the original wood sliding freight doors with its associated iron hardware.

The building's basement is accessed through the model railroad display room. The walls are exposed poured concrete, and the wood framing system of the building is exposed. A former coal bin is now used as storage; the coal chute leading to the exterior is preserved. The basement is lit by small, 2/2 casement windows that open to poured concrete window wells. The basement connects with a crawlspace located under the breezeway that connects to a small crawlspace under the passenger depot.

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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 a grave.
- D** A cemetery.
A reconstructed building, object, or structure.
- E** A commemorative property.
- F** Less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1911-1964

Significant Dates

1911

Significant Person

(Complete if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Burlington Railroad Depot is significant under criteria A: Transportation as it is the sole remaining passenger depot in Grand Island and it is associated with Grand Island's development as a regional transportation center. The Chicago, Burlington and Quincy Railroad entered Grand Island in 1884 and constructed a wood depot at the current location of the 1911 depot. The Burlington Railroad's entry into Grand Island broke the Union Pacific's monopoly on local and regional rail transportation and facilitated Grand Island's connection to western Nebraska and the growing railroad network further north and west. Increasing traffic led the railroad to replace the original depot with the 1911 depot. The

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new depot was a major stopping point for Burlington passenger trains on their way to Wyoming and Montana from originating stations in Chicago, Kansas City, Omaha, and St. Louis, and remained in use until the Burlington ceased passenger service in 1969. The 1911 depot is also significant Criteria C: Architecture. The depot's design and materials represents the application of the prairie style to railroad architecture and is representative of Chicago, Burlington and Quincy depot design during its last major round of depot construction in the early 20th century. The period of significance runs from the construction of the depot in 1911 until the 50 year cutoff for listing, reflecting its continuous use as a passenger depot until 1969.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Burlington Station is a significant example of a once common feature in Nebraska communities: the railroad depot. Railroads played a key role in the settlement of Nebraska by bringing in the immigrants and supplies necessary for the settlement of the plains, and by providing the necessary transportation links that allowed settlers to export their agricultural goods and import those goods they themselves could not make. The railroad depot became the gateway to the rest of the state and the country as a whole for communities. However, with the expansion of automobiles and trucking, the railroad depot lost its economic significance, ceasing to be a center for community life. This led to the eventual demolition of railroad depots as railroad companies found them too costly to maintain, even when they were repurposed, or when the land they were located on was more valuable when utilized for new railroad tracks or other improvements to the right-of-way. The Burlington Railroad Depot is significant under Criteria A: Transportation as it is the sole remaining passenger depot in Grand Island and it is associated with Grand Island's development as a regional transportation center. The 1911 depot is also significant Criteria C: Architecture. The depot's design and materials represents the application of the prairie style to railroad architecture and is representative of Chicago, Burlington and Quincy depot design during its last major round of depot construction in the early 20th century.

Grand Island and the Railroad

While settlers established themselves near the site of present-day Grand Island as early as 1857, the town was not formally established until the arrival of the Union Pacific Railroad in 1866.² Chartered in 1862 by the Pacific Railroad Act, the Union Pacific was one of two railroads tasked with the construction of a transcontinental rail line linking California with the rest of the nation. Grand Island, located approximately 146 miles west of Omaha, became an important division point on the Union Pacific railroad, where locomotives were changed out, repaired, and maintained, as well as where transcontinental passenger trains stopped to allow passengers to take meals.³ The city eventually became a regional railroad hub for the Union Pacific: by 1879 Grand Island was connected to the city of Hastings to the southwest by the St. Joseph and Grand Island railroad, a nominally independent company controlled by the Union Pacific Railroad, and by 1880 a Union Pacific branch line extended northwest towards the towns of St. Paul and North Loup.⁴

Union Pacific maintained a local monopoly on rail traffic until 1884, when the Chicago, Burlington and Quincy Railroad (CB&Q, the Burlington) constructed a line connecting Grand Island to Aurora, located to the east of the city.⁵ Grand Island businessmen welcomed the arrival of the railroad, which promised competition and thus lower rates for freight and passenger transport.⁶ However, Grand Island served only as an intermediary stop on the Burlington line, which was continued westwards under a subsidiary company with the goal of reaching the coal fields of the Powder River Basin in

² Sharon Hughues, "Grand Island—Hall County" *Virtual Nebraska: Nebraska... Our Towns*, University of Nebraska, 2005, accessed Sept. 2, 2014. <http://www.casde.unl.edu/history/counties/hall/grandisland/>.

³ "Grand Island, NE" UP150.com, accessed Sept. 2, 2014. <http://up150.com/towns/Grand%20Island/NE>; Henry T. Williams, *The Pacific Tourist: Williams' Illustrated Trans-Continental Guide* (New York: Henry T Williams, 1877): 29.

⁴ "St. Joseph and Grand Island Railroad," Nebraska State Historical Society, 2004, accessed Sept. 2, 2014. http://www.nebraskahistory.org/publish/markers/texts/st_jo_gi_rr.htm; A. F. Buecher and R. J. Barr, *History of Hall County Nebraska*, (Lincoln, NE: Western Publishing and Engraving Co., 1920), 326.

⁵ Richard C. Overton, *Burlington Route: A History of the Burlington Lines* (Lincoln, NE: University of Nebraska Press, 1965), 197.

⁶ "Railroad Competition," Grand Island Independent, March 4 1884.

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Wyoming.⁷ The Burlington constructed a wood frame combination passenger and freight depot one block south of the current depot's location on the south side of the tracks in 1884; this station would serve Grand Island until its conversion into a dedicated freight depot in 1911 (fig. 3-4).⁸

The Burlington Line through Grand Island gradually increased in importance through the 1880s and 1890s as the terminus of the line moved west.⁹ By 1888, the railroad reached Alliance, in western Nebraska, and by 1890 branches reached the Black Hills in South Dakota while the main line extended into northeast Wyoming to tap the surrounding coal fields.¹⁰ By 1894, the Burlington connected with the Northern Pacific Railroad to the east of Billings, Montana.¹¹ The result of this expansion and eventual partnership with the railroads serving the Pacific Northwest was an increase in traffic along the Burlington Line passing through Grand Island, including long-distance passenger trains. This growth, combined with an improving economy in the 1900s, led Burlington to undertake a campaign of upgrades to its physical plant, including its depots.

The Construction of the Depot

The Chicago, Burlington and Quincy Railroad undertook an extensive construction and modernization program between 1900 and 1915 as part of its acquisition by the railroad magnate James J. Hill. Hill, who also controlled the Great Northern and Northern Pacific Railroads, used the Burlington to provide connection between his northern railroads and regions to the south and east.¹² Of increasing importance was the Burlington line connecting Billings, Montana and Lincoln, Nebraska via Wyoming and central Nebraska. The line became central to the transport of coal, lumber, and passengers between the Pacific Northwest and the Central Midwest and eventually the Gulf Coast. In 1903, the line was utilized as part of President Theodore Roosevelt's tour of western states, and the President spent April 27th and 28th in Grand Island, where he turned the sod for the construction of the city's new Carnegie Library.¹³ A large crowd gathered at the Burlington Depot to hear the President speak prior to his departure. The increasing traffic and limited facilities in Grand Island prompted the railroad a few years later to construct a new depot.

The process of planning and building the new brick depot by the Burlington took approximately three years. In 1908, the Burlington Railroad announced that it was planning to construct a new depot to replace the existing building, and by March of 1909, the railroad purchased the land for the new depot at the intersection of 6th and Plum Streets.¹⁴ The announcement was part of a greater expansion of railroad facilities by both the Union Pacific and the Burlington railroads in 1909.¹⁵ The Burlington presented a preliminary plan for the new depot to the Grand Island city council fifteen months later, in June of 1910.¹⁶ The plan proposed the construction of a new depot building for \$40,000 and for the rearrangement of streets in the vicinity of the station to accommodate the building and the passenger platforms along the existing line. The railroad's plans to close Plum and Seventh streets as part of the depot's construction angered local residents, who claimed that the closure of the streets would cut them off from the rest of city.¹⁷ Negotiations between the railroad, the city, and the residents lasted through August of 1910 and required the railroad to modify its original plans, which called for a depot between Fifth and Eight Streets.¹⁸ The railroad completed final plans for the construction of the depot, now situated at its current location at the end of sixth street along Plum, in February of 1911; these plans eliminated the need to close Seventh Street, the

⁷ Grand Island Independent, January 7, 1886; Overton 197.

⁸ "Formally Open New Station," Grand Island Independent, Nov 16, 1911.

⁹ Overton 169-170.

¹⁰ Overton 227-228.

¹¹ Overton 229.

¹² Overton 247-248, 257-258, 267-268.

¹³ "President is Pleased," Grand Island Independent, April 28, 1903.

¹⁴ "Burlington Will Build," Grand Island Independent, March 18, 1909.

¹⁵ "Here Looking Over Field," Grand Island Independent, May 7, 1909.

¹⁶ "B. & M. Depot," Grand Island Independent, June 15, 1910.

¹⁷ "File Protest Against B. & M." Grand Island Independent, July 7, 1910.

¹⁸ "That Depot Ordinance" Grand Island Independent, July 8, 1910; "Depot Still in Balance" Grand Island Independent, July 21, 1910; "Final Effort to be Made Tonight" Grand Island Independent, August 1, 1910; "Want New Depot" Grand Island Independent, August 2, 1910.

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primary point of opposition by residents, and required the city to pass an ordinance to close only a small section of Sixth street (fig. 5).¹⁹

According to the Grand Island Independent, the final plans called for a depot constructed of “red pressed brick with red-stone trimmings, slate roof and copper coping”²⁰ The platforms were to be “two blocks long, extending from Fifth to Seventh, and will be of paving brick. This platform will extend across Seventh street but will be laid to the exact grade of the street so that it will merely be paving part of the street.”²¹ At the cost of an extra \$10,000 in land acquisitions, the new plans solved the railroad’s street closure problems and detailed the construction of the current station, which was described as “one of the largest in the state” second only to the Burlington Station in Lincoln, and larger in square footage than the Burlington station in Hastings (listed 1978).²²

The construction of the Burlington depot proceeded at a rapid pace upon completion of the planning process and the closure of Sixth Street. Ground was broken in April of 1911; contractors from Grand Island and Lincoln worked on the building until it was completed in November, 1911.²³ The opening was a large communal event, with an orchestra, speeches, and a dance in the main waiting room.²⁴ The completion of the depot then allowed the Burlington railroad to convert the old passenger depot into a dedicated freight house on the east side of the main line.²⁵

The new Burlington Depot (fig. 6) was constructed near the apex of railway passenger travel. Upon completion, the station served four trains in each direction daily; two local trains from Lincoln, one of which terminated in Grand Island, and two express trains to the Pacific Northwest, which the Burlington operated jointly with the Great Northern Railroad and the Northern Pacific Railroad.²⁶ However, by the 1930’s, the two expresses were no longer named trains, and one of the local trains was replaced by a dedicated motor car.²⁷ World War II led to an increase in passenger traffic, but this was temporary, and service continued to decline along the line during the post-war period. The Burlington Railroad did not run any of its famed Zephyrs through Grand Island, reflecting its decreased importance in the passenger network. By 1969, only one Burlington passenger train served Grand Island, and by 1970 this service was discontinued as well.²⁸

Following the end of passenger service, the depot served as offices for the Burlington railroad for a number of years before it was vacated. The brick passenger platforms remained in place until 1995, when they were demolished as part of the grade separation between the Burlington Northern and Union Pacific main lines with an overpass.²⁹ The railroad planned to demolish the empty station as well, until the Hall County Historical Society acquired the station for \$1 and the underlying land for \$30,000 in 1998.³⁰ In 2001, the depot underwent a \$500,000 rehabilitation by Webb and Company architects—the passenger depot became an events space, while the baggage depot was divided between a police station and space for a model railroad club.³¹ The rehabilitated depot, named Plum Street Station, was used for educational and community activities. In 2014, it was renamed Burlington Station; in addition, the police station was closed and repurposed as a general meeting space.

The Burlington Depot in Grand Island is the only remaining example of railroad passenger infrastructure left in Grand Island. The 1918 Union Pacific Depot, which hosted 28 passenger trains a day in the 1930s, was demolished to construct a post

¹⁹ “Burlington Soon To Build” Grand Island Independent, February 1, 1911.

²⁰ Ibid.

²¹ Ibid.

²² Ibid.

²³ “Break Soil Tomorrow” Grand Island Independent, April 19, 1911; “Formally Open New Station” Grand Island Independent, Nov. 16, 1911.

²⁴ “Formally Open New Station” Grand Island Independent, Nov., 16, 1911.

²⁵ Ibid.

²⁶ Burlington Timetable Nov 1911.

²⁷ “Obituary for Trains 39 and 40” Grand Island Independent, Nov 1929.

²⁸ Burlington Timetable Oct. 1969.

²⁹ Annette Davis, “History of Burlington Station” Hall County Historical Society, 2014.

³⁰ “Campaign Riding the Rails” Grand Island Independent, March 1, 2001.

³¹ Plum Street Station Dedication brochure, Hall County Historical Society.

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office in 1967.³² The station shows the evolution of railroad passenger travel as railroads sought to upgrade their facilities in response to increasing traffic, and how the stations coped with the decline in traffic by being first repurposed and then abandoned. The Hall County Historical Society recognized the building's historical importance, and has restored many of the building's original features while utilizing the space for educational and community events. The building remains an important semi-public space for Grand Island Residents over 100 years after its construction.

Architecture

The Burlington Depot in Grand Island stands out among depots built by the CB&Q during the same time period in Nebraska. While it incorporates elements of standardized depots, its plan, design, and materials make it unique among depots serving mid-size cities along Burlington Lines.

At the time of the Burlington Depot's construction, the railroad had, based upon existing depots, two standardized plans that it used along its lines. The first plan, for small towns, called for a brick and wood combination depot on an I or H shaped plan with cross gables at the ends. These Tudor Revival or Rustic Buildings were found in various towns across Nebraska including Ashland, Crete, and Tecumseh. Larger communities along principal lines were provided with larger brick combination depots, often cross shaped in plan with stepped or rounded gables that gave the slightest impression of both mission and prairie styles (fig 7-8). These depots, found in Fremont, Scottsbluff, and York, shared similarities with those built by the Great Northern Railroad, also owned by James Hill.³³ Importantly, these depots incorporated similar wall design to the Grand Island Depot featuring running bond brick laid atop stone bases with stone or brick belt courses and large, multi-part windows. The stone was either limestone or redstone, available from quarries served by the CB&Q in northern Colorado.

Standardized plans were utilized by the two departments responsible for depot planning and construction: the Engineering Department, and the Building and Bridge Department.³⁴ Issued by the railroad's headquarters in Chicago, the depot plans were sufficient for the construction of many depots in small and medium sized towns. However, the largest cities in Nebraska, such as Lincoln and Omaha, along with major division points along the railroad, such as Alliance, Hastings, and McCook, were provided with large, monumental depots that served both as stations and as administrative centers. These depots were individually designed by both architects hired outside of the railroad and in-house architects, and reflected changing architectural tastes and styles. However, the majority of these larger stations were the work of Walter T. Krausch, general architect of the Burlington Railroad.³⁵

The Grand Island depot is unique among surviving Burlington Depots in Nebraska. While it follows the conventions of combination depots, the depot is the only one to provide separate buildings for baggage and passenger functions under a single roof. It does not follow other Nebraska depots, which have Spanish mission influences in the form of stepped and rounded gables. Instead, its strong horizontal design shows the influences of the developing Prairie style, which was found in Burlington depots built further east, such as in Osceola, IA (1907, Listed 2008; fig 9), Centerville, IA (1912, Listed 2003), Canton, IL (1914, Listed 1993), Hinsdale, IL (1898-99, listed in Hinsdale Historic District 2006) and Princeton, IL (1911). The Grand Island Depot shares most of its design features with the Hinsdale and Osceola depots. The Hinsdale depot has a similar configuration to the Grand Island Depot, with separate passenger and baggage depots linked by a breezeway (fig.9), while the Osceola depot shares similar window and wall details, as well as the semi-circular projecting bay for the station agent. (fig 10). Grand Island depot also incorporates other standardized elements, including interior finishes, paint colors, and window designs. The station building is an example of the railroad's approach to standardization—as the Burlington was a product of a merger of multiple smaller companies, the railroad allowed individual division offices leeway in the application and modification of standardized plans.³⁶

³² Union Pacific Timetable Sept. 1937.

³³ H. Roger Grant and Charles W. Bohi, *The Country Railroad Station in America* (Boulder, CO: Pruett Publishing Co., 1978), 70.

³⁴ William F. Rapp, *Nebraska C.B.&Q. Depots* (Crete, NE: J-B Publishing Co., 1970), 1.

³⁵ *The Railway Age*, June 14, 1901, 655.

³⁶ Grant and Bohi, 112.

Burlington Railroad Depot

Hall Co., Nebraska

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The Grand Island Burlington Depot is significant as it is a distinctive adaptation of standardized depot components modified to serve the needs of Grand Island and to reflect the town's status along the Burlington line. This was probably done by Walter T. Krausch, who designed numerous other Burlington depot in Nebraska, as well as the Hinsdale depot in Illinois, but this is speculative as many of the original depot plans were lost due to a fire at the Burlington railroad headquarters in Chicago in 1922.³⁷ A prominent stop on an important Burlington Line, Grand Island's Burlington depot was not a major division point, nor did it see as large an amount of passenger traffic as on its competitor the Union Pacific. The depot's designers therefore took components from other Burlington Railroad Depots and combined them to produce a unique depot that matched the city's size and importance on the Burlington Line.

³⁷ "Fireproof Office Building Guttled by Severe Exposure Fire" *Engineering News-Record* March 23, 1922, 497.

Burlington Railroad Depot
Name of Property

Hall Co., Nebraska
County and State

9. Major Bibliographic References

Bibliography (Insert bibliography here – cite the books, articles and other sources used in preparing this form.)

Maps:

Sanborn Fire Insurance Maps, Grand Island, 1899, 1905, 1909, 1924, 1930, 1948

Newspapers:

Grand Island Independent, 1884, 1886, 1903-1911, 1929

Railroad Timetables:

Burlington Railroad Timetable, November 1911

Burlington Railroad Timetable, October 1969

Union Pacific Timetable, September 1937

“Fireproof Office Building Guttled by Severe Exposure Fire.” *Engineering News-Record*. March 23, 1922.

“Grand Island, NE.” UP150.com. Accessed Sept. 2, 2014. Available online at <http://up150.com/towns/Grand%20Island/NE>

“St. Joseph and Grand Island Railroad.” Nebraska State Historical Society. 2004. Accessed Sept. 2, 2014. Available online at http://www.nebraskahistory.org/publish/markers/texts/st_jo_gi_rr.htm.

Buecher, A. F. and R. J. Barr. *History of Hall County Nebraska*. Lincoln, NE: Western Publishing and Engraving Co., 1920.

Davis, Annette. “History of Burlington Station.” Hall County Historical Society. 2014.

Grant, H. Roger and Charles W. Bohi. *The Country Railroad Station in America*. Boulder, CO: Pruett Publishing Co. 1978.

Hughues, Sharon. “Grand Island—Hall County” *Virtual Nebraska: Nebraska...Our Towns*. University of Nebraska. 2005. Accessed Sept. 2, 2014. Available online at <http://www.casde.unl.edu/history/counties/hall/grandisland/>.

Overton, Richard C. *Burlington Route: A History of the Burlington Lines*. Lincoln, NE: University of Nebraska Press, 1965.

Rapp, William F. *Nebraska C.B.&Q. Depots*. Crete, NE: J-B Publishing Co., 1970.

Williams, Henry T. *The Pacific Tourist: Williams' Illustrated Trans-Continental Guide*. New York: Henry T Williams. 1877.

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 #
 recorded by Historic American Landscape Survey #

Primary location of additional data:

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other (Name of repository)
Hall County Historical Society

Historic Resources Survey Number (if assigned): HL06-268

Burlington Railroad Depot Hall Co., Nebraska
Name of Property **County and State**

10. Geographical Data

Acreage of property 1.24 acres USGS Quadrangle Grand Island

(Use either the UTM system or latitude/longitude coordinates. Delete the other.)

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

- | | | | | |
|----|----------|-------------------|-----------|--------------------|
| 1. | Latitude | <u>40.932372°</u> | Longitude | <u>-98.337875°</u> |
| 2. | Latitude | _____ | Longitude | _____ |
| 3. | Latitude | _____ | Longitude | _____ |
| 4. | Latitude | _____ | Longitude | _____ |

OR

UTM References

Datum (indicated on USGS map): _____

 NAD 1927 or NAD 1983

- | | | | | | | |
|----|------|-------|---------|-------|----------|-------|
| 1. | Zone | _____ | Easting | _____ | Northing | _____ |
| 2. | Zone | _____ | Easting | _____ | Northing | _____ |
| 3. | Zone | _____ | Easting | _____ | Northing | _____ |
| 4. | Zone | _____ | Easting | _____ | Northing | _____ |

Verbal Boundary Description (Describe the boundaries of the property.)

Nagy's Addition to the city of Grand Island, Lots 1-2-7-8, Block 2, part Lots 1-2-8 Block 23, and part vacant alley and part vacant street.

Boundary Justification (Explain why the boundaries were selected.)

The boundary corresponds to the property historically associated with the Grand Island Depot and transferred to the Hall County Historical Society by the Burlington Northern Santa Fe Railroad. The site of the demolished platforms, now a railroad embankment, is not included in the boundary.

11. Form Prepared By

name/title Ruben A. Acosta
organization Nebraska State Historic Preservation Office date October 9, 2014
street & number 1500 R St telephone 402-471-4775
city or town Lincoln state NE zip code 68501
email ruben.acosta@nebraska.gov

Burlington Railroad Depot

**603 N. Plum St.
Grand Island, Hall Co.,
Nebraska**

Latitude/Longitude Coordinates:


40.932372, -98.337875

Datum: WGS84



Legend

 Property Boundary

0 35 70 140 210 280
 Feet

1:2,000



Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors

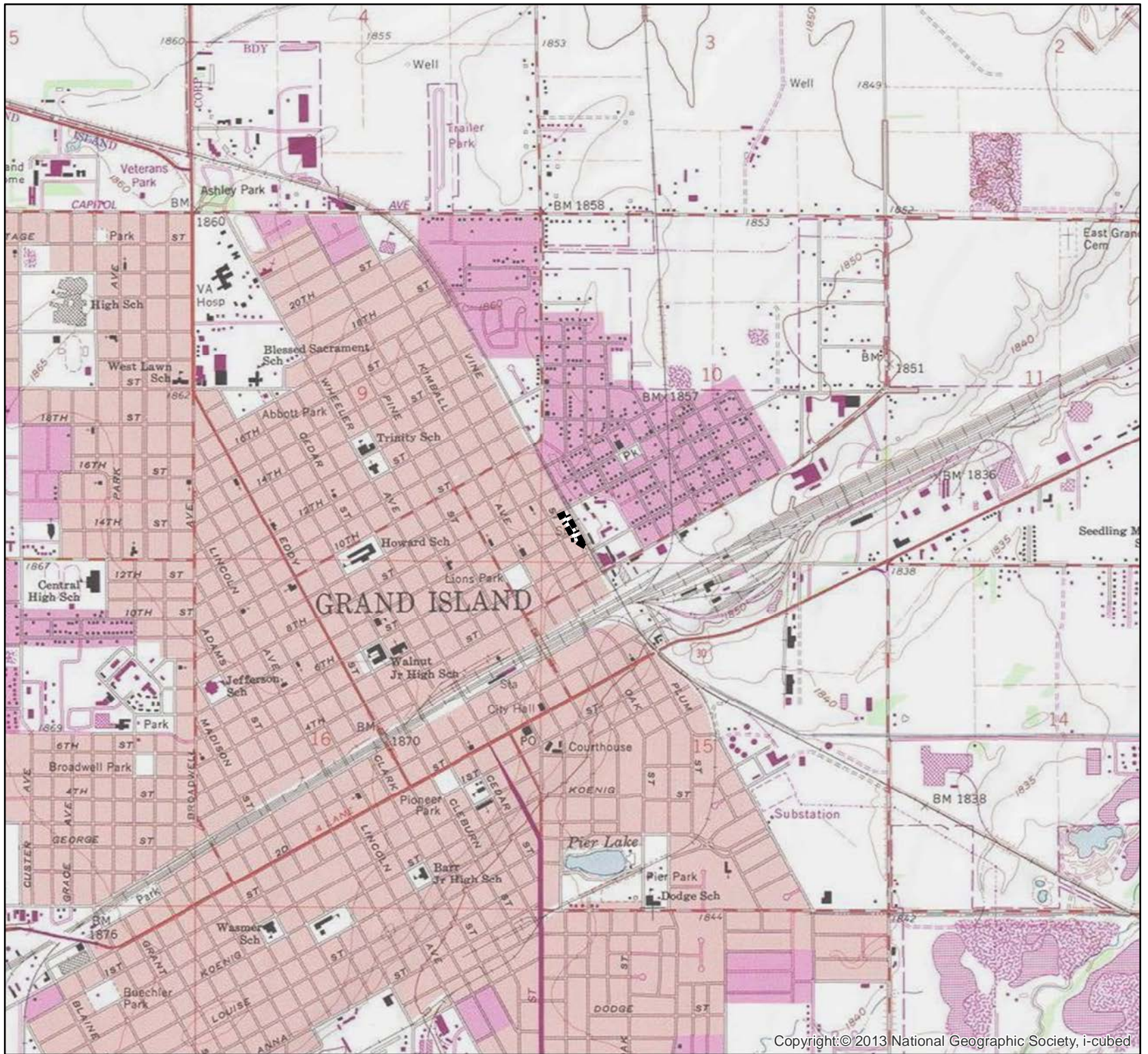
Burlington Railroad Depot

603 N. Plum St.
Grand Island, Hall Co.,
Nebraska

Latitude/Longitude Coordinates:


40.932372, -98.337875

Datum: WGS84



Legend

 Property Boundary

0 440880 1,760 2,640 3,520
 Feet

1:24,000



Burlington Railroad Depot

Hall Co., Nebraska

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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to map.
- **Additional items:** (Check with the SHPO for any additional items.)

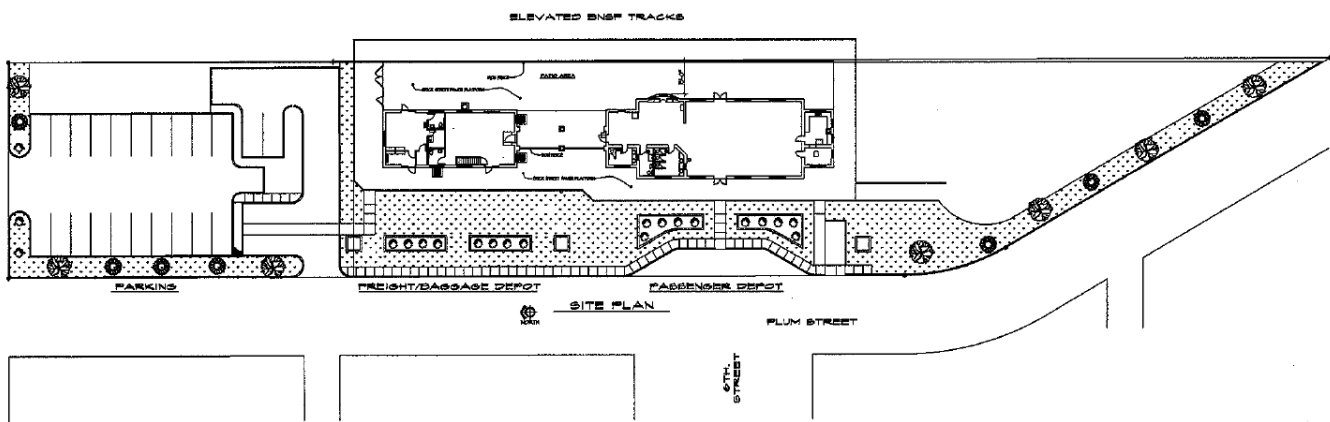


Fig.1 Site Plan, Burlington Depot, 2002. Webb & Co. Architects

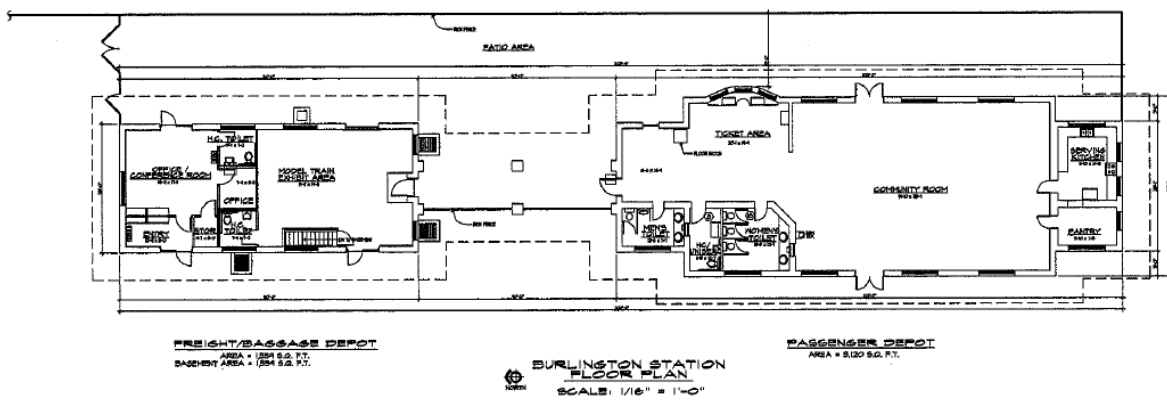


Fig. 2: Interior Plan, Burlington Depot, 2002. Webb & Co. Architects.

Burlington Railroad Depot

Hall Co., Nebraska

Name of Property

County and State

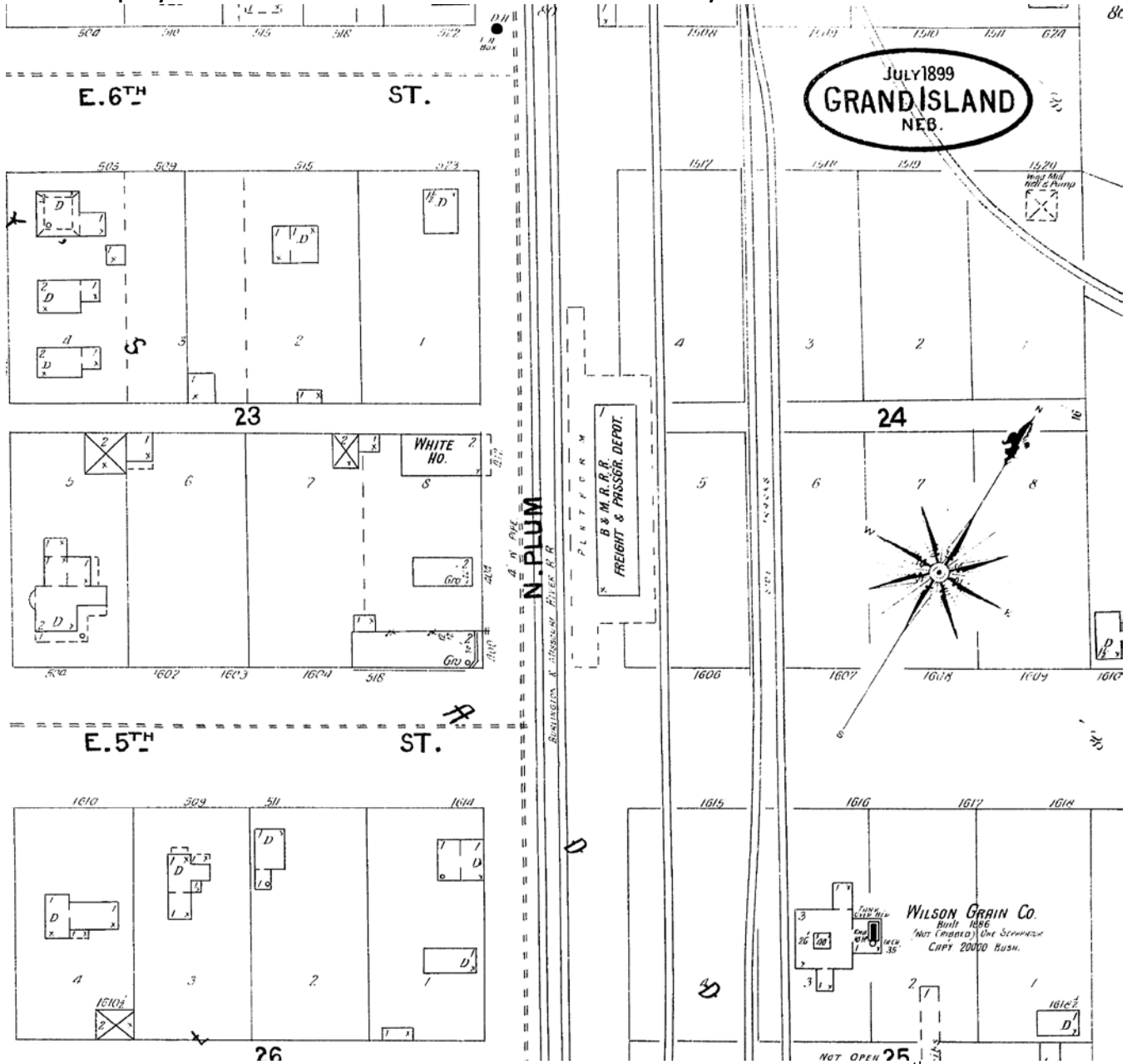


Figure 3: Sanborn Map 1899 showing the original 1880s wood depot located at 5th Street and Plum.

Burlington Railroad Depot
Name of Property

Hall Co., Nebraska
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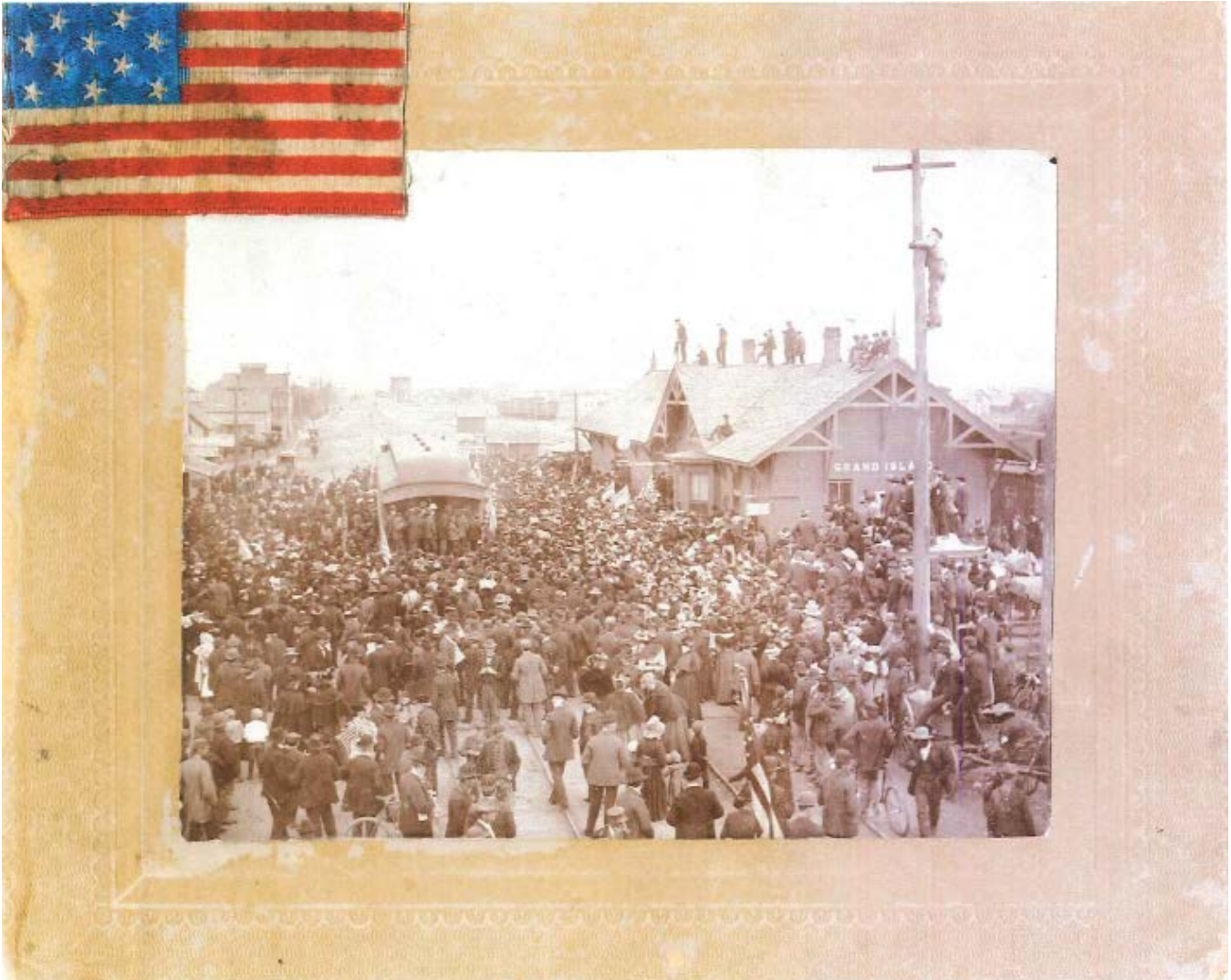


Figure 4: Theodore Roosevelt at Burlington Station, April 28, 1903. Stuhr Museum of Prairie Pioneer.

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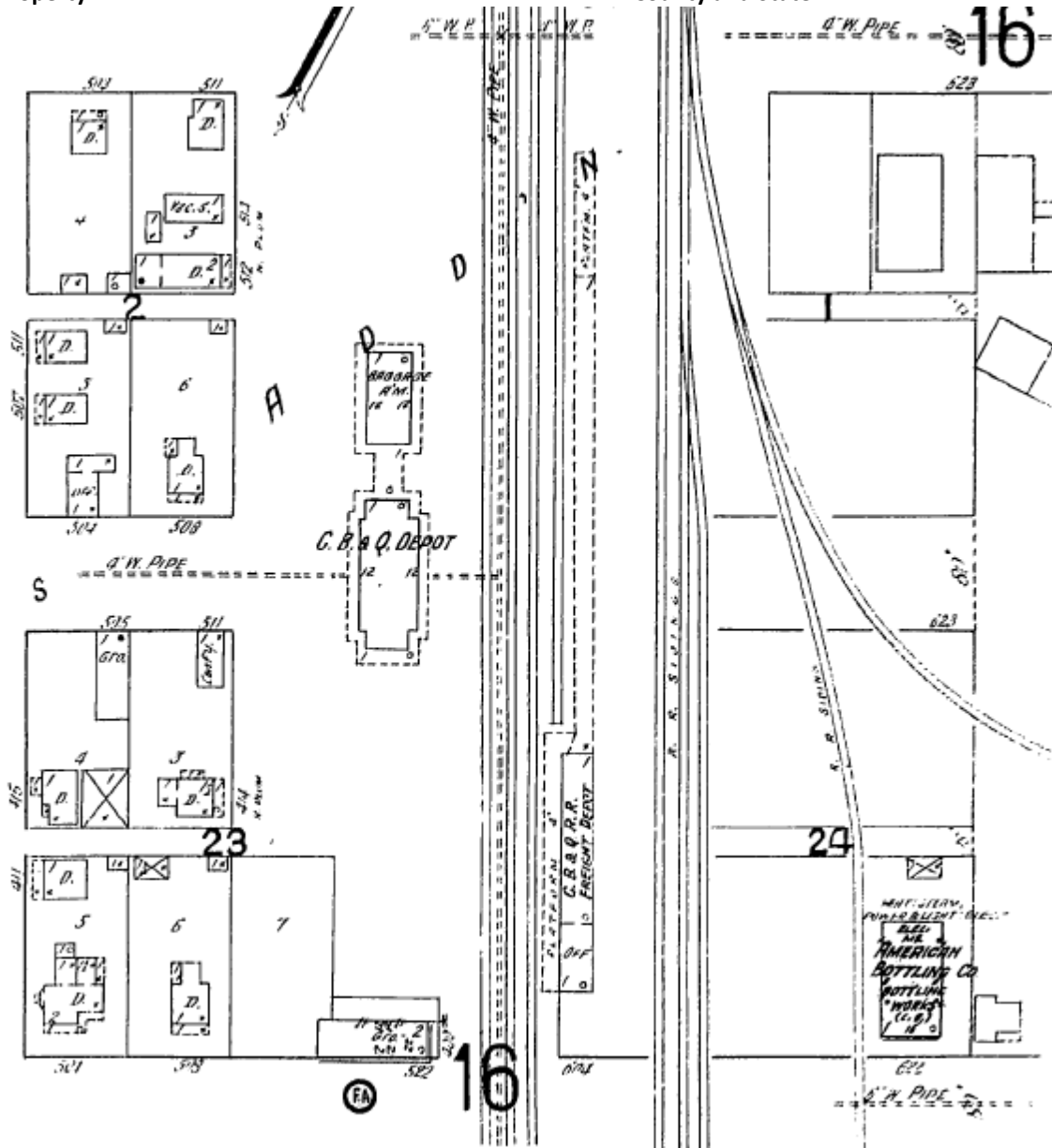


Figure 5: 1915 Sanborn Fire Insurance map showing the new Burlington Railroad Depot at the end of 6th street and the location of the repurposed old depot to the southeast.

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Figure 6: Burlington Depot, 1911. Webb & Co Architects.

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Fig. 7. Burlington Depot, Fremont. Survey Files, NeSHPO.



Fig. 8. Burlington Depot, Scottsbluff. Survey Files, NeSHPO

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Fig. 9: Burlington Depot, Hinsdale, Illinois. Ghostmachine, photo uploaded to Flickr, 2008.

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Fig. 10: Burlington Depot, Osceola, Iowa. Earl Leatherberry, photo uploaded to Flickr, Apr. 2011.

Burlington Railroad Depot

Hall Co., Nebraska

Name of Property

County and State

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property Burlington Railroad Depot

City or Vicinity Grand Island County Hall State Nebraska

Photographer Patrick Haynes Date Photographed May 28, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera.

1. Street façade. View N.
2. Overview of Burlington Railroad Depot from Burlington Northern Santa Fe Railroad Embankment. View S.
3. View, main façade, Passenger Depot. View E.
4. Front door and Sign, Passenger Depot. View NE.
5. Passenger Depot and Breezeway from trackside. View S.
6. Baggage and Express Freight Depot. View W.
7. Baggage and Express Freight Depot. View E.
8. Breezeway and iron fence. View E.
9. Passenger Depot trackside façade. View NW.
10. Office bay window exterior. View SE.
11. Multipart window, trackside façade, Passenger Depot. View SE.
12. Breezeway towards baggage depot. View NW.
13. Baggage Depot Office Doors, trackside façade. View SE.
14. Waiting Room, Passenger Depot. View NW.
15. Street-side entry, waiting room, Passenger Depot. View SE.
16. Office and hallway, with modern built out janitor's closet. View NW.
17. Station agent office and desk. View NE.
18. Restroom, former men's smoking room. View S.
19. Original radiator, waiting room, passenger depot. View N.
20. Kitchen, former ladies' waiting room. View SE.
21. Freight door, Baggage Depot. View SW.
22. Window, baggage depot basement. View SW.
23. Basement, baggage depot. View SE.
24. Former police station, baggage depot. View SW.
25. Former police station, baggage depot. View SE.
26. Coal chute hatch, baggage depot. View SW.

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.







BURLINGTON STATION
EST. 1871

BURLINGTON STATION

CIRCA 1911







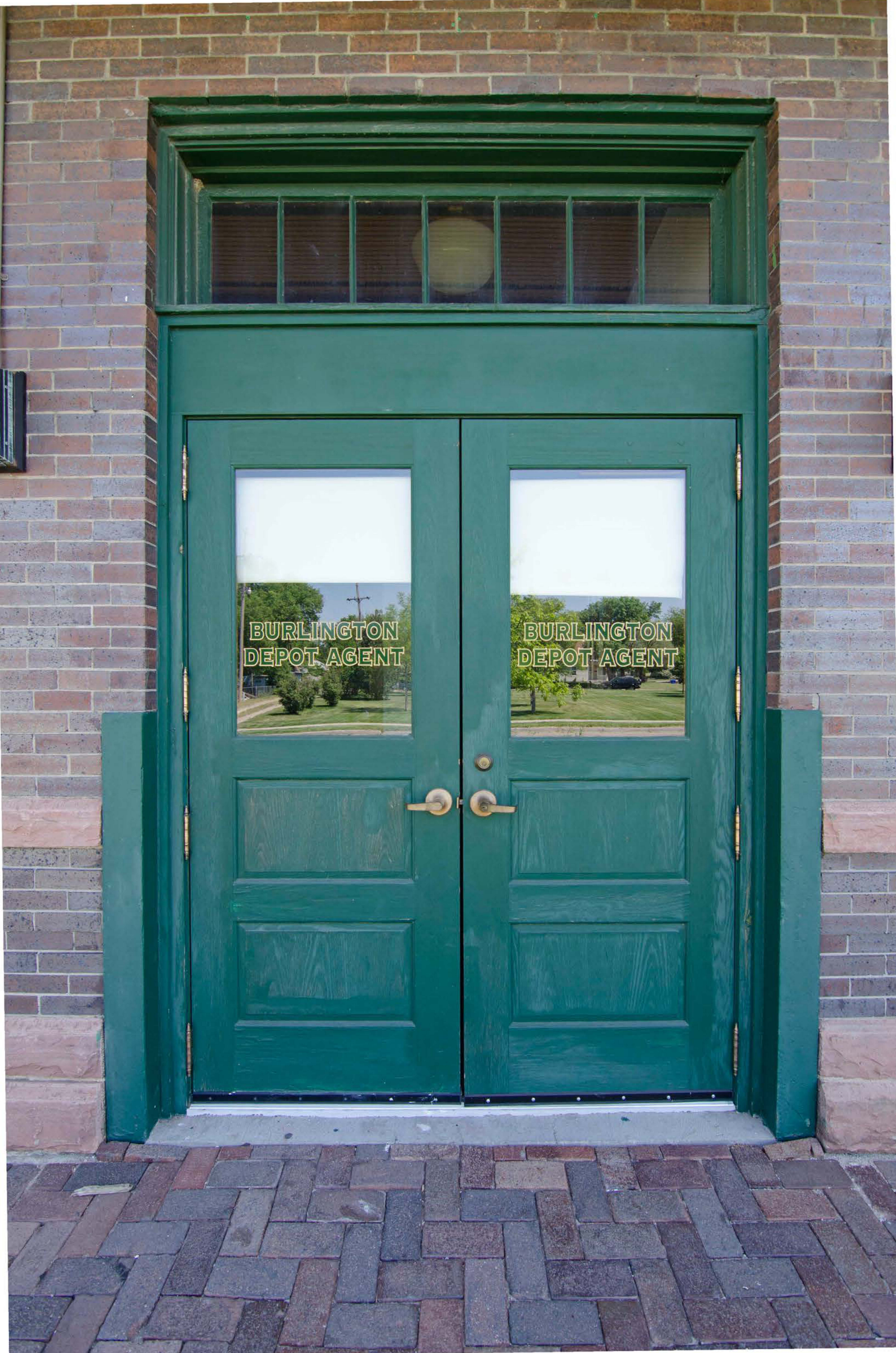






WATCH YOUR STEP

CAUTION
STEEP DOWN
INSIDE



BURLINGTON
DEPOT AGENT

BURLINGTON
DEPOT AGENT







NO SMOKING

RESTROOM

EXIT

NO SMOKING









Tri-City Model
Railroad Club







PRE-
2014
at 6:00
Auditorium
Richard Anderson CEO
1941 Ave. Belmont
St. Albans, VT 05415
Financial Society

BURLINGTON
DEPOT AGENT

BURLINGTON
DEPOT AGENT

BURLINGTON
DEPOT AGENT

Room
Occupancy is 22







UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Burlington Railroad Depot

MULTIPLE NAME:

STATE & COUNTY: NEBRASKA, Hall

DATE RECEIVED: 10/24/14 DATE OF PENDING LIST: 11/14/14
DATE OF 16TH DAY: 12/01/14 DATE OF 45TH DAY: 12/10/14
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14001013

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 12.2.2014 DATE

ABSTRACT/SUMMARY COMMENTS:

*Well-maintained & adaptively used example of
Standardized Passenger depot for one of 2 main
lines serving city. Only extant depot left*

RECOM./CRITERIA Accept A&C

REVIEWER J. Gubbart DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



September 18, 2014

J. Paul Loether
National Register—National Historic Landmarks Programs
National Park Service
1201 "I" Street NW, 8th Floor
Washington, DC 20005

RE: Burlington Railroad Depot
Grand Island, Hall County, Nebraska

Dear Mr. Loether:

The enclosed disk contains the true and correct copy of the nomination for the above referenced property to the National Register of Historic Places. This form has met all notification and other requirements as established in 36 CFR 60.

If you have any questions concerning this nomination, please let me know.

Sincerely,

A handwritten signature in black ink, appearing to read "L. Robert Puschendorf".

L. Robert Puschendorf
Deputy State Historic Preservation Officer

Enclosure

1500 R Street
PO Box 82554
Lincoln, NE 68501-2554
p: (800) 833-6747
(402) 471-3270
f: (402) 471-3100
www.nebraskahistory.org