

# DATA SHEET

Form 10-300  
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

## NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: <b>Nebraska</b>
COUNTY: <b>Gage</b>
FOR NPS USE ONLY
ENTRY DATE <b>MAY 2 1975</b>

### 1. NAME

COMMON: <b>Burlington Northern Depot</b>
AND/OR HISTORIC: <b>Burlington Passenger and Freight Station</b>

### 2. LOCATION

STREET AND NUMBER: <b>118 Court Street</b>			
CITY OR TOWN: <b>Beatrice</b>		CONGRESSIONAL DISTRICT: <b>First</b>	
STATE <b>Nebraska</b>	CODE <b>31</b>	COUNTY: <b>Gage</b>	CODE <b>067</b>

### 3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/> Both	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input checked="" type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ <input type="checkbox"/> Comments

### 4. OWNER OF PROPERTY

OWNER'S NAME: <b>Gage County Historical Society</b>	NATIONAL REGISTER RECEIVED JAN 28 1975
STREET AND NUMBER: <b>118 Court Street</b>	
CITY OR TOWN: <b>Beatrice</b>	
STATE: <b>Nebraska</b>	CODE: <b>031</b>

### 5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: <b>Gage County Courthouse, County Clerk</b>		
STREET AND NUMBER:		
CITY OR TOWN: <b>Beatrice</b>	STATE: <b>Nebraska</b>	CODE: <b>031</b>

### 6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: <b>Historic Preservation in Nebraska</b>			
DATE OF SURVEY: <b>1971</b>	<input type="checkbox"/> Federal	<input checked="" type="checkbox"/> State	<input type="checkbox"/> County <input type="checkbox"/> Local
DEPOSITORY FOR SURVEY RECORDS: <b>Nebraska State Historical Society</b>			
STREET AND NUMBER: <b>1500 "R" Street</b>			
CITY OR TOWN: <b>Lincoln</b>	STATE: <b>Nebraska</b>	CODE: <b>031</b>	

SEE INSTRUCTIONS

STATE: <b>Nebraska</b>
COUNTY: <b>Gage</b>
ENTRY NUMBER
DATE

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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

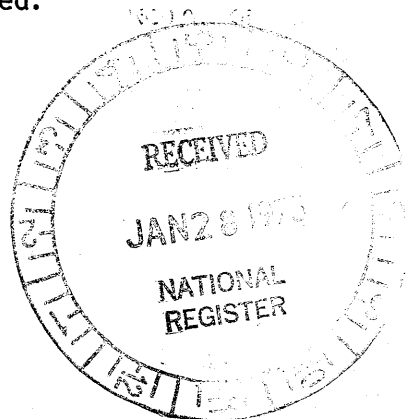
DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Burlington Passenger and Freight Station was built in 1906 for the Chicago, Burlington and Quincy Railroad in the Neo-Classical Revival style. This style of architecture was popular around the first decade of this century in Nebraska.

The original structure was a long, narrow, one-story assemblage of elements measuring 116 feet by 27 feet wide and consisting of a two-story central entrance element flanked by the men's and women's waiting areas on either side. Adjacent to each of the waiting areas was an exterior, covered waiting and baggage platform with attached pavilions terminating the long axis of the structure. These pavilions served as the baggage room on the north end and the customer dining room on the south. The main entrance achieves prominence through an attached porte-cochere for protection of arriving passengers in inclement weather. The overall form of the building is a pleasingly articulated mass unified by the low-pitched hipped and pedimented gabled roofs. The two-story central element housed the vestibule and lobby as well as the ticket office, with its three ticket sale windows, on the ground floor. Space for the general offices was provided on the ground floor.

The building was constructed of Omaha pressed brick with Bedford stone trim. Roof construction was a wood-frame structure with slate finish. The interior was finished with tile floors, plaster walls and red oak trim. The building was completed at a cost of \$35,000, some \$5,000 over the original estimated cost.

Following the decline of passenger traffic in the 1930's, the dining room pavilion on the south end of the building was removed. The subsequent remodeling of the south end, however, was clean and the integrity of the structure has been maintained.



SEE INSTRUCTIONS

**SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

- |  |                                       |                                       |  |
|--|---------------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century  | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century |  |

SPECIFIC DATE(S) (If Applicable and Known) **1905-06**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |  |   |  |  |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal              | <input type="checkbox"/> Education              | <input type="checkbox"/> Political                 | <input type="checkbox"/> Urban Planning        |
| <input type="checkbox"/> Prehistoric             | <input type="checkbox"/> Engineering            | <input type="checkbox"/> Religion/Philosophy       | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic                | <input type="checkbox"/> Industry               | <input type="checkbox"/> Science                   | _____  |
| <input type="checkbox"/> Agriculture             | <input type="checkbox"/> Invention              | <input type="checkbox"/> Sculpture                 | _____  |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian       | _____  |
| <input type="checkbox"/> Art                     | <input type="checkbox"/> Literature             | <input type="checkbox"/> Theater                   | _____  |
| <input checked="" type="checkbox"/> Commerce     | <input type="checkbox"/> Military               | <input checked="" type="checkbox"/> Transportation | _____  |
| <input type="checkbox"/> Communications          | <input type="checkbox"/> Music                  |  | _____  |
| <input type="checkbox"/> Conservation            |   |  | _____  |

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

The Burlington Passenger and Freight Station was built, primarily in response to requests by many Beatrice residents, to replace the original frame structure probably constructed in the early 1870's. The old Crete to Beatrice line was opened to traffic in December of 1871. By 1884 Beatrice was a bustling rail center with trains from three subdivisions of the Burlington's old Wymore Division passing through the city.

Rail passenger traffic in Beatrice was in its heyday in the 1890's with passengers being served not only by the Burlington but the Union Pacific and Rock Island Railroads as well. The inadequacy of the old frame structure became increasingly apparent and negotiations took place between the Burlington and Union Pacific Railroads to discuss the possibility of a Union station to be located between their paralleling tracks in Beatrice. Negotiations stalled, however, and it was not until 1905 that plans were under way for the new Burlington station.

Our best evidence suggests that the building was designed especially for the city of Beatrice by architect W. T. Krausch with plans executed by architects of the Chicago, Burlington and Quincy Railroad. This was an unusual procedure for the Burlington as most of their stations were developed from "stock plans." The present building, then, is a unique structure on the Burlington's Nebraska lines.

After the depot was opened in 1906, the city's pride in the building was evident in the many local newspaper articles about the structure. The station's "big day" historically took place Oct. 1, 1908 when William Howard Taft whistle stopped to campaign before an estimated crowd of 12,000.

There is no more appropriate symbol of the growth of America and the movement of its people during the late 19th and early 20th centuries than the railroad station. Like so many others, this station fell into disuse after the last run of the Burlington in February, 1962. Soon, however, the Gage County Historical Society, recognizing the former importance of the building to the city, made plans to acquire the struc-

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Jurgens, Thomas: "BN Depot Becomes Museum", The Bulletin of the Railroad Station Historical Society, May-June, 1973, p. 33-34.

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

Copy: Original Blueprints, dated Oct. 4, 1905.  
 Copy: Original Color Rendering of Proposed Building.  
 Research Files: Nebraska State Historical Society.

**10. GEOGRAPHICAL DATA**

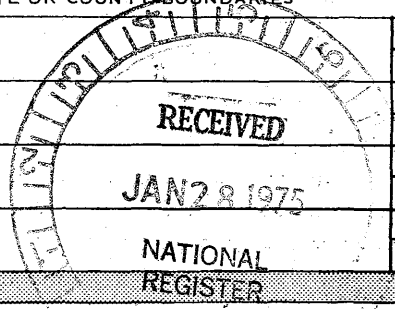
LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES							
CORNER	LATITUDE				LONGITUDE			LATITUDE			LONGITUDE	
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	0	'	"	0	'	"	40	15	59	96	45	09
NE	0	'	"	0	'	"						
SE	0	'	"	0	'	"						
SW	0	'	"	0	'	"						

14/691120  
4459530  
60

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **Less than 1 acre**

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

STATE:	CODE	COUNTY:	CODE



SEE INSTRUCTIONS

**11. FORM PREPARED BY**

NAME AND TITLE: **D. Murphy, Curator of Historic Sites**

ORGANIZATION: **Nebraska State Historical Society** DATE: **Jan. 28, 1975**

STREET AND NUMBER: **1500 "R" Street**

CITY OR TOWN: **Lincoln** STATE: **Nebraska** CODE: **031**

**12. STATE LIAISON OFFICER CERTIFICATION NATIONAL REGISTER VERIFICATION**

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National  State  Local

Name Martin E. Knecht

Title State Historic Preservation Officer

Date 1/10/75

I hereby certify that this property is included in the National Register.

[Signature]  
Director, Office of Archeology and Historic Preservation

Date 5/2/75

ATTEST:

[Signature]  
Keeper of The National Register

Date 5.1.75

**NATIONAL REGISTER OF HISTORIC PLACES  
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(Continuation Sheet)

STATE		Nebraska	
COUNTY		Gage	
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(Number all entries)

8. Significance (continued)

ture for its historical museum. In March, 1973, Burlington officials agreed to lease the building at a nominal fee and, aided by gifts from a local corporation, have completed interior work for an adaptive use as a museum. Efforts to perform certain restoration work on the exterior are currently underway. Today the building stands much as it did when it was first built in 1906.

