Form No. 10-300 (Rev. 10-74)

PH0662771

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

FOR NPS USE ONLY

FEB 1 0 1978

NATIONAL REGISTER OF HISTORIC PLACES **INVENTORY -- NOMINATION FORM** DATE ENTERED AUG 3 1978

SEE IN	STRUCTIONS IN <i>HOW T</i>) TYPE ALL ENTRIES			S :	
1 NAME					
HISTORIC					
	Fenelon Place E	levator			
AND/OR COMMON	4th Street Elevato	or			
LOCATION					
STREET & NUMBER					
512 Fe	nelon Place		NOT FOR PUBLICATION	-	
CITY, TOWN			CONGRESSIONAL DISTR	ICT	
Dubuq	ue <u> </u>	VICINITY OF			
state Iowa		CODE	COUNTY Dubuque	CODE 6/	
CLASSIFICA	TION				
CATEGORY	OWNERSHIP	STATUS	PRES	ENT USE	
	PUBLIC	X OCCUPIED	AGRICULTURE	MUSEUM	
	X PRIVATE	UNOCCUPIED	COMMERCIAL	PARK	
X STRUCTURE	вотн	WORK IN PROGRESS	EDUCATIONAL	PRIVATE RESIDENC	
SITE	PUBLIC ACQUISITION	ACCESSIBLE	ENTERTAINMENT		
OBJECT	IN PROCESS	YES: RESTRICTED	GOVERNMENT	SCIENTIFIC	
	BEING CONSIDERED	X YES: UNRESTRICTED	INDUSTRIAL	XTRANSPORTATION	
		NO	MILITARY	_OTHER:	
OWNER OF	PROPERTY				
				/	
NAME Mrs.	Donald Huntoon				
STREET & NUMBER	Donard Hancoon				
	512 Fenelon Place	¥			
CITY, TOWN			STATE		
Dubu	que	VICINITY OF	Iowa		
LOCATION	OF LEGAL DESCR	IPTION			
COURTHOUSE, REGISTRY OF DEEDS, ETC	Dubuque Coun	ity Courthouse			
STREET & NUMBER	5.1 1 51 66 61				
CITY, TOWN	7th and Bluff Str	reets	STATE		
	buque	•	Iowa		
	ATION IN EXIST	ING SURVEYS			
TITLE					
IIILE					
DATE	FEDERALSTATECOUNTYLOCAL				
DEPOSITORY FOR SURVEY RECORDS					



CONDITION

CHECK ONE

CHECK ONE

__EXCELLENT

__FAIR

__DETERIORATED
__RUINS
__UNEXPOSED

 $\underline{\underline{\mathsf{UNALTERED}}}$

XORIGINAL SITE
__MOVED DATE_____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Fenelon Place Elevator, first built in 1882, rebuilt in 1893, is an inclined plane railway consisting of an operating house, 286 feet of 36" gauge track, two cars, and a lower loading house. It is located on the steep bluffs overlooking downtown Dubuque and the Mississippi River, and is in a locally-designated historic district of late-Victorian dwellings.

The operating house, built in 1893, was originally a small, one-story structure with a steep, bellcast hipped roof. In 1916 it was enlarged to its present appearance. It now has 1½ stories, each with bellcast roof, and observation decks on southeast and northeast corners. The operating room proper is flanked by garage/storage areas, and on the east by the car landing. The structure is of frame construction, with diamond-shaped shingling on roofs and upper story, clapboard below. Steep piers support it above the rocky slope. The turnstile, elaborately fashioned of iron, was originally used at the Chicago exhibition of 1893.

The track is 286' long, with three rails which become four halfway down, so that the cars may pass one another. The grade ranges from 44° at the top, 66° toward the bottom, and 78° in the midpoint of the way. The trestles are wood.

There was originally only a single track, and a car made of wood. When the elevator was rebuilt in 1893, a second car was added. These were replaced with steel cars in 1916. In 1977, the cars were rebuilt on the old chassis, and aside from new materials are identical to the earlier cars. Each has a slightly-curved roof, four windows on each side, a round-arched doorway at the upper end, a triangular-arched doorway on the lower end, flanked by small rectangular windows.

The frame loading shed at the foot of the bluff repeats the cars' roof shape.

The machinery installed in 1893 is still in use. C.B. Trewin, a member of the corporation which purchased the system that year, designed the hoisting mechanism, which was then built by the Adams Foundry of Dubuque. A 25-HP reversible motor, from designs by Thomas Edison, was purchased from the Chicago Transit Lines. Roebling Co. produced steel cables (replacing the originals, which were hemp). The 5" steel shaft from the motor has helical gears which mesh with the teeth of a 48" steel wheel, which is covered by a drum of 100 pie-shaped maple blocks. The operator moves mechanical brakes at the opposite end of the shaft. The cables are carried between the rails on 20" cylinders of oak with steel-plated ends. The cables pass over grooved wheels at the top of the tracks to power drums located under the floor of the operating house, placing the car in a horizontal position. The 48" steel wheel was also replaced in 1977.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE CHECK AND JUSTIFY BELOW					
PREHISTORIC	ARCHEOLOGY-PREHISTORIC	COMMUNITY PLANNING	LANDSCAPE ARCHITECTURE	RELIGION		
1400-1499	ARCHEOLOGY-HISTORIC	CONSERVATION	LAW	SCIENCE		
150Ö-1599	AGRICULTURE	ECONOMICS	LITERATURE	SCULPTURE		
1600-1699	ARCHITECTURE	EDUCATION	MILITARY	SOCIAL/HUMANITARIAN		
1700-1799	ART	X ENGINEERING	MUSIC	THEATER		
<u>X</u> 1800-1899	COMMERCE	EXPLORATION/SETTLEMENT	PHILOSOPHY	X_TRANSPORTATION		
1900-	COMMUNICATIONS	INDUSTRY	POLITICS/GOVERNMENT	OTHER (SPECIFY)		
		INVENTION				
SPECIFIC DAT	ES 1882; 1893; 19	16 BUILDER/ARE	深経 orig: J.K. (1893;1916: C.			

STATEMENT OF SIGNIFICANCE

Fenelon Place Elevator is a now-rare example of the inclined plane railway, and the only one known to exist in the midwest. Other cities which contained railways of this type were Duluth (3), Los Angeles (4) and Pittsburg (2). Those in Duluth and Los Angeles are now gone. These simple, practical mechanisms appear to have arisen under very particular circumstances. A city would be established on the flat, slowly growing out- and upward into surrounding higher elevations. People living on the hills (generally the well-to-do) would seek an alternative to lengthy commuting (often by horse and buggy) from hillside home to downtown offices. The shortest distance was straight down the hill or bluff, an inclined plane railway the most practical method of moving quickly and safely between the upper and lower elevations.

Fenelon Place Elevator's first manifestation was the idea of Dubuque businessman and railroad magnate J.K. Graves. Graves lived in a house on the bluff above Dubuque, and although it was only about 3 blocks, as the crow flies, from downtown, his daily buggy ride to work consumed more of his time than he liked. In 1882, Graves constructed his own private, steam-powered inclined plane cable railway, and thereafter commuted with ease to his place of business. Curious neighbors he charged a nickel to use his "elevator".

In 1892, a fire, apparently started by the steam engine, destroyed the system. Because Graves had no intention of rebuilding it, his neighbors formed the Fenelon Place Elevator Co., sold stock, purchased the railway, and rebuilt it in the form it still has today. Early in the 20th century, company member C.B. Trewin bought up all the stock and operated the elevator as a private hobby until his death in 1940. The Fenelon Place Elevator is still privately owned, by a daughter of Trewin. It is a local landmark, popular both with Dubuque residents and with tourists.

THEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER DATE \$ 2 75 DIRECTOR OF ARCHEOLOGY AND HISTORIC PRESERVATION KEEPER OF THE NATIONAL REGISTER	9 MAJOR BIBLIOGR	APHICAL REFE	RENCES		
America. Crete, Nebraska: J.B. Publishing Co., 1976, pp. 1-34. Dubuque Telegraph-Herald, 22 Oct. 1933, 16 July 1935, 8 June 1939, 17 July 1955, 18 Feb. 1973. Interview and personal scrapbooks of Mrs. Donald Huntoon (owner). April 19 and 20, 1977. ACREAGE OF NOMINATED PROPERTY less than One UTM REFERENCES A [1.5] [6]9,1 5,5,0 4,7 0,7 3,1,5 B A A A A A A A A A	fans' Association	, 1975, pp. 168-	-9.		
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