

PH 0662771

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED FEB 10 1978
DATE ENTERED AUG 3 1978

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Fenelon Place Elevator

AND/OR COMMON

4th Street Elevator

LOCATION

STREET & NUMBER

512 Fenelon Place

__ NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Dubuque

__ VICINITY OF

STATE

CODE

COUNTY

CODE

Iowa

Dubuque

67

CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- MUSEUM
- COMMERCIAL
- PARK
- EDUCATIONAL
- PRIVATE RESIDENCE
- ENTERTAINMENT
- RELIGIOUS
- GOVERNMENT
- SCIENTIFIC
- INDUSTRIAL
- TRANSPORTATION
- MILITARY
- OTHER:

OWNER OF PROPERTY

NAME

Mrs. Donald Huntoon

STREET & NUMBER

512 Fenelon Place

CITY, TOWN

STATE

Dubuque

__ VICINITY OF

Iowa

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Dubuque County Courthouse

STREET & NUMBER

7th and Bluff Streets

CITY, TOWN

STATE

Dubuque

Iowa

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__ FEDERAL __ STATE __ COUNTY __ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

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			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1882; 1893; 1916 BUILDER/~~ARCHITECT~~ orig: J.K. Graves
1893;1916: C.B. Trewin

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.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Carlson, Norman (ed.) Iowa Trolleys. Chicago: Central Electric Railfans' Association, 1975, pp. 168-9.
 Rapp, William F. and Janet Rapp. Catalog of Funicular Railways of North 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.~~

10 GEOGRAPHICAL DATA

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			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

Area approx. 64' x 278', beginning at the corner of Fenelon and Raymond Places on the west; the east end is at the end of Fourth Street.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE: Helen Mercer and Mrs. Steve Shadle
 ORGANIZATION: Dubuque County Historical Society DATE: _____
 STREET & NUMBER: Box 305 TELEPHONE: _____
 CITY OR TOWN: Dubuque STATE: Iowa 52001

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE: [Signature]
 TITLE: Director, Division of Historic Preservation DATE: 2 Feb 78

FOR NPS USE ONLY

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

DIRECTOR OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION: [Signature] DATE: 8 2 78
 ATTEST: [Signature] KEEPER OF THE NATIONAL REGISTER DATE: 8 7 78
 KEEPER OF THE NATIONAL REGISTER