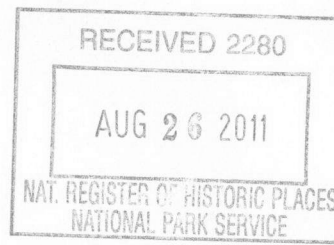


United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form



AUG 23 2011  
OMB No. 10024-0018

90-09222  
723

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 Historic Railroad District

other names/site number \_\_\_\_\_

2. Location

street & number From Main Street to the BN/SF RR Tracks between Washington & Marion [N/A] not for publication

city or town Ottumwa [N/A] vicinity

state Iowa code IA county Wapello code 179 zip code 52501

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).

Barbara O. Mitchell / DSHPO August 25, 2011  
Signature of certifying official/Title Date

**STATE HISTORICAL SOCIETY OF IOWA**

State or 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 W. Beal  
Signature of the Keeper

10-6-11  
Date of Action

Historic Railroad District  
Name of Property

Wapello County, Iowa  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

**Category of Property**  
(Check only one box)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
<u>1</u>		buildings
<u>1</u>		sites
<u>6</u>	<u>1</u>	structures
<u>2</u>	<u>1</u>	objects
<u>10</u>	<u>2</u>	Total

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

**Number of contributing resources previously listed in the National Register**

Post-World War II Development in Ottumwa, IA: 1945-1959 1

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

**Current Functions**  
(Enter categories from instructions)

TRANSPORTATION/Rail-related/Depot

TRANSPORTATION/Rail-related/Depot

TRANSPORTATION/Rail-related/Locomotive

TRANSPORTATION/Rail-related/Locomotive

TRANSPORTATION/Rail-related/Canopies

TRANSPORTATION/Rail-related/Canopies

SOCIAL/Clubhouse

SOCIAL/Clubhouse

RECREATION & CULTURE/Outdoor/Park

RECREATION & CULTURE/Outdoor/Park

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

**Materials**  
(Enter categories from instructions)

LATE 19<sup>TH</sup> & 20<sup>TH</sup> CENTURY REVIVALS/

foundation STONE/Limestone

Tudor Revival

walls STONE/Limestone

MODERN MOVEMENT

BRICK

roof ASPHALT

other METAL/Steel

WOOD

**Narrative Description**

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

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# National Register of Historic Places Continuation Sheet

Section number **5 & 7** Page **1**

**Historic Railroad District  
Wapello County, IA**

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**NAME OF RELATED MULTIPLE PROPERTY LISTING:**

Architectural & Historical Resources of Ottumwa, IA:

**NARRATIVE DESCRIPTION:**

Ottumwa's Historic Railroad District (1935-1959) is located on the flood plain near the western edge of the central business district. The Original Plat of the city was laid out on a northwest to southeast axis, running parallel to the Des Moines River and the railroad tracks were also laid parallel to the river. (Figure 1, page 28) The Historic Railroad District is on the northeast side of these tracks. This district encompasses 4 acres, extending from Main Street to the tracks, and from Washington Street on the east past Marion Street on the west. This includes a portion of Out Lot 13, plus land to the southwest that was not platted before the railroad arrived because originally it was part of the Des Moines River channel. (Figures 2 & 3, page 29)

The railroad district includes four separate properties, all of them related in some way to the Chicago, Burlington & Quincy Railroad. This railway has also been known as the CB&Q, the Burlington, the Burlington Northern, and, most recently, as the Burlington Northern/Santa Fe. The four properties are: the Burlington Veterans Clubhouse from 1935, the Burlington (CB&Q) Depot (1951, NRHP), the Burlington Northern/Santa Fe passenger canopies (1951), and Ballingall Park (1951). There are thirteen resources within these properties, eleven contributing (including the depot which is already listed), and two non-contributing. All of the property types recognized by the National Park Service are included here: a district, two buildings, one site, seven structures, and three objects. (Figure 4, page 30)

**Burlington Veterans Clubhouse:**

This single story building from 1935 is located near the southeast corner of the district, between the tracks and River Drive. It was designed by architect Lyle Howard of Ottumwa and at the time of construction it was referred to as being "fireproof in the Old English style." (Dedicatory Souvenir, September 1935) Constructed of brick, it is a gable roof rectangle measuring twenty-five by sixty feet with a northwest to southeast axis. The entrance is on the long southwest side facing the railroad tracks. This primary façade is asymmetrical with the entrance offset to the right. Three double hung windows are located to the left of the door and a single double hung window to the right. The door is located in a shallow projecting gabled area created by a surround of buff, orange, and brown hollow glazed tile. The rest of the exterior is of rusticated brick in shades of orange, red, brown, and charcoal. The brick is laid in a running bond with rustic mortar joints. Below each of the windows is a panel of brick laid in running bond with every other course projecting slightly. The window sills are defined by a projecting header course. The broad brick chimney is centered on the northwest elevation, without windows on either side. The northeast elevation faces River Drive and contains four double hung windows of the same size as those on the façade, plus two narrow double hung windows near the left (south) end. All of these windows feature brick patterned panels below. The southeast end of the building has a small brick chimney that serves the furnace. To the left of the chimney is a doorway to the kitchen that is accessed by three concrete steps. To the

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**Historic Railroad District  
Wapello County, IA**

right of the chimney is a shallow gable roof wing with door on the southwest and window on the southeast walls. This is an exterior entry to the basement game/recreation room and was part of the original design. The gable roof is of asphalt shingles, and the gabled ends of the building are sheathed in wood shingles. The lot on which this building sets is long and narrow, having served as a railroad park prior to the construction of the building.

**Burlington Depot:**

The Burlington Depot (NRHP) was constructed in 1951 on the site of an earlier red brick depot from 1889. Designed by the Chicago firm of Holabird, Root & Burgee, it is a combination passenger and freight facility. As a division point on the railroad, the Ottumwa depot was larger than the average, being two stories in order to provide for the necessary office and bunkroom space. The two story rectangular building features a flat roof with broad eaves. It measures approximately 214 feet by 40 feet (with a northwest to southeast axis). Due to a shallow projection on the trackside, the northwest wall is about 4 feet wider than the southeast. A single chimney rises from near the center of the building. The exterior of the masonry building is sheathed in ashlar Lannon limestone of varying sizes laid in well-defined courses. The strong horizontal feeling to the building is created by several things: the overall length of the building in comparison to height, the use of horizontal stone, banded windows, the broad over-hanging eave, and the heavy corner treatment of the building. The building was designed with three primary façades: the front entrance on the northeast elevation facing Ballingall Park and Main Street; the southeast elevation which faces the parking lot; and, the southwest elevation which faces the tracks. The parking lot between the depot and the clubhouse was part of the 1951 project and was designed and paid for by the railroad.

Windows throughout the building are grouped in bands. The southeast end of the building houses the lobby and contains a series of twenty-one windows (45 inches by 37 inches) arranged in an aluminum grid three panes high by seven panes across. These are wrapped around three sides of the lobby. A steel and glass vestibule protects the front entrance, and a steel canopy extends out above the trackside entry. The majority of the other windows on the first floor are located high in the wall in bands. The exception to this is found on the Ballingall Park (northeast) side where there is a series of six standard size windows. All windows on the second floor are double hung arranged in a series of bands on all four sides. Many of these windows are now filled with panels to prevent sunlight entering the museum display areas. The rear (northwest) elevation contains four large freight doors with a canopy above for protection. Immediately to the northwest of these doors is the smallest of the three passenger canopies.

**Burlington Northern/Santa Fe Passenger Canopies:**

These three canopies were constructed by the CB&Q Railroad in 1951 as a separate project from the depot construction. The smallest is located near the depot freight entrance. The other two are located parallel to the railroad tracks, with one between the depot and the first set of tracks, and the other located between the two sets of tracks. All of these structures are 12 feet tall, but the width and length varies from canopy to canopy. The 63 foot long canopy near the freight doors is thirteen feet wide. The canopy closest to the depot is 869 feet long and 13 feet wide at the north end, but tapers to ten feet in width at the south. The canopy

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**Historic Railroad District  
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farthest from the depot is 11 feet wide and 920 feet long. All of the canopies are anchored to concrete platforms. The posts are steel I-Beams measuring 9 ½ by 6 ½ inches. At the top, these beams flair outward becoming curved brackets to support the roof. These steel posts are spaced 20 feet apart on all canopies. Centered between each post is a single metal light fixture. The canopy roof is of wood construction. The 920 foot long canopy has three steel beams that run the length of the structure. Above these beams the roof proper is created by tongue and groove siding laid across the beams. A combination of tar and gravel seals the roof on top. The other two canopies have the same structural system except that there are five steel beams running the length of the structures to support the wood roof system.

**Ballingall Park:**

Ballingall Park (1951) was designed by the Des Moines landscape architecture firm of Robinson and Parnham. (Figure 5, page 31) It is located between the Burlington Depot and Main Street, and is bounded by Washington Street on the east and on the west by a five story brick building (226 West Main). Technically it occupies lots 1-12 of Out Lot 13, but when the new depot and park were designed, the Chicago, Rock Island & Pacific Railroad relinquished their right-of-way along the northeast side of the depot. Thus, the park fills the entire space between Main Street and the depot, not just the 119 foot depth of the lots. In addition, when the central business district was being redesigned due to urban renewal in 1976, a new street was created along the railroad tracks linking Washington to Green Street. This street was built on what had been the Chicago, Rock Island and Pacific Railroad right-of-way. The tracks had been removed during the construction of the depot and park in 1950. Named River Drive, it was designed to curve southeast from the intersection of Washington and Main, thereby creating a triangular area immediately east of Ballingall Park. This is now treated as part of the park and contains two non-contributing resources: a scale model of a rural windmill, and a 1908 granite horse trough that was originally located at the base of Central Park on Third Street.

The 1951 park design includes a single lane paved drive that extends from Main Street southwest toward the front entrance of the depot, dividing the grassy park area into two sections. The drive then turns southeast to the parking lot. This parking lot between the depot and the clubhouse was included in the 1951 depot project and was paved by the railroad. In front of the depot entrance is a broad concrete sidewalk that extends southeast to the parking lot, and northwest along the CRI&P right-of-way. This sidewalk area was also part of the 1951 design. The plan for the park proper features a diagonal walkway that extends from near the broad sidewalk in front of the depot entry due north toward Main Street near the north corner of the park. This diagonal feature is the main focus of the park design. Robinson and Parnham used the same building material, limestone, for the park features that was used on the depot. A limestone wall with iron railing on top flanks broad limestone steps that lead down from the concrete depot sidewalk to the flagstone walkway connecting the various areas of the park. The major design feature of the park is a twenty-five foot octagonal limestone fountain. The mechanism of the fountain is contained in the octagonal concrete center section. The flagstone walk surrounds the fountain and extends forty feet north to a sundial in the middle of the walk. Like the fountain, the sundial base is of limestone and is octagonal in shape. The face of the sundial is bronze, as is the head-shaped gnomon with feathered headdress and arrow. This sundial is located near the center of the park plan with sidewalks radiating out from it. The

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**Historic Railroad District  
Wapello County, IA**

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wide stone walkway continues north, with a rectangular garden area in the center, narrowing for the final sixty feet to Main Street. Leading southeast from the sundial is a stone walkway that connects with the single lane driveway. Extending southwest from the sundial a stone walkway leads toward the sidewalk along the depot and a 1930 steam locomotive which was placed in the park in 1959. This locomotive was built by the Baldwin Locomotive Works of Eddystone, Pennsylvania and measures 97 feet long (including the tender) by 16 feet high. It is a 4-6-4 design, meaning that it has four pilot wheels, six driving wheels, and four trailing wheels. This design was originally built by the American Locomotive Company (Alco) for the New York Central Railroad and was known as the "Hudson" after the river of the same name. (Carlson, "Steam locomotive profile: 4-6-4 Hudson") The design became very popular and was built by other companies as well (a total of 487 were built for use in North America), with Baldwin referring to theirs as "S-4" rather than Hudson.

The stone walls, steps, walkways, fountain, sundial and formal garden area are all part of the original Robinson and Parnham design. It has not been determined which plantings may remain from that 1951 plan.

**Alterations:**

Within the past three years, the flagstone walks in two areas became so deteriorated that it was determined they should be replaced. The two areas are the sidewalk leading from the sundial toward the locomotive and the sidewalk leading from the sundial toward Main Street. In both cases, the flagstone has been replaced by stamped concrete to create the illusion of flagstone. Meetings with the Parks Director and key employees have been held to explain why the walks should be repaired with stone, not concrete, and the department now understands why the limestone is significant. They will be working more closely with the Historic Preservation Commission on future repairs.

The triangular area that was added to the park in 1976 is not visually intrusive but it was not part of the original Robinson and Parnham design. The two resources in this area (the scale sized windmill and the horse trough) must be considered non-contributing due to the age of each (the windmill from the 1990s, and the granite horse trough from 1906).

**Integrity:**

All seven aspects of integrity have been retained to a high degree in the Historic Railroad District. The location, adjacent to the railroad tracks, remains constant, while the setting has been changed only by the removal of buildings in the block to the east during urban renewal. The design and materials of the Burlington Veterans Clubhouse reflect the popular Tudor Revival/English Cottage style of the 1930s while the depot, canopies, and park all are fine examples of the simplified modern design commonly used around 1950. The use of limestone as the building material for the depot and park is a major design element in this district. It is this limestone and the quality of the brickwork of the clubhouse which demonstrate the craftsmanship that went into the construction of this area. The park and depot retain a strong feeling of the mid-century aesthetic, and all of the contributing resources in the district retain a direct association with their original purpose, providing a service of some type to the railroad.

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**LIST OF HISTORIC RAILROAD DISTRICT RESOURCES**

<b>Map Code</b>	<b>Resource</b>	<b>Contributing or Non-Contributing</b>
<b>A</b>	<b>Burlington Veterans Clubhouse</b>	<b>C</b>
<b>B</b>	<b>Burlington Depot (NRHP)</b>	<b>C</b>
<b>C</b>	<b>Canopies (3)</b>	<b>3 C</b>
<b>D</b>	<b>Ballingall Park Design</b>	<b>C</b>
<b>E</b>	<b>Flagstone Steps, Wall &amp; Iron Fence</b>	<b>C</b>
<b>F</b>	<b>Fountain</b>	<b>C</b>
<b>G</b>	<b>Flagstone Walks</b>	<b>C</b>
<b>H</b>	<b>Sundial</b>	<b>C</b>
<b>I</b>	<b>Locomotive</b>	<b>C</b>
<b>J</b>	<b>Windmill</b>	<b>N</b>
<b>K</b>	<b>Horse Trough</b>	<b>N</b>

**Historic Railroad District**

Name of Property

**Wapello County, IA**

County and State

**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 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)

**SOCIAL HISTORY**

**TRANSPORTATION**

**ARCHITECTURE**

**LANDSCAPE ARCHITECTURE**

**Period of Significance**

**1935-1959**

**Significant Dates**

**1935**

**1951**

**Significant Person**

(Complete if Criterion B is marked above)

**N/A**

**Cultural Affiliation**

**Architect/Builder**

**Howard, Lyle**

**Holabird, Root & Burgee**

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:



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**ARCHITECT/BUILDER (CON'T):**

Robinson & Parnham  
Ragnar Benson, Inc  
Walter Zlogar Construction

**STATEMENT OF SIGNIFICANCE:**

The Historic Railroad District (1935-1959) is locally significant under Criterion A as the last remaining collection of substantial rail-related resources in Ottumwa. These resources speak to the important role that the railroads played in the development of the community, and, these thirteen resources illustrate a variety of properties that can be associated with rail transportation. The district is locally significant under Criterion C as it contains resources designed by two nationally-known firms, a building by Holabird, Root & Burgee, and a landscape design by landscape architect Francis Asbury Robinson of Robinson & Parnham. In addition, it contains a 1935 building designed by Ottumwa architect Lyle Howard. This 1935 building individually meets the registration requirements for significance and integrity established in the Multiple Property Documentation Form "Architectural and Historical Resources of Ottumwa, Iowa: Architecture c.1850-c.1945," pages F-66 and F-67.

The resources in this group are noteworthy examples which illustrate the range of styles and materials utilized for "high style" architecture in Ottumwa between c.1850 and c.1945. These are the best remaining examples of what was considered to be "important" architecture of the period. Many of these are architect designed and those that were not show a strong pattern book influence.

[These are the] properties that best illustrate the important architectural styles, building materials, and/or building types from this period, and properties designed by well-known architects.

In all cases, the most important integrity consideration is that the building retains sufficient elements of the original design, materials, and setting, that the owner during the period of significance would recognize it. The basic shape and proportion of the building should be intact, with doors and windows not substantially changed.

The 1951 resources (Burlington Depot, passenger canopies, and Ballingall Park) all meet the registration requirements for significance and integrity established for districts in the Multiple Property Documentation Form "Post-World War II Development in Ottumwa, Iowa: 1944-1959," pages F-33 and F-34 and, these resources are identified as an eligible district in that document.

Districts are geographic clusters of related resources that are linked by common style, materials, builders, or use. The historic districts are representative of common building types and neighborhoods in Ottumwa during the period of post-war development.

To achieve **Criterion A** significance the district must reflect the changing patterns of society during this period, including the attainment of the "American Dream", home ownership, and the prosperity of the middle class that allowed for more architect-designed houses.

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To achieve **Criterion C** eligibility, the houses/buildings in the district must be illustrative of a specific house/building type or building material common to this period. There must be a cohesive visual element to the district.

**Integrity Considerations:** In all cases, the most important integrity consideration is that the district retain sufficient elements of the original design, materials, and setting that the builder/original owners would recognize it. The district must have a sense of time and place. The original function of the buildings should be readily discernible and the overall plan of the development or neighborhood should be readily visible. The basic shape and proportions of the individual resources in the district should be intact with few, if any, changes to doors, windows, and roofline. Key resources in a district will retain original design, materials, and feeling.

All of the resources in the district speak directly to the importance of railroads in general to the development of Ottumwa, with emphasis on the CB&Q (Burlington Line). The period of significance begins in 1935 with the construction of the Burlington Northern Veterans Clubhouse and ends in 1959 with the placement of the last contributing resource in the park (the steam locomotive).

## History of Railroads in Ottumwa:

The portion of the vast Chicago, Burlington and Quincy (CB&Q) Railroad that runs across the southern tier of Iowa counties began as the fledgling Burlington and Missouri (B&M) River Railroad chartered in Burlington in 1852. Like most early railroad ventures, it was slow to gain support, and it wasn't until the summer of 1855 that a contract was let to construct the road from Burlington to the east bank of the Skunk River in Henry County, a distance of 35 miles. The tracks didn't actually cross the Skunk River until 1857. It was with great anticipation, and a great celebration that the first Burlington and Missouri River train reached Ottumwa on September 1, 1859. Ottumwa was to remain the western terminus of the railroad until after the Civil War.

During the war years Ottumwa became a major wholesale center because goods could be shipped that far by rail before being loaded onto wagons to continue the trip west. This was a period when many young men, known as "Pike's Peakers" were heading to Colorado and Ottumwa was the last chance for many of them to buy necessary supplies and equipment. This image as a wholesale center would continue well into the 20<sup>th</sup> century.

The CB&Q had a vested interest in the B&M River line as they wanted to extend their control to the Missouri River, with hopes of becoming part of a transcontinental railroad. They invested heavily in the proposed extension of the B&M from Ottumwa to Chariton, and later made the commitment to the Union Pacific (UP) to build to the Missouri River if the Union Pacific would build the bridge across the river. In July 1865 construction started on the rail line west from Ottumwa and the B&M tracks reached Plattsmouth, Iowa on the Missouri River in late 1869. The CB&Q became owners of the B&M by deed of all of its property and franchises on July 31, 1875. (Overton, Burlington Route, p 95)

Although the ill-fated Des Moines River Improvement project failed to make the Des Moines River navigable from the Mississippi to the Raccoon Fork (present site of the city of Des

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**Historic Railroad District  
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Moines), it did have a major impact on another form of transportation. On March 22, 1858, the Iowa Legislature passed an act giving all the lands which remained after settling with the Des Moines Navigation and Railroad Company to the Keokuk, Fort Des Moines and Minnesota Railroad Company for the purpose of constructing a railroad from Keokuk up the Des Moines Valley, to Minnesota. (Waterman, Vol 1, pp 265-266) Construction of the tracks following the Des Moines River valley through Ottumwa reached as far north as Eddyville before work was stopped due to the Civil War. Following the war construction was resumed toward Des Moines. (*Ibid.*, p 162) In 1878 the Chicago, Rock Island and Pacific (CRI&P) began operating through Ottumwa on this line.

The Wabash line had been built through Ottumwa in 1870. The map of Ottumwa in the 1875 *Illustrated Atlas of the State of Iowa* shows the Wabash bridge across the Des Moines River in its present location, except that in 1875 Appanoose Island still divided the river into two channels. (Figure 6, page 32) The Iowa Central Railroad apparently arrived in Ottumwa in the 1880s and the first Chicago, Milwaukee & St. Paul train arrived in Ottumwa in 1883. By 1891 the Wabash and the Milwaukee shared two facilities in Ottumwa, a small frame passenger depot and a larger frame freight depot, both at the foot of Jefferson Street. Both are non-extant.

In 1889 the CB&Q and the CRI&P jointly constructed a new Union Depot in Ottumwa on the site of the present depot. The red brick building was a combination passenger and freight depot. This was said to have been designed by Burnham and Root of Chicago. That architectural firm was responsible for the larger depots on the CB&Q line, and the Ottumwa depot certainly met that requirement as a two story building with the division offices housed on the second floor. The CB&Q tracks ran along the side of the depot closest to the river, while the CRI&P tracks ran along the Main Street side of the depot. Railroad historian Robert Brown says that "despite the name, to the railroaders and the citizens of Ottumwa it was always called the Burlington Depot." (Brown, *Chicago, Burlington & Quincy Railroad Company: Iowa Main Line & Branch Lines Depots & Towers*, p 16)

In 1890 there were five railroads "reaching to or passing through" Ottumwa. These included the CB&Q, the Chicago, Milwaukee & St Paul (CMSTP), the Wabash, the Chicago, Rock Island & Pacific (CRI&P), and the Iowa Central (IC). (Flower, p 12) The Iowa Central later became part of the CRI&P system. In 1914 H.L. Waterman described the local rail situation.

Ottumwa is a railroad center of no mean proportions. It has four separate and distinct roads, radiating out of Ottumwa in various directions, which bring the place in close and direct touch with Chicago and the East; St. Paul and Minneapolis in the North; St. Louis, Kansas City and the great Southwest; and Omaha, Denver and the West and Northwest. The traveler may leave Ottumwa on either one of two main lines and reach Chicago in from seven to nine hours. (Waterman, p 161)

Around one thousand Ottumwans were employed by the railroads in 1914, with yearly payrolls that were an important part of Ottumwa's economy. The annual Burlington payroll in Ottumwa was approximately \$475,000; The Milwaukee \$425,000; the Rock Island, \$40,000; and the Wabash, \$20,000. (Waterman, p 162)

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In her Multiple Property Documentation Form, "The Advent and Development of Railroads in Iowa: 1855-1940," Rebecca Conard referred to the period of 1890-1920 as the "Golden Age of Steam Railroading." This was a period of improvements to railroad bridges and buildings. During this time the CB&Q "...built many of its brick depots in southern Iowa county seats..." (Conard, E-17) In addition to the new Union Depot in Ottumwa, sometime between 1892 and 1897 the Milwaukee and Wabash railroads built a new joint brick passenger depot just east of Jefferson Street (demolished in the 1980s). (Waterman, p163) For a brief period around 1902 the Wabash also had a small depot on the south side of the river at the intersection of Garfield and Sheridan. In the eastern part of Ottumwa, near John Morrell & Company Meatpacking, the CB&Q had extensive rail yards. A roundhouse was built on this land in the late 1890s, with a group of other shops buildings around it. (Figure 7, page 33) A 2010 aerial photograph of the rail yards shows a few of the shops buildings remain, but it appears that only the concrete platform of the roundhouse is extant. A 2010 on-site visit showed semi-trailers parked on the roundhouse site.

When Ottumwa celebrated its Diamond Jubilee in 1923, Glenn B. Meagher and Harry B. Munsell authored a book, *Ottumwa Yesterday and Today*. In that book they discussed both the history and the current (1923) condition of railroads in the community (pp 108-112). The Burlington line employed over eight hundred men locally and had twenty-one passenger trains a day through Ottumwa, with one thousand and eight freight trains monthly. The Milwaukee employed five hundred and ninety-seven men locally with their annual payroll in Ottumwa exceeding \$1,000,000. The Milwaukee yards and new terminal west of town (Figure 8, page 33) were built during World War I. (A small part of the yards is still functioning, but the roundhouse was demolished in the 1980s.) "During the twelve months prior to May, 1923, nine thousand three hundred and three freight trains and four thousand three hundred and forty-four passenger trains passed through Ottumwa on the Milwaukee." The Rock Island line employed approximately one hundred men locally and handled approximately 300,000,000 pounds of freight out of Ottumwa annually. "In 1911-1912 a large, attractive and commodious freight house was erected on South Union Street." (Figure 9, page 34 shows the ruins of this building in 2011.)

The years between 1920 and 1940 saw improvements in efficiency of the railroads and abandonment of unprofitable tracks. Consolidation of some services was part of the efficiency movement. Ottumwa served as a division point on the Burlington for over one hundred and thirty years. Originally it was one of three across the state, but in 1921 the office in Burlington was closed, adding that trackage to Ottumwa, and in 1954 the Creston dispatchers office was closed. That put Ottumwa in the position of handling the Burlington main line from Galesburg, Illinois all the way to the Missouri River. In 1957 the dispatchers from St. Joseph, Missouri were also transferred to Ottumwa. (Brown, *Chicago, Burlington & Quincy Railroad Company: Ottumwa, Iowa Division*, p 14)

The 1930s also saw the introduction of the Diesel engine. The Diesel was a cheaper alternative to steam engines and gained favor prior to World War II. The CB&Q became famous for their streamlined Zephyrs that whisked people from point to point in modern, up to date cars. Ottumwans had a chance to see the new Mark Twain Zephyr on a trial run on May 29, 1936.

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(Figure 10, page 35) Regular Zephyr runs between Chicago and Denver began two days later. (*Ottumwa Daily Courier*, Friday, May 29, 1936, np)

During the war years railroads "were responsible for 97% of all troop movements and 90% of all domestic military equipment and supply movements." (Conard, E-20) In Ottumwa, the Milwaukee built a spur line to the new Naval Air Station in 1942 to facilitate the construction, and after the war it was used by several small industries that located at the air base. However, it was torn out by the city in the early 1980s. (Michael Johns, email, January 13, 2011) Right after the war railroads experienced real competition. "Substantial amounts of freight business were lost to trucks, while buses, airplanes, and above all, the private automobile made great inroads on passenger traffic. Business was also lost to water transport and pipelines." (Overton, Burlington Route, pp 112-113)

In the sixty years since the construction of the "new" Burlington Depot in Ottumwa many changes have taken place in the railroad industry as it pertains to Ottumwa. Railroad historian Michael Johns has provided information to clarify these changes. In 1970 the Burlington Northern was formed by the merger of the Chicago, Burlington & Quincy (Burlington) Railroad, Great Northern Railway, Northern Pacific Railway, and the Spokane, Portland & Seattle Railway. In 1980 the Burlington Northern (BN) acquired the St. Louis-San Francisco Railway. In 1996 the Burlington Northern and Atchison, Topeka & Santa Fe merged to become the present entity, the BNSF Railway. In 1971, the government-owned rail passenger service, AMTRAK, was formed in an attempt to preserve rail travel as a viable transportation option. AMTRAK now operates the Denver Zephyr that stops in Burlington, Ottumwa and Osceola as it makes its way across southern Iowa. In 1976 the Milwaukee filed for bankruptcy, and in 1980 the Rock Island failed financially. In 1985 the Bankruptcy Court approved the sale of the Milwaukee line through Ottumwa to the Soo Line Railroad of Minneapolis. The major owner of the Soo Line was the Canadian Pacific (CP) and it became part of CP about 1991. Between 1991 and 2007 The Soo Line was bought and sold several times before again becoming part of the Canadian Pacific.

As of January 2011, there are approximately thirty freight trains and two passenger trains passing through Ottumwa on a daily basis. The number of freight trains varies from season to season. (Michael Johns, email, January 13, 2011)

**Burlington Veterans Association Clubhouse:**

As a major division point on the Burlington Route, with hundreds of local employees, a chapter of the national organization known as the Burlington Veterans Association was established in Ottumwa in 1926. Members were required to have a minimum of twenty years service. A year later, the Ladies Auxiliary was organized. The history of the clubhouse was explained in the "Dedicatory Souvenir" which was printed for the dedication on September 28, 1935.

On Feb. 10<sup>th</sup>, 1935, three members of the Veterans were arranging for a hall in which to hold regular co-operative dinner. The usual place not available the matter was discussed in a joking way and these men decided the Veterans should build a home of their own securing funds by voluntary subscription.

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A lease on the park east of the Passenger station was secured. The conversation which had started as a joke had crystallized itself into something more definite.

Two days later the Building Committee was appointed.

On Feb. 16, 1935 a mass meeting was held in the Y.W.C.A. Auditorium at which time the Building project was discussed and subscription list was started. Immediate steps were taken and services of an architect secured, actual construction starting at 9:52 A.M. May 14<sup>th</sup>, 1935.

The fireproof Old English Style Building began to take form, ground floor being 60 feet long, 25 feet wide, with ornamental fireplace in the west end of the building. A kitchen, cloak and rest rooms were fitted up with all modern equipment.

On the outside a covered stair way leads directly into a large recreation basement designed for our men in which to spend their leisure time when away from home. Reading and writing facilities and other forms of amusement are provided.

The 1925 Sanborn map updated to 1948 shows the location of the clubhouse in relation to the depot and park. (Figure 11, page 36) The land leased to the veterans had previously been used by the railroad as a small park with flower gardens. (Figure 12, page 37) The architect for the building was Lyle P. Howard. Howard had come to Ottumwa in 1934 to work with local architect George M. Kerns on the design and construction of the Ottumwa National Guard Armory and Coliseum (non-extant). (This large brick building on the river bank at the south end of the Market Street Bridge was a simplified Art Deco design with large cast concrete Art Deco panels above each of the entrances.)

Although Howard remained in practice in Ottumwa into the 1970s, it does not appear that he was a registered architect. (Two young registered architects, Stephen Stoltz and Ken Steffen, entered the practice in the 1950s.) The clubhouse is a simplified English Cottage design, with the most significant elements of the style being the use of rusticated brick laid in a running bond with rustic mortar joints, and the projecting entrance with glazed tile surround. (Figure 13, page 38) This style was used for a number of small houses in the community during the mid to late 1930s, with the rusticated brick coming from the Ottumwa Brick and Tile Company. The clubhouse was built entirely by volunteer labor, all Burlington employees. Each used his professional expertise: electrical, plumbing, painting, etc. On the interior, the outside walls are of concrete block while the inside dividing walls are plastered. A brick fireplace is located at the northwest end with horizontal tongue and groove siding on each side of this fireplace. (Figures 14 and 15, page 39) This room is not only used for casual gatherings of the BN veterans, but is also the site of annual Thanksgiving turkey dinners held the weekend before Thanksgiving. In 1937, about 225 people attended the dinner. (*Ottumwa Daily Courier*, November 22, 1937, no page cited) This tradition continues to the present time, although the attendance is far less. According to current veterans, this clubhouse was not only the first building of its kind in the country, it is the only building of its kind along the BNSF route. The recreation room in the basement was designed for crews on layovers as well as local employees. The neighborhood in which the depot and clubhouse are located was dotted with taverns in the 1930s and '40s, so the recreation room was probably planned as a "healthier" alternative.

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**Burlington Depot:**

The Burlington Depot in Ottumwa (1951, NRHP) is a fine example of modern design from the mid-twentieth century that was designed by the renowned Chicago architectural firm of Holabird, Root & Burgee. The firm had a strong working relationship with the Chicago, Burlington & Quincy Railroad, designing not only railroad depots but also projects such as railroad car interiors. (Kreiger, "Chicago, Burlington & Quincy Station" National Register of Historic Places nomination form) With the introduction of the new streamlined diesel locomotives in the 1930s, CB&Q officials began making plans to build modern, streamlined passenger stations as well. World War II delayed the construction of the proposed new depots. However, the depot in Burlington was demolished by fire, and the new, modern building which was said to be the prototype for post-World War II CB&Q railroad stations was completed in 1944. The Ottumwa Depot is very similar to the 1944 building in Burlington (NRHP). Both are good examples of the Modern Movement utilizing simplified design in terms of form and materials. There was one other CB&Q depot constructed in this style. Although usually referred to as the Quincy Depot, it was actually built across the Mississippi River in West Quincy, Missouri in 1954. It was heavily damaged by the floods of 1993 and was demolished in October 1993. (Telephone conversation with Jean Kay, October 2007)

Both the Ottumwa and Burlington buildings are two story structures because both served as division points on the railroad and the second story was needed for the division offices. The Ottumwa depot is rectangular in shape with a flat roof and broad eaves. The strong horizontal emphasis is created in part by the eaves, the length of the building in relation to its height, but even more by the bands of windows that are found on each elevation and the material used (horizontal blocks of Lannon limestone laid in well-defined courses). The use of large areas of glass in aluminum grids adds to the sleek, streamlined appearance. The sleek appearance is carried to the inside where the public areas are finished in marble, terrazzo, and glass, all very hard, but reflective materials. The "modernistic" design was mentioned in almost all of the newspaper articles about this building.

Lannon limestone appears to have been a favorite exterior material of the Holabird, Root & Burgee firm during this period. For example, they designed several dormitories on the Northwestern University campus in the 1950s with a lavish use of Lannon stone. This high quality stone comes from a small area near Lannon (Waukesha County), Wisconsin. It was also prized by other mid-20<sup>th</sup> century architects such as Eliel Saarinen, who used Lannon stone for the original (1948) section of the Des Moines Art Center (NRHP). (Blunck, Art Center National Register Nomination, 2004)

The period following World War II in Ottumwa saw a great deal of new construction, including schools, churches, medical facilities, and houses. ("Post-World War II Development in Ottumwa: 1944-1959") It was in this period of re-development that the new Ottumwa CB&Q Depot was constructed. From 1945 on there appears to have been discussion on a regular basis concerning when, and if, the new building would be constructed. In early 1949 the City Park Commission agreed to acquire property in front of the depot building to make park improvements to encourage the railroad to make a decision. The *Ottumwa Daily Courier* noted in April "That new Burlington Railroad depot project and its allied parks improvement project isn't

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forgotten, but at the moment, it seems almost buried beneath a maze of legal details." (April 25, 1949, p 15, c 1) In November 1949 it was finally announced that "Construction of the new Burlington railroad depot here will be started as early next spring as weather will permit." (*Ottumwa Daily Courier*, November 12, 1949, p 1, c 5) The newspaper also noted,

A substantial savings over the original plan has been achieved, Mr. Jones said, by building the new station on the exact site of the present depot rather than 30 feet to the west. This change will make it possible to use the present foundation which is heavy stone construction. (Op Cit)

On February 11, 1950 Ottumwans got their first look at how the new depot would look. (Figure 16, page 40) In April 1950 the contract was let to Ragnar Benson Construction Co. of Chicago and demolition of the roof and tower began the following month. Some walls in the original 1889 depot were incorporated into the construction of the new building. (Figure 17, page 41)

The problem of how to provide service for travelers, and to continue the day-to-day operations of the division offices during construction was solved by installing two passenger cars on the old CRI&P tracks near the Burlington Veterans Clubhouse to serve as the ticket office and waiting room, and the installation of the telegraphy and dispatcher equipment in the clubhouse itself. The railroad's construction project included not only the depot, but a new parking lot between the depot and the clubhouse.

The completion of the building was celebrated at a dedication ceremony on May 26, 1951. Photographs of both the Main Street and the trackside elevations were featured on the cover of *Railroader* magazine in June 1952. (Figures 18 and 19, page 42) The simplicity of design and the light-colored Lannon limestone of the building stood in sharp contrast to the neighboring blocks of red brick commercial buildings.

The Burlington Depot continues to serve much of southern Iowa as one of only three AMTRAK stops of the Denver Zephyr in Iowa along the Burlington Northern/Santa Fe line. The building was purchased by the Wapello County Historical Society in 1987 for use as a museum. The only change made to the exterior has been the blocking-in of some second floor windows to protect museum artifacts from natural light. The lobby is leased to both AMTRAK and Burlington Trailways Bus Line to provide ticket offices and accommodations for their passengers. The Burlington Depot was listed on the National Register of Historic Places in 2008.

**Burlington Passenger Canopies:**

The three passenger canopies that are located along the tracks southwest of the depot were not part of the depot plans originally. In a front page article April 22, 1950, the *Ottumwa Daily Courier* said that the depot contract had been awarded to Ragnar Benson, Inc. of Chicago for over \$300,000. J.C. James, Executive Vice President of the Burlington Railroad "also said Burlington officials are studying a plan to erect canopies near the tracks in front of the



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depot as an added convenience for patrons of the road. The costs estimated on that job were said to be in the neighborhood of \$80,000." This was the first mention of the canopies.

On March 23, 1951, almost a full year later, a *Courier* headline proclaimed, "Plans Ready for Two Track Canopies," but noted that no construction date had been set.

The two canopies, each 850 feet long and made largely of fabricated steel, will cost an estimated \$85,000, according to C.E. Hoer, chief maintenance clerk here.

Construction dates will depend entirely on the railroad's steel priorities for this type of construction.

The job will include moving the eastward track three feet to the south and also the moving and changing of signal equipment and other facilities. (*Ottumwa Daily Courier*, March 23, 1951, p 14, c 4)

There are two unanswered questions about the canopies. First, it has not been determined whether or not the plans were drawn by Holabird, Root and Burgee, and second, no firm date of construction has been determined. Since the Holabird firm was directly involved with other types of projects for the CB&Q, it seems logical that they would have designed the canopies with an eye to harmonize with the modern design of the depot. This idea is strengthened by the fact that the canopies in front of the 1944 CB&Q depot in Burlington are almost identical, except the Burlington canopies are supported by reinforced concrete piers instead of steel. The date of construction is somewhat more problematic. The photograph of the depot in Figure 18 shows men still working on the landscaping, but no canopies can be seen. The angle of the photo would have shown the canopies if they were there. It is highly possible that they were not built until the fall of 1951 or even spring 1952.

The use of concrete for the piers in Burlington demonstrates the differences between the two buildings as actually constructed. Several of the originally planned materials were not available for the Burlington building due to war constraints. The piers are only one such example. By the time the Ottumwa depot was under construction material was somewhat easier to obtain. Thus, the use of steel piers for the Ottumwa canopies.

The variance in length of the two canopies compared with the original plans can be justified by changes made while construction was underway. A more interesting question might be, where did the third canopy come from? Was it built at the same time? Was it built later? Was one of the two original canopies shortened and a sixty-three foot section moved closer to the freight area? Unfortunately, the aerial photograph from the 1950s is not clear enough to show whether the third canopy is in place or not, and nothing has been located to explain its existence.

## **Ballingall Park:**

While the Holabird, Root & Burgee depot may be the major design element of the redevelopment of this area, it is the park that draws your eye. In March 1949 the city was proposing to acquire land directly in front of the depot, right next to Ballingall Park, to expand the park. This would be in conjunction with the construction of the new CB&Q depot, and was

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seen as a "carrot" to encourage the railroad to follow through with their plans for the new building. (*Ottumwa Daily Courier*, March 21, 1949, p 15, c 2 & 3)

Ballingall Park had been a green space in downtown Ottumwa since the construction of the Coal Palace in 1890. The Coal Palace and park were built on land owned by Ottumwa philanthropist Peter Ballingall. The Coal Palace was an exhibition hall constructed to showcase the importance of coal mining in southern Iowa. Originally planned for only a single season, the palace was refurbished and opened for a second season in 1891. One of the major attractions of the Coal Palace was a working underground coal mine located in the basement of the building. A mule named Maude pulled a coal car out of the mine and into the sunlight of a sunken garden on the southeast end of the building. (Figure 20, page 43)

When Peter Ballingall died at sea on an around the world tour in 1891, his will specified that two of the lots where the sunken garden was located should go to the Ottumwa Library Association with the plan that a public library be constructed on it. In addition, the library association was to receive \$200 per year, plus \$6000 for the construction of a library building. If the land was not used for library purposes, the two lots were to be added to those given the city of Ottumwa to be used as a park. When discussion of a new library became serious in 1900, and Andrew Carnegie was solicited for grant money, the decision was made that the Ballingall land was too close to the railroad and would be too noisy for a library. Once another location was selected for the library, the land was turned over to the city and became part of Ballingall Park. (Waterman, pp 241-242) At some point shortly after this, the sunken garden was filled in, and trees planted. (Figure 21, page 44) A photograph taken during the 1947 floods shows the park with mature trees. (Figure 22, page 45)

Lots 1-4 of Ballingall's Subdivision of O.L. 13, were owned by H.W. and Ethel Snider who operated the Ottumwa Distributing Co., in a two story brick building on the site. After long negotiations, the Ottumwa Park Commission agreed to a sale price of \$60,000 for this property. (*Ottumwa Daily Courier*, May 27, 1950, p 1, c 2-3) Ted Hall of Des Moines received the contract for razing the brick building on July 10 and completed the work on July 26, 1950. (*Courier* articles July 10 and July 26, 1950) The transfer of the Snider land to the Ottumwa Park Board clarifies some questions concerning the ownership of land between the southwest boundary of the park and the northwest line of the Burlington Depot property. That space originally contained a public alley and the CRI&P right-of-way. All rights to the alley and right-of-way were transferred with Lots 1-4 and the same appears to have happened with lots 5-12 that had actually been used as the park when the new depot and park were planned.

The redesign and expansion of Ballingall Park did not happen effortlessly. Although it had been discussed for many years, it was not until March 1949 that the question was put before the citizens of Ottumwa. On March 24, 1949 the *Courier* devoted the top half of page three to the upcoming vote with the headline "Your Vote Monday Will Do This for Ottumwa." The article explained that 60% approval was required on both of the questions on the ballot. The first question was to approve "a city ordinance which would legalize the city board of park commissioners, and place that commission in a position where it could legally make the park improvement," and the second was "...to authorize the park commission to levy a tax of 1 ¼ mills to finance the park improvement..." The article also explained that the Rock Island would

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permanently lease its property between Washington Street and the Witwer Grocery (226 West Main) to the city (the tracks along the Main Street side of the depot). Most importantly, if the vote carried, the Burlington Railroad had agreed to start depot construction in the summer.

The *Courier* headline on March 29, 1949 read "Depot Park Improvement Wins Easily."

When results of the voting were known early today architects employed by both the city park commission and the Burlington Railroad were advised and instructed to begin working plans for both the park and depot projects.

F.A. Robinson, of the firm of Robinson & Parnham of Des Moines, which drew the plans for the park development, arranged a meeting with the Chicago architects in charge of the new depot to get the working plans started. (p 1, c 2)

Francis Asbury Robinson, a New Englander by birth, graduated from Dartmouth University and went on to receive a Masters in Landscape Architecture from Harvard in 1912. In his biography, "Francis Asbury Robinson, Unheralded Angel of the Iowa Landscape," Robert W. Sovinski, of the Purdue University Department of Landscape Architecture, provides an interesting picture of Robinson's career, both in the east, and here in Iowa. (The information included in this nomination is taken from Sovinski's work.) Robinson's views of landscape design were formed not just in the classroom, but through broad travel as well. At an early stage in his career he became interested in city planning, and this influence can be seen in many of his later designs. He established a practice in Des Moines in 1917. Over the years there were several partners, with the last being Harold J. Parnham from 1937 until Robinson's death in 1953. Nationally, Robinson and his partners completed master plans for the St. Louis Empire Exposition, the North Dakota State Fair in Grand Forks, and the Tri-State Fair Grounds in Aberdeen, South Dakota in the 1920s. During World War II he served as chief site planner for a handful of significant War Department facilities including Fort Leonard Wood, Missouri, and the Prisoner of War camp in Algona, Iowa. Among his Iowa commissions, Robinson held a five year retainer with the University of Iowa to provide campus planning services, he planned the Clay County fairgrounds in Spencer, a master plan for Drake University in the 1920s, site planning for the Des Moines Municipal Water Plant, the Elmhurst Golf Club in Des Moines, the Indian Creek Country Club in Nevada, Iowa, and a master plan for the Grinnell College campus. Sovinski calls Robinson's 1931 design for the Sylvan Theater in Des Moines "...the crown jewel of Robinson's park-planning efforts..." The Sylvan Theater was listed on the National Register of Historic Places in 1995.

Two other aspects of Robinson's career are fascinating, but will be only briefly discussed in this nomination. From 1923 to 1930 he provided landscape architecture advice "to the masses" through monthly articles providing landscape plans, plant lists, and commentary for the readers of *Better Homes and Gardens* (established in 1922 as *Fruit, Garden and Home*). In addition, in 1927 Robinson began advertising his own landscape correspondence school "which he ambitiously named the National School of Landscape Design" in the same magazine. He assumed ownership of a rival correspondence school in 1929 and adopted its name for his own, the American Landscape School. This school continued under the administration of Yale C. Moeller for several years following Robinson's death in 1953.

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This is the man who was chosen to design Ballingall Park for the Ottumwa Park Board. The *Ottumwa Daily Courier* carried the architect's drawing for the rebuilding of Ballingall Park with shrubs, trees, a formal garden with a pool, and "possibly an electrically lighted fountain." (*Ottumwa Daily Courier*, April 22, 1950, p 13, c 1-5) The final plan (Figure 5, page 30) includes some formal elements such as the fountain and planting area inset into the walkway, but also exhibits modern design characteristics with the asymmetrical plan and the extensive use of flagstone, mirroring the building material of the new depot. He retained the idea of the sunken garden, with the broad set of flagstone steps leading from the concrete walkway in front of the depot down to the fountain. As built, the fountain had a mechanism providing plumes of water rising and falling in a specific pattern, with a light show of changing colored lights highlighting the movement of the water. The terrain of the park slopes gradually upward from the fountain to the sidewalk along Main Street. It is unknown when, or by whom, the decision was made to add the stone sundial to the plan, but it provides a nice linkage between the modern design of the park and the historic occupants of the land, the Native Americans.

The steam engine, Locomotive #3001, was given to the City of Ottumwa by the CB&Q Railroad in September 1959, marking the 100<sup>th</sup> anniversary of the arrival of the first Burlington & Missouri River Railroad train on September 1, 1859. George M. Foster, long-time member of the Park Commission presided over the dedication of the engine on September 7, 1959. (Figure 23, page 46) It was Foster who "made it possible for the city and park department to accept the locomotive by paying all installation costs." (*Ottumwa Daily Courier*, September 8, 1959, p 1, c 4-7) The locomotive is a Baldwin S-4 design, meaning that it is a 4-6-4. This particular design was first made in 1929. The significant difference between this and the earlier 4-6-2 is that the new design allowed for a four-wheel trailing truck containing a larger fire box. "The 4-6-4 was an ideal locomotive for fast passenger service in level territory. It was a stable riding engine at speed, and it had sufficient power to rapidly accelerate its train after stops or stretches of slow running." (Carlson, np) It was used by several railroads operating in the Mid-west, with the Burlington owning fourteen of these locomotives. (*Op Cit.*) The 4-6-4 was used for a fairly brief period as diesel locomotives were introduced in the 1930s and replaced steam engines for passenger service in the early 1950s. #3001 is one of twenty-three extant steam locomotives in Iowa, five of which are still operational. The Ottumwa locomotive is one of ten in the state that are on public display. ("Surviving Steam Locomotives in Iowa" accessed March 10, 2011)

On May 26, 1951 the new Burlington Depot and Ballingall Park were dedicated with much ceremony. Fifteen executives of the Burlington Line from Chicago made the trip to Ottumwa, along with other Burlington personnel from Galesburg to Omaha. A formal dedication ceremony was held in the large new lobby, with a public address system to carry the program to the crowd outside. The mayor accepted both the depot and the park on behalf of the people of Ottumwa, the Reverend Harold Drown of the First Presbyterian Church read the invocation, the Morrell Men's Chorus sang, and organ music preceded and followed the ceremony. Swenson Bakery created a cake that was an "exact replica of the new Burlington railroad depot..." (*Ottumwa Daily Courier*, May 28, 1951, p 7, c 2-4) Burlington employees were available to give the public tours of the new building during an Open House from 10:00 AM to 10:00 PM. The day was capped off by a recognition dinner given by the Chamber of Commerce at the Hotel Ottumwa. (*Ottumwa Daily Courier*, May 25, 1951, p 1, c 4-5 and May 28, 1951, p 7, c 1-4)

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The feelings of the community were best expressed by a statement in the *Railroader* magazine in June 1952. "Nowhere 'along the lines' will you see a more pleasing impression [the new depot and park] – one that says to both traveler and homefolk alike: 'Ottumwa is a Fine Place to Live.'" (*Railroader*, June 1952, p 3)

**Conclusion:**

The Historic Railroad District (1935-1959) is locally significant under Criterion A as it illustrates the importance of the railroad industry in the development of Ottumwa, with specific emphasis on the role played by the Burlington Route (CB&Q). The Burlington Veterans Association Clubhouse (1935) is believed to be the only building of its type in the entire Burlington system, and would not have been built if there had not been such a large number of Burlington employees in the community. The decision by the Burlington management to build a new, modern depot in Ottumwa speaks to the importance that the Ottumwa depot held within the system. As division headquarters, adequate space was necessary not only for clerks, telegraphers, etc., but also for dispatchers. Ottumwa had already been given the added trackage that Burlington had controlled originally, and in 1954, the dispatcher's office in Creston was closed with those operations also moved to Ottumwa. The dispatchers operations from St. Joseph, Missouri were moved to Ottumwa in 1957. The new depot served both passengers and freight, with the modern lobby area finished with the finest of materials. The commitment of the city of Ottumwa, and the Ottumwa Park Board of Commissioners to the redevelopment of Ballingall Park reflects their recognition that the railroad was of vital importance to the community's economy, and that they were willing to spend money, not just to keep the railroad happy, but also to provide an attractive entrance to the community for rail travelers. Not only were passengers treated to beautiful new lobby facilities and park area, the railroad also built new passenger canopies to protect them from the elements. The depot, canopies and park represent a significant joint commitment by both the railroad and the city for the betterment of both.

The district contains a geographically cohesive group of resources that speak directly to the role of the Burlington Route (CB&Q) in Ottumwa's development. Other rail-related resources have disappeared over the years as the railroads involved suffered financial problems or were merged with other entities. The collection of resources in this district has survived because they are all related to the surviving rail line, now the Burlington Northern/Santa Fe.

The Historic Railroad District has local Criterion C significance as it contains four major architect-designed resources (clubhouse, depot, canopies, and park), three of the four by respected, nationally-known firms. This sets the Ottumwa district apart from some railroad districts listed on the National Register, such as the Mills Tower District in Iowa Falls. Like many rail-related resources Mills Tower is a collection of purely functional wood frame buildings and structures, with no pretension of high style.

The Burlington Veterans Association Clubhouse is a relatively small building that makes a large statement concerning the importance of the railroad employees and the loyalty they had to their employer. These employees felt strongly that their building should be something special,

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and were willing to hire an architect to design this special place. The use of the English Cottage design was a logical choice as it speaks to a certain warmth and friendliness that the veterans felt was important to their organization. Although Lyle Howard was never a well-recognized architect outside of his community, he was responsible for a number of houses and buildings in Ottumwa from 1935-1970.

The Burlington Depot and passenger canopies are well-preserved examples of the Modern Movement by a noted architectural firm, Holabird, Root & Burgee. The major stylistic elements seen in these resources include: simplicity of design and form; the use of textured limestone in contrast to the smooth, sleek quality of aluminum and the shiny hard surfaces of glass, marble and terrazzo; and the strong horizontal emphasis created by the long bands of windows, the flat roof and overhanging eaves on both the depot and the canopies. These resources appear as sleek and modern as the zephyrs that inspired their construction.

The design of Ballingall Park by Robinson and Parnham provides a spacious, green, inviting "front yard" for the depot. Again, the decision by the Park Board of Commissioners to hire a landscape architect to plan this, rather than simply having parks department employees create something, speaks to the importance of the depot as an entrance to the community. The city fathers were willing to spend money to create a very special place. Robinson and Parnham built upon the design of the depot through their use of limestone, and strong horizontal lines.

The Burlington Veterans Association Clubhouse meets the criteria for significance established in the 1995 Multiple Property Documentation Form "Architectural and Historical Resources of Ottumwa, Iowa" as a "noteworthy example which illustrates the range of style and materials utilized for 'high style' architecture in Ottumwa between c.1850 and c.1940." It also meets the integrity criteria established in the MPDF: it retains sufficient elements of the original design, materials, and setting, that the owner during the period of significance would recognize it; and, the basic shape and proportion of the building is intact with doors and windows not substantially changed. The building retains a high level of integrity.

The Burlington Depot, passenger canopies, and Ballingall Park all meet the criteria for significance established in the 2010 Multiple Property Documentation Form "Post-World War II Development in Ottumwa, IA: 1944-1959." All were built to meet the specific needs of a growing community during the period of 1944-1959. In all cases, the most important integrity consideration is that the structure retains sufficient elements of the original design, materials, and setting that the builder would recognize it. The original function is readily apparent.

The process of nominating these resources to the National Register of Historic Places has had several positive outcomes already. The Burlington Veterans have been recognized for their importance to the community and have a renewed sense of stewardship towards their building. The Ottumwa Parks Department has become aware of the historic significance not only of Ballingall Park, but potentially of other parks under their care. There is now a relationship established between the Parks Department and the Historic Preservation Commission that should bring positive developments in the maintenance and planning of all parks in the system.

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An archeological survey was not part of this nomination project or the survey and evaluation project that preceded it. Several archeological projects have been undertaken individually in Ottumwa as part of the Section 106 process, but there has never been a focused community-wide archeological assessment. At some point in the future the Ottumwa Historic Preservation Commission should address the need for such an assessment.

The activity that is the subject of this document has been financed in part with Federal funds from the National Park Service, U.S. Department of the Interior. However, the contents and opinions do not necessarily reflect the view or policies of the Department of the Interior, nor does the mention of trade names or commercial products constitute endorsement or recommendation by the Department of the Interior.

This program received Federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, disability, or age in its federally assisted programs. If you believe you have been discriminated against in any program, activity, or facility as described above or if you desire further information, please write to:

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**Interviews**

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Elliott, John and Dean Hartman, members of the Burlington Veterans Association, # 16, and their wives, Faye Elliott and Lois Hartman, long-time members of the Auxiliary, were interviewed on November 12, 2010 by Ottumwa Historic Preservation Commission member Stacie Latham, and Molly Myers Naumann.

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Historic Railroad District  
Name of Property

Wapello County, IA  
County and State

**10. Geographical Data**

**Acreege of Property** Approximately 4.3 Acres

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	[1]5	[5]4	[9]1	[9]1	[4]5	[4]0	[9]8	[7]7	2	[1]5	[0]0	[0]0	[0]0	[0]0	[0]0	[0]0	[0]0
	Zone	Easting		Northing		Zone	Easting	Northing		Zone	Easting		Northing		Zone	Easting	Northing
3	[1]5	[0]0	[0]0	[0]0	[0]0	[0]0	[0]0	[0]0	4	[1]5	[0]0	[0]0	[0]0	[0]0	[0]0	[0]0	[0]0

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 Molly Myers Naumann, Consultant mollynaumann@pcsia.net  
organization \_\_\_\_\_ date February 2011  
street & number 167 West Alta Vista telephone 641-682-2743  
city or town Ottumwa state IA zip code 52501-1437

**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 See Attached  
street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**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.

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**GEOGRAPHIC DATA:**

**Boundary Description:**

The boundary of the Historic Railroad District in Ottumwa, Iowa is shown by the line drawn on the accompanying map entitled "Historic Railroad District." (Figure 4, page 29)

**Boundary Justification:**

This boundary includes all of Ballingall Park, the area owned by the Wapello County Historical Society that contains the Burlington Depot and the short passenger canopy, the land between the park and the depot that was originally the Chicago Rock Island & Pacific right-of-way, the land leased to the Burlington Veterans Association by the Burlington Northern/Santa Fe Railroad Company, and the land southwest of the depot that contains the two long passenger canopies.

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The photographs submitted with this nomination were all taken by Molly Myers Naumann in October 2006, April 2007, April 2008, September 2010, November 2010, and March 2011. The photographs from 2006, 2007 and 2008 accurately portray the historic district as it is today and were only selected because they are better images of the object/scene than those taken in 2010-2011. The photographs are printed on HP Premium Plus photo paper using HP Vivera inks. Digital copies of these photographs are on file in the State Office of Historic Preservation, Des Moines, IA.

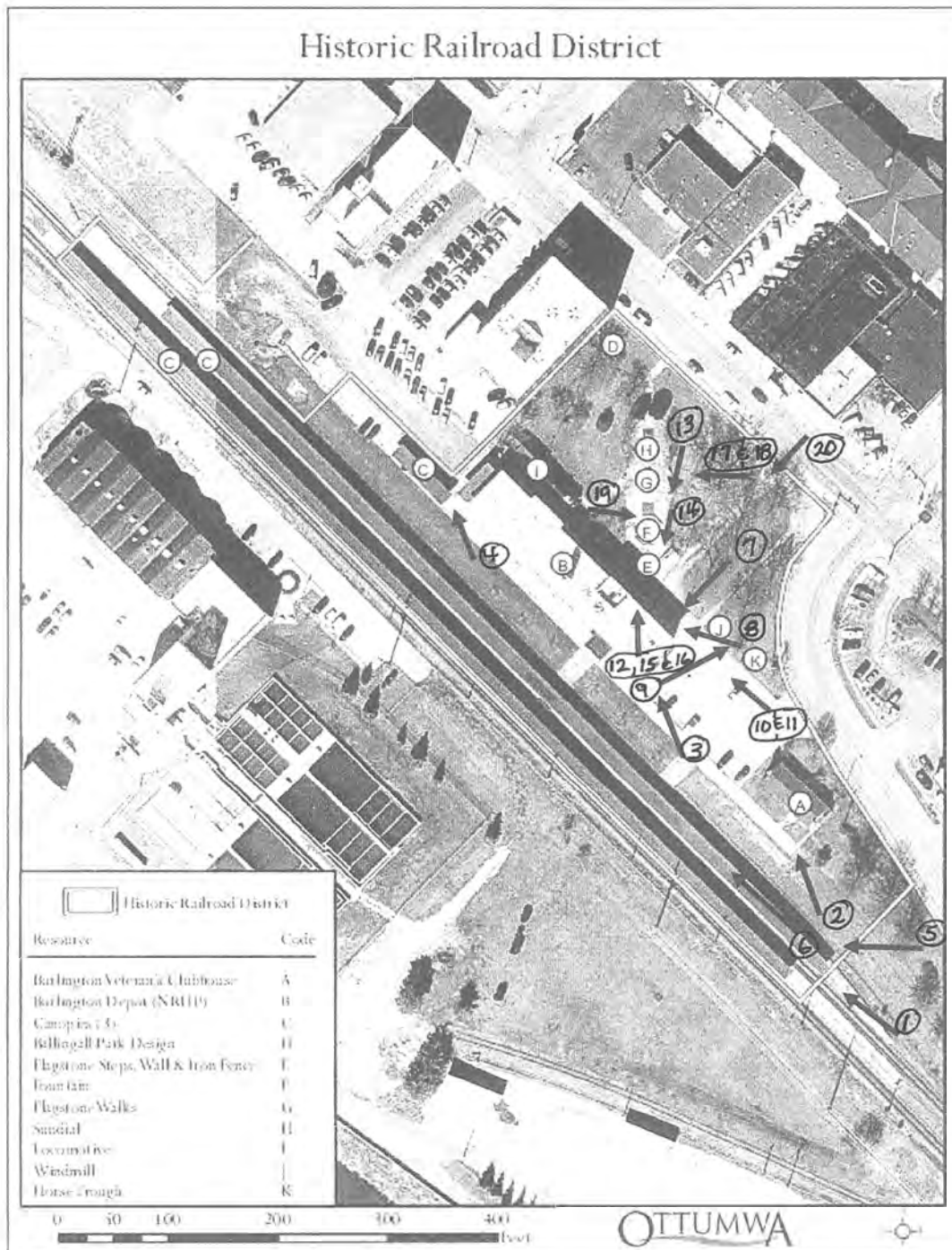
<b>PHOTO</b>	<b>VIEW</b>
0001	General view to northwest showing canopies, depot, clubhouse on right
0002	Burlington Veterans Clubhouse façade looking north northwest
0003	Burlington Depot looking north
0004	Small canopy northwest of depot looking north
0005	Canopies looking west
0006	Detail: Canopy structure looking northwest
0007	Depot Main Street façade looking southwest
0008	Depot Main Street façade showing proximity of Ballingall Park, looking northwest
0009	Triangular area added to park with non-contributing resources looking northeast
0010	Triangular area looking northwest toward original section of Ballingall Park
0011	Depot Main Street façade, locomotive, park wall & railing looking northwest
0012	View from in front of depot entrance looking north through Ballingall Park
0013	Fountain in Ballingall Park looking southwest toward depot entrance
0014	Detail of flagstone walk, steps, wall and iron railing between fountain & depot
0015	Fountain looking due north showing sundial and walkway toward Main Street
0016	Sundial showing flagstone walk & new stamped concrete walk looking north
0017	Sundial showing gnomon with Indian Chief and arrow design looking southwest
0018	Locomotive looking southwest from sundial
0019	General view of Ballingall Park with fountain looking east from locomotive
0020	General view of Ballingall Park looking southwest toward Burlington Depot

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Map with photo angles

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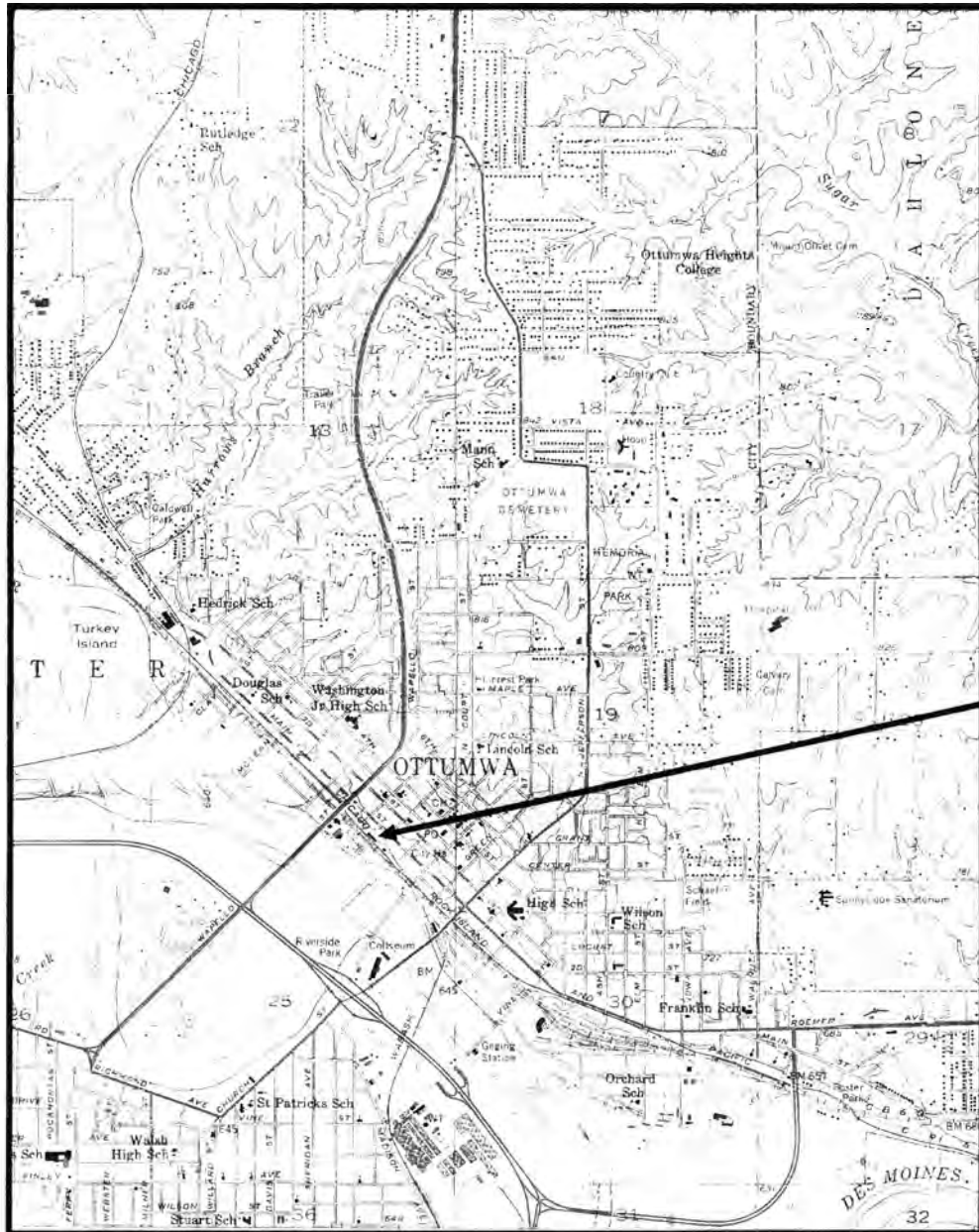


Figure 1  
Arrow indicates location of Historic Railroad District  
(U.S.G.S. map, 1976)

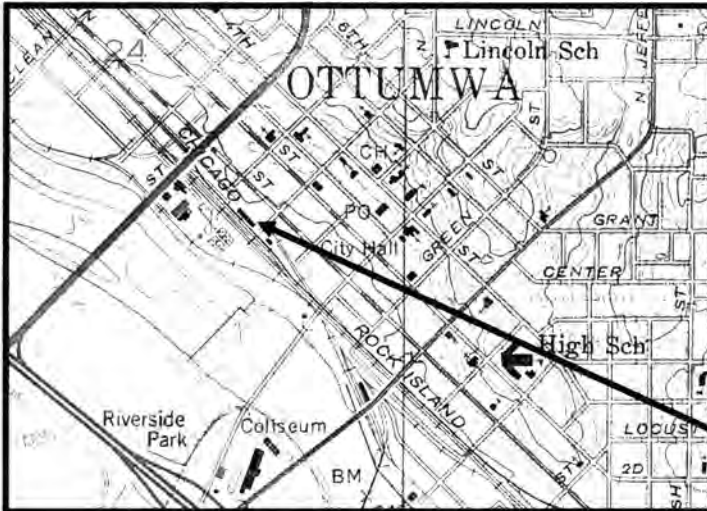


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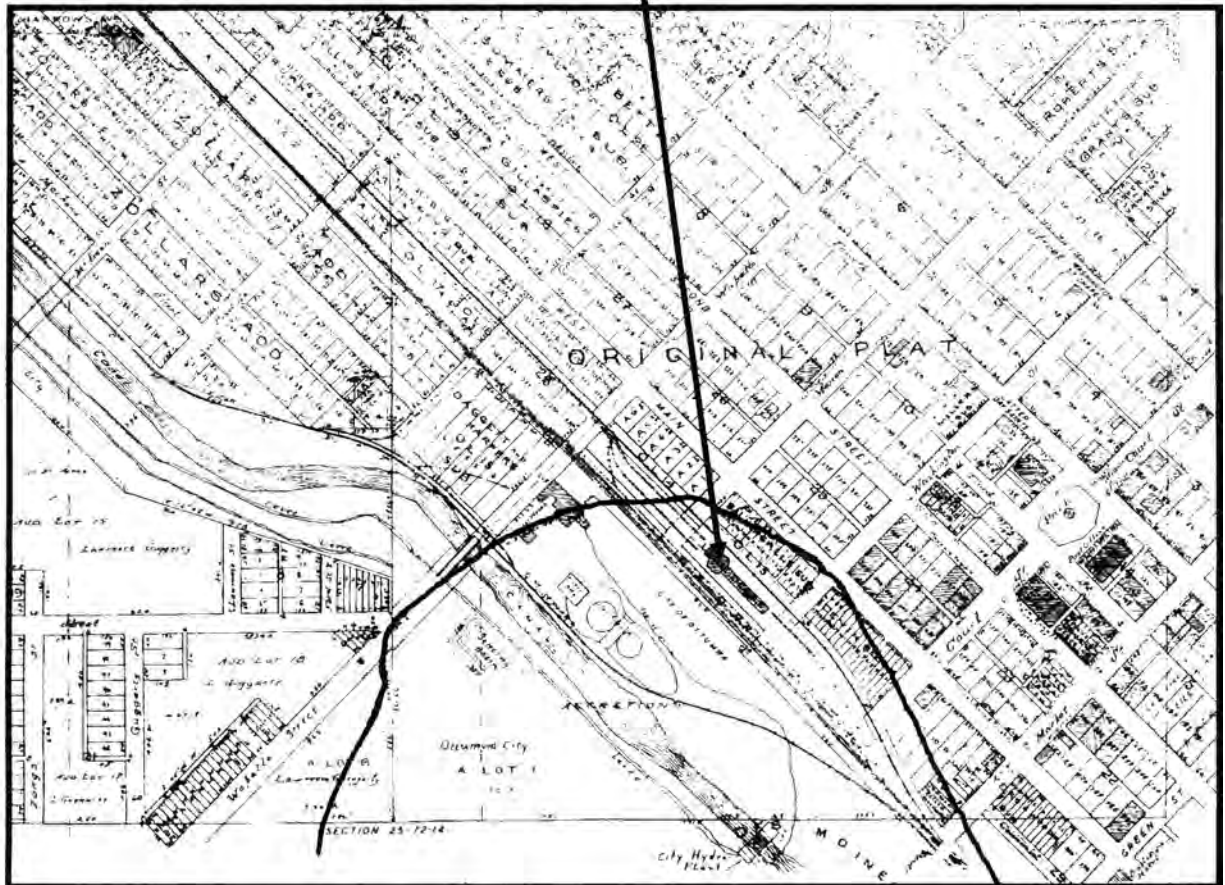
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**Figure 2**  
Detail of USGS map showing depot and  
river channel today.

**Figure 3**  
1939 plat map of Ottumwa  
Showing depot and location of the race  
(canal) and accretions plus dark curving  
line showing river bank on 1847 surveyor's  
map of river channel.

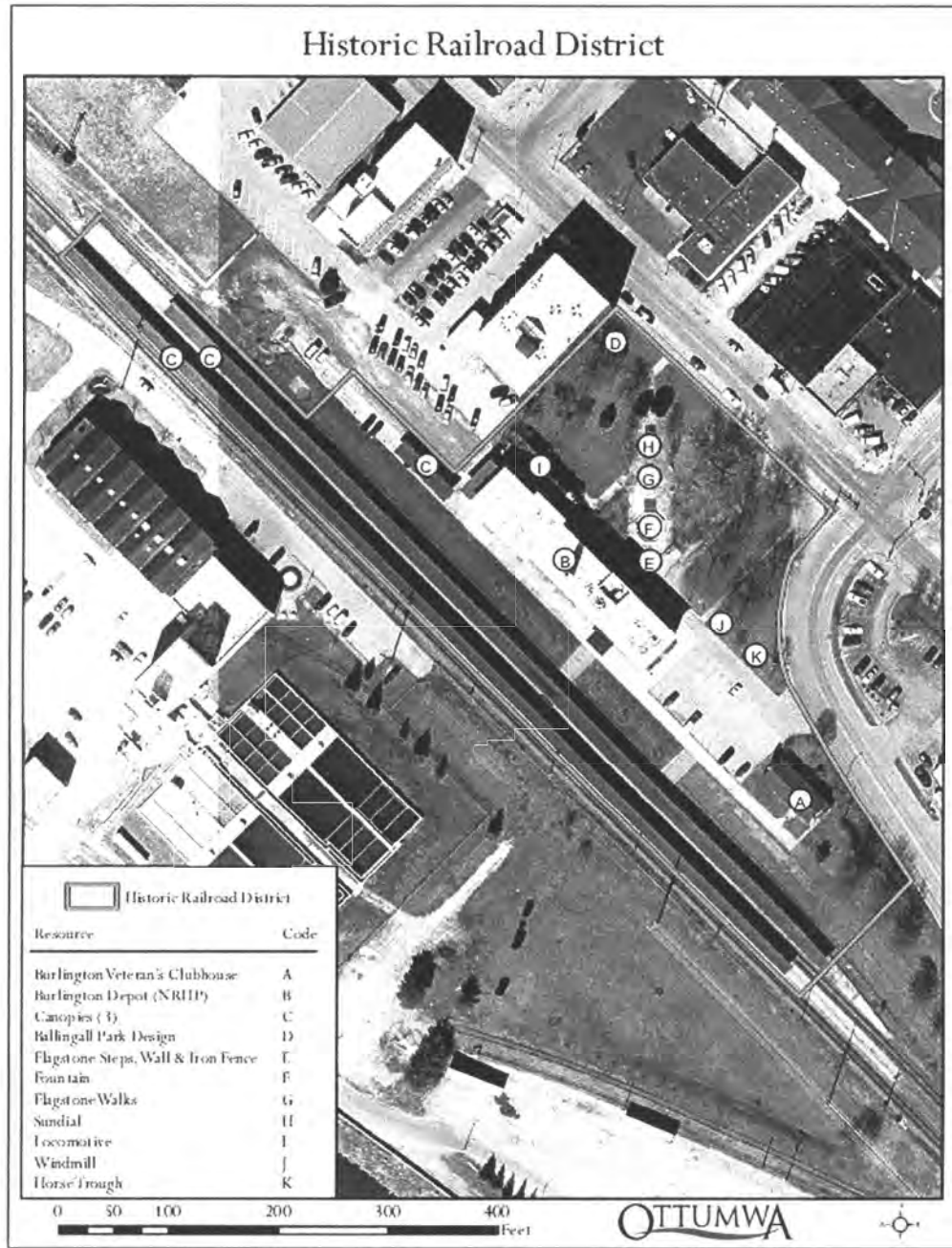


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**Figure 4**

(City of Ottumwa, Department of Planning and Development, 2011)

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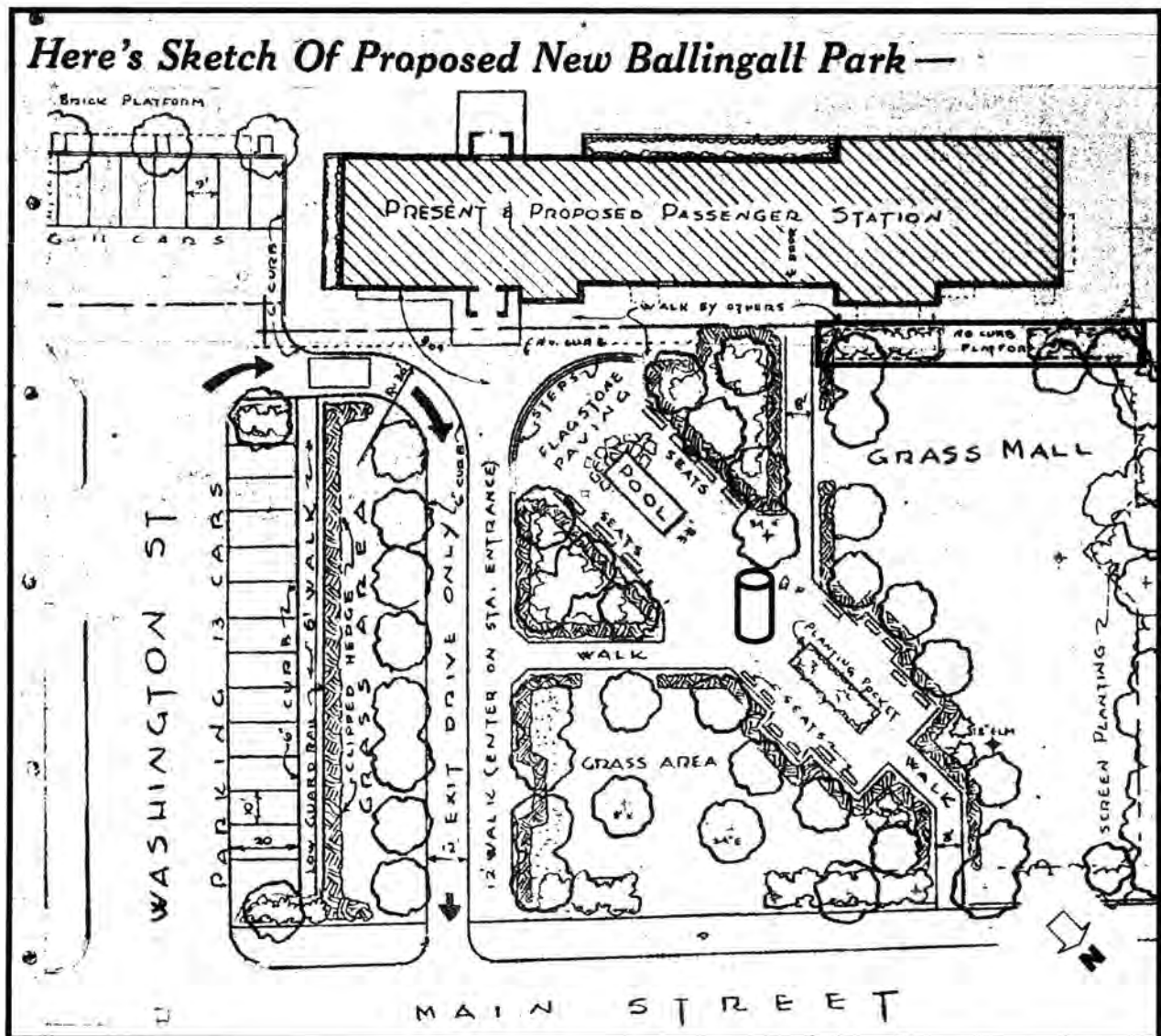


Figure 5

Robinson & Parnham drawing of Ballingall Park, 1950  
(*Ottumwa Daily Courier*, April 22, 1950, p 13, c 1-5)

Two resources not on the original plan have been added:

the sundial is the cylinder in the center of the park.;

the locomotive is the long rectangle at top right, above "grass mall."

Note that the rectangular "pool" became the octagonal fountain in the final design.

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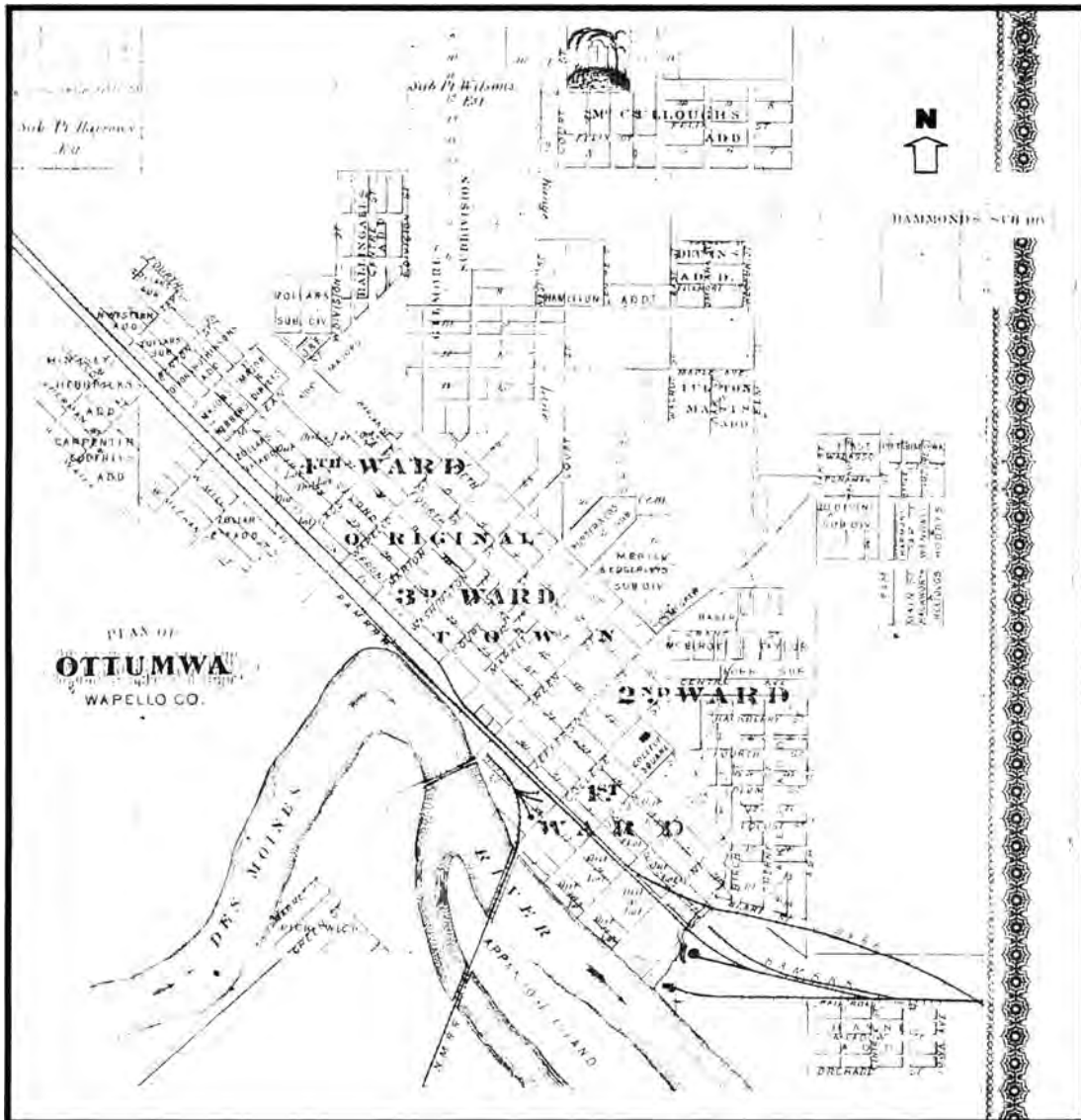


Figure 6

Map of Ottumwa from 1875 Illustrated Historical Atlas of the State of Iowa  
The railroad crossing the Des Moines River is labeled "NM RR" for Northern Missouri Railroad,  
a forerunner of the Wabash in this area.

In the lower right corner are seen two sets of tracks coming into town from the east.  
The top one is labeled "DV RR" for the Keokuk & Des Moines River Valley Railroad,  
later the CRI&P RR.

The lower tracks are labeled "B&M R RR" for Burlington & Missouri River Railroad,  
forerunner of the CB&Q RR

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**Figure 7**

CB&Q roundhouse, shops and  
tracks in east part of Ottumwa  
(non-extant)  
Aerial photograph from 1950s



**Figure 8**

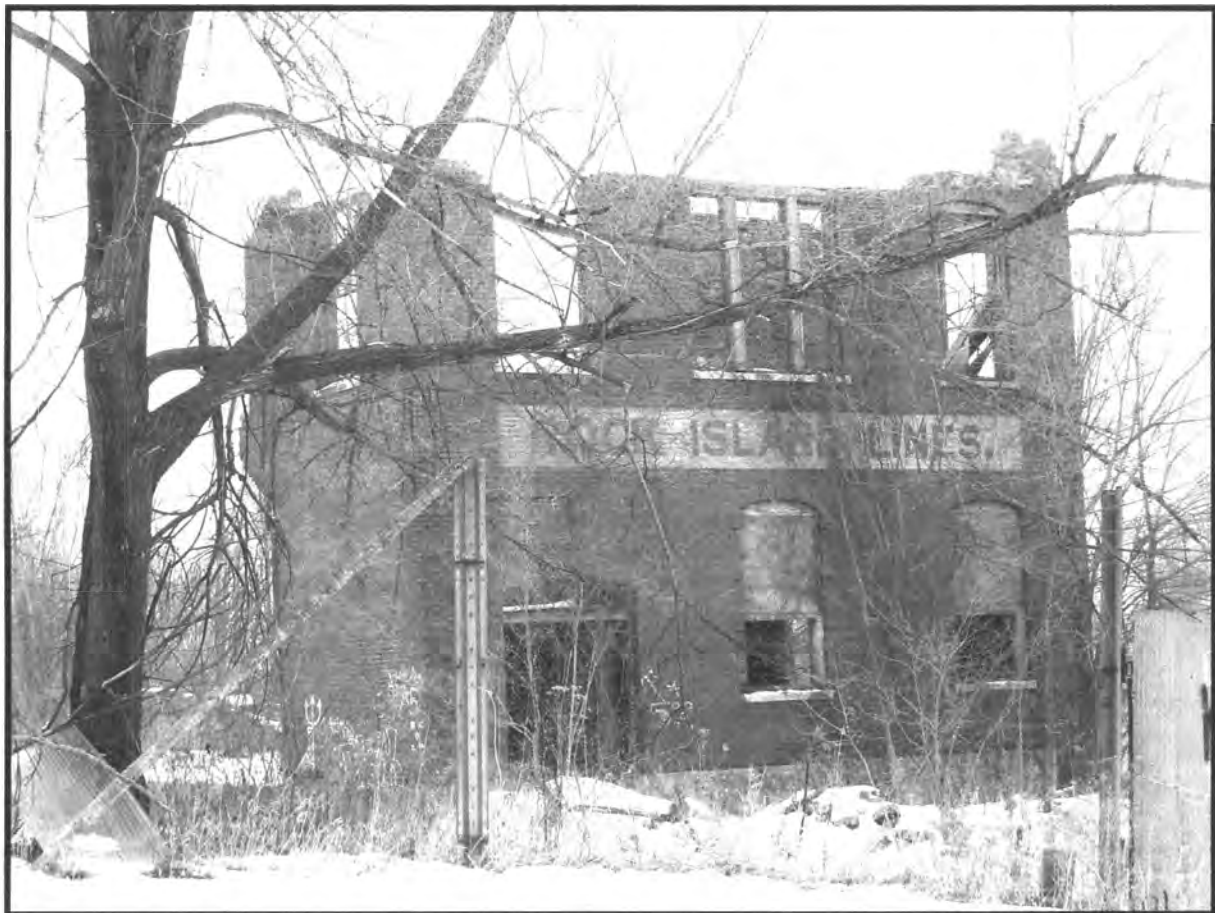
Milwaukee roundhouse and shops  
west of Ottumwa. (Roundhouse is  
non-extant)  
Aerial photograph from 1950s

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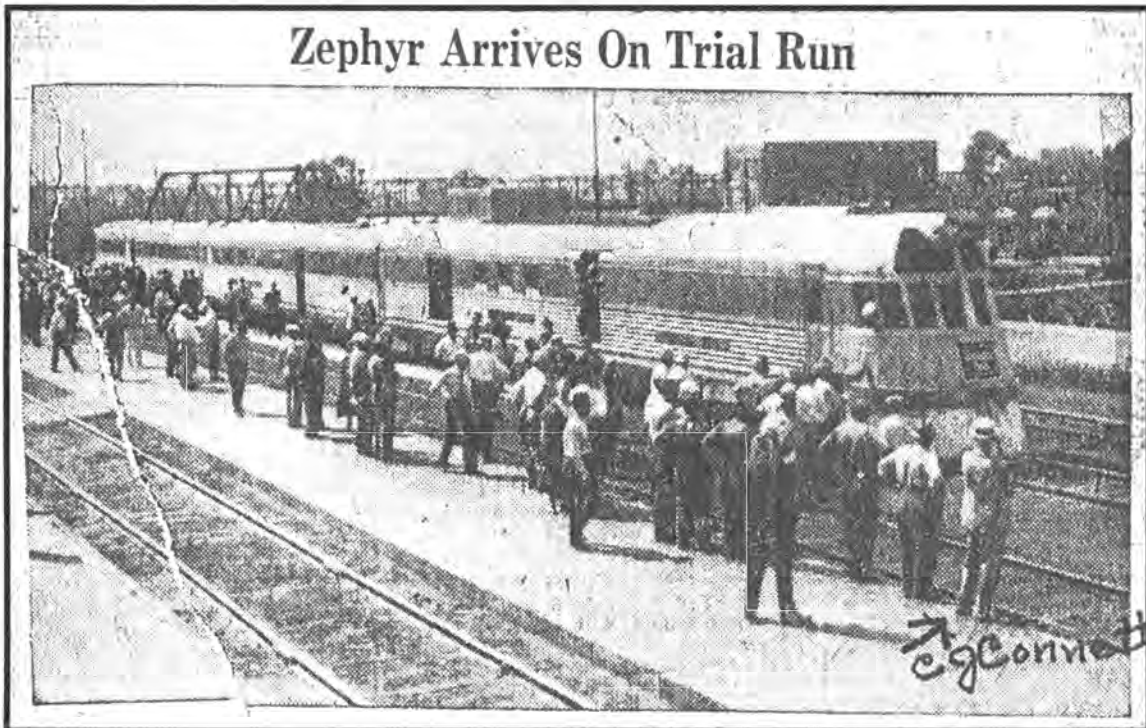
**Figure 9**  
Ruins of the 1912 Rock Island freight depot at the foot of Union Street  
(2011 photo)

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**Figure 10**

Mark Twain Zephyr arriving at Union Station on a test run  
from Chicago to Denver.  
(*Ottumwa Daily Courier*, May 29, 1936)

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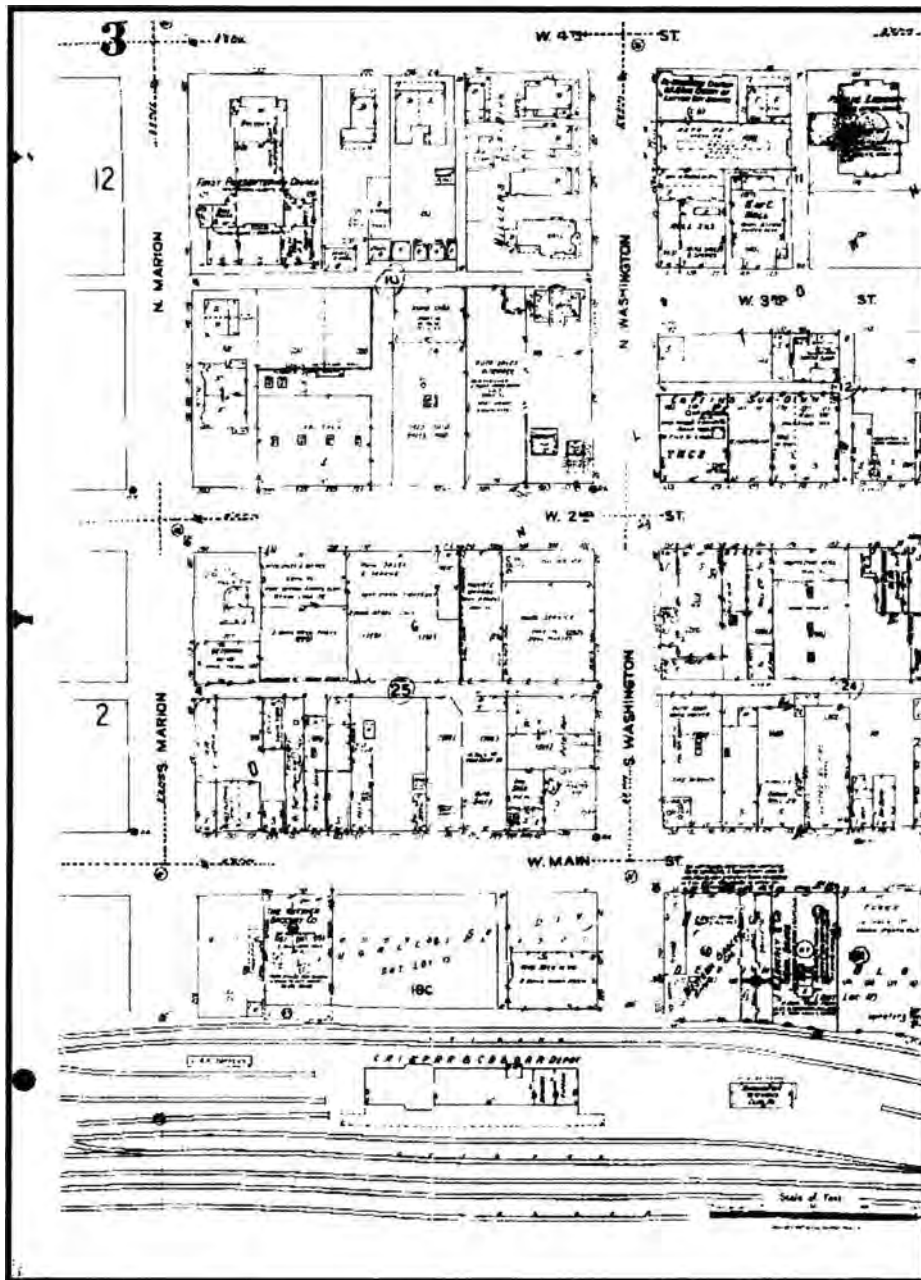


Figure 11

1925-1948 Sanborn map of the historic district area.

Note veterans clubhouse in lower right corner.

The building directly in front of depot, next to the park, would be removed in 1950.

The Rock Island tracks run between the depot and the park.



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**Figure 12**

Circa 1915 photograph looking northwest of the 1889 brick Union Depot with railroad owned park with gardens in foreground.

Note tracks running on each side of depot and mature trees in Ballingall Park.

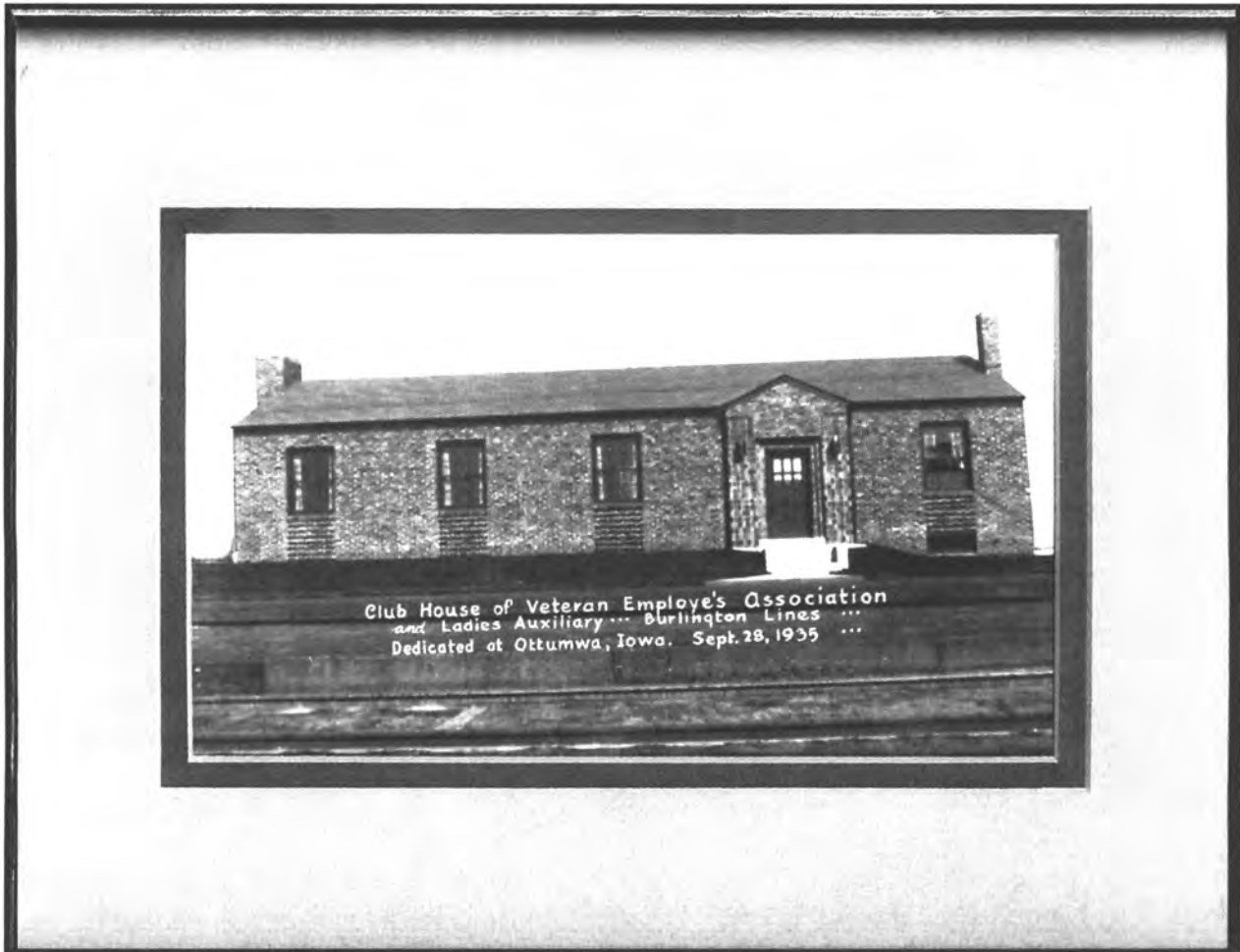
(Photograph courtesy of Fred Zesiger)

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**Figure 13**  
View of the Burlington Veterans' Clubhouse  
1935 photograph  
(Courtesy of the Burlington Veterans' Association, Chapter 11)

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**Figure 14**

Interior: Fireplace in background annual banquet.  
(Courtesy of Burlington Veterans Association, Chapter 11)

**Figure 15**

Interior: Fireplace in 2011

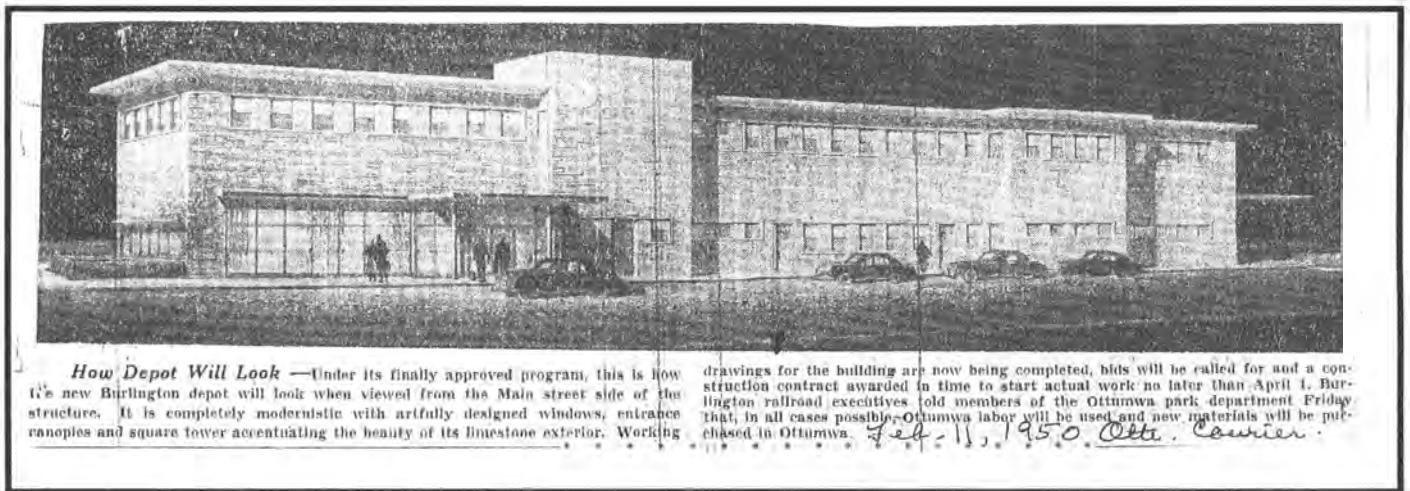


United States Department of the Interior  
National Park Service

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Continuation Sheet

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Wapello County, IA



**Figure 16**  
Drawing of Final Design  
(Ottumwa Daily Courier, February 11, 1950, np)

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National Park Service

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**Historic Railroad District  
Wapello County, IA**



**Figure 17**

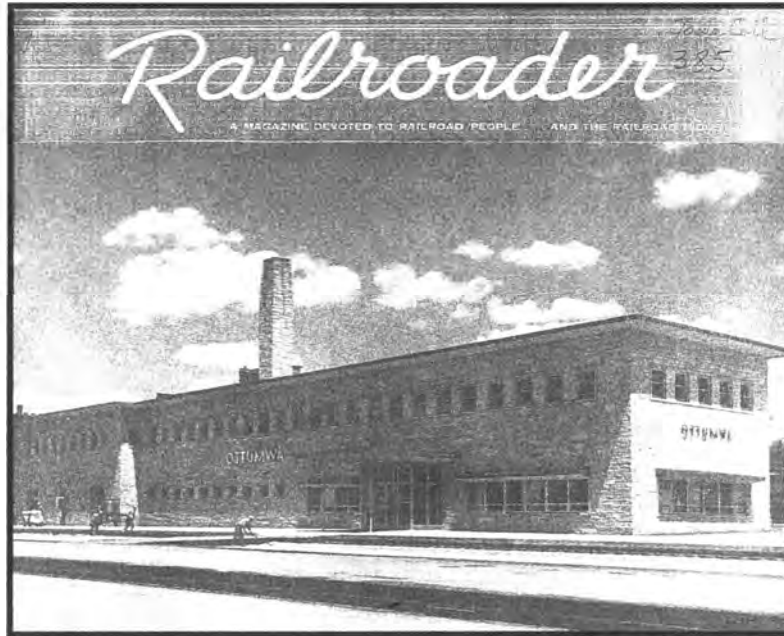
Aerial photograph of depot under construction.  
Note tree-shaded Ballingall Park and empty lot next door east.  
(Courtesy of Michael W. Lemberger Private Collection)

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

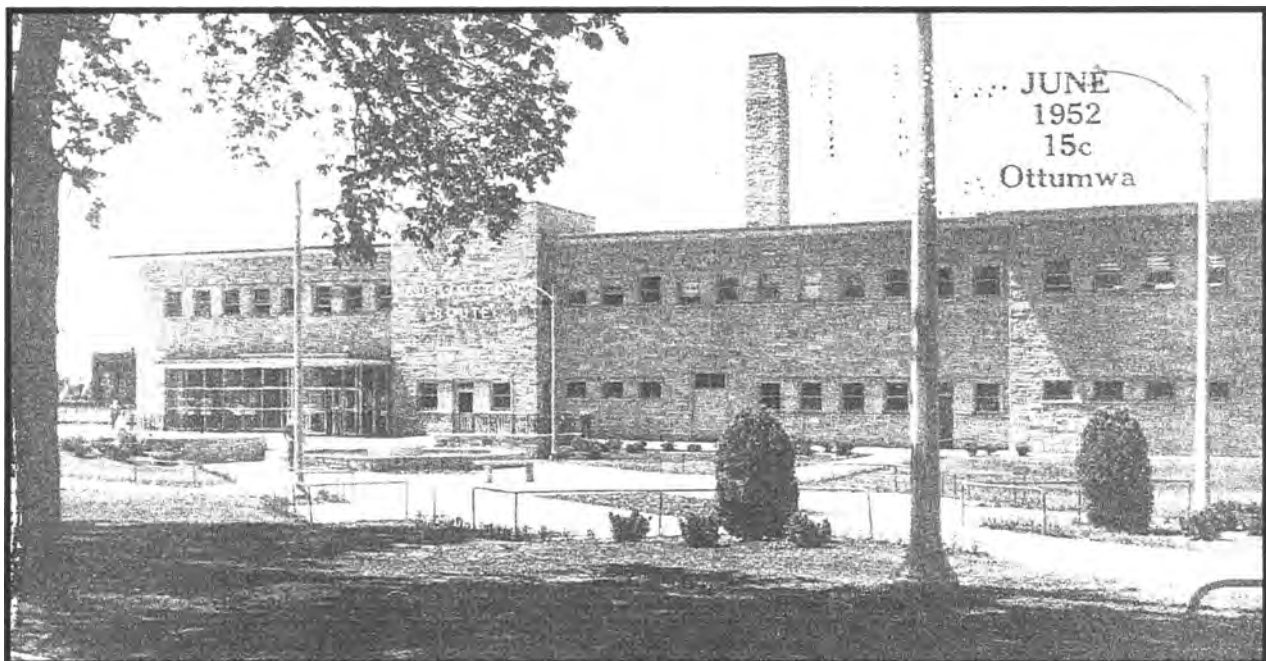
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Wapello County, IA



**Figures 18 and 19**

The two cover photos from *Railroader*, June 1952

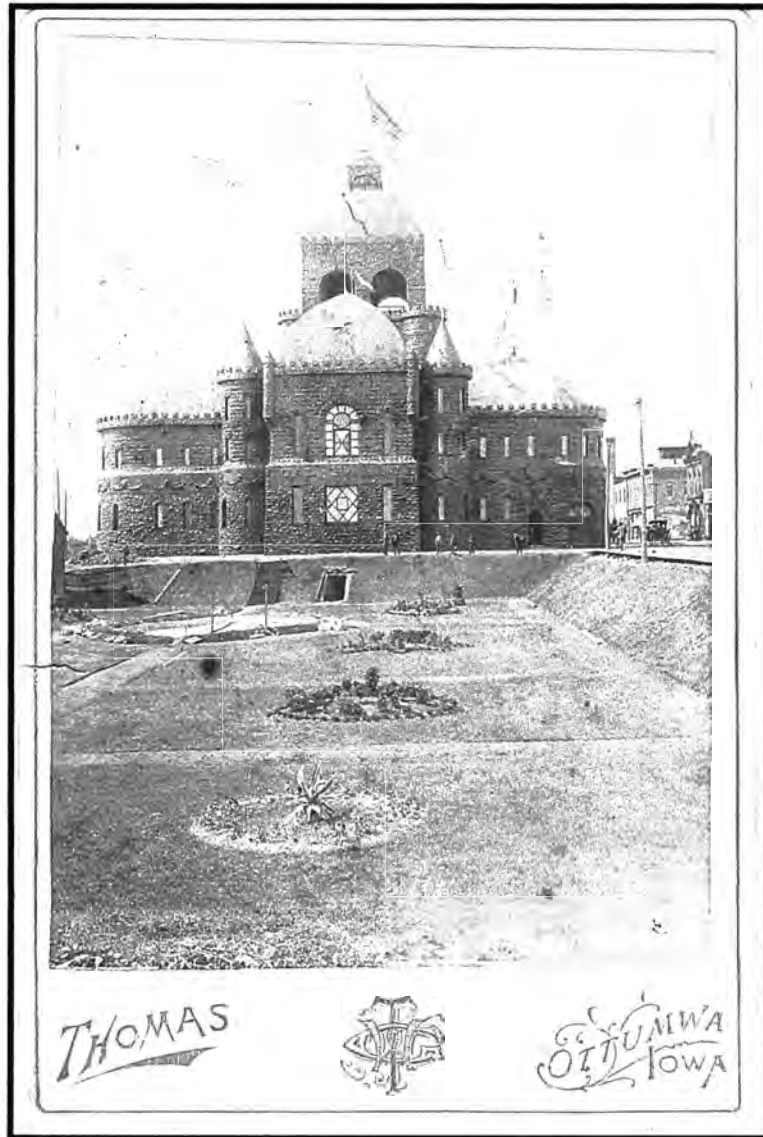


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National Park Service

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Wapello County, IA**



**Figure 20**  
Coal Palace with sunken garden on southeast side, 1890.  
(Courtesy of Wapello County Historical Society)

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Wapello County, IA



**Figure 21**

Undated photograph taken from in front of the Union Depot looking northeast across the park toward Main Street. Two story brick building at right was shown for the first time on the 1909 Sanborn map.

(Photograph courtesy of Fred Zesiger)

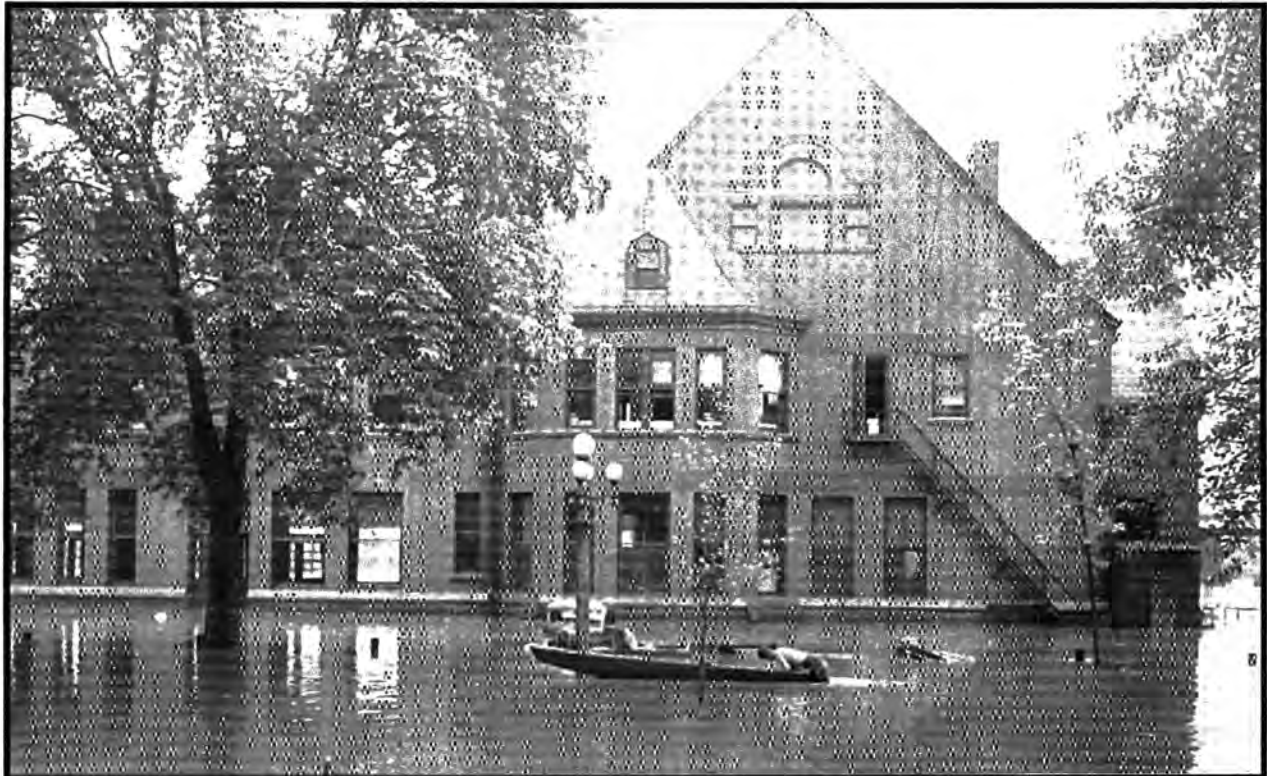


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**Figure 22**

Photograph taken from Main Street looking southwest across flooded  
Ballingall Park toward Union Depot. June 1947  
(Disaster at Ottumwa, Iowa, unpaginated)

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Historic Railroad District  
Wapello County, IA



**Figure 23**  
George M. Foster speaking at the dedication of  
Locomotive #3001, September 7, 1959.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Historic Railroad District

MULTIPLE NAME: Post-Wold War II Development in Ottumwa, Ia 1944-1959 MPS

STATE & COUNTY: IOWA, Wapello

DATE RECEIVED: 8/26/11      DATE OF PENDING LIST: 9/21/11  
DATE OF 16TH DAY: 10/06/11      DATE OF 45TH DAY: 10/11/11  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11000723

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: N    SAMPLE: N    SLR DRAFT: N    NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    10-6-11 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in  
The National Register  
of  
Historic Places

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ 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.



IA\_Wapello County\_Historic Railroad District\_0001



IA\_Wapello County\_Historic Railroad District\_0002



IA\_Wapello County\_Historic Railroad District\_0003



IA\_Wapello County\_Historic Railroad District\_0004



IA\_Wapello County\_Historic Railroad District\_0005



IA\_Wapello County\_Historic Railroad District\_0006



IA\_Wapello County\_Historic Railroad District\_0007



IA\_Wapello County\_Historic Railroad District\_0008



IA\_Wapello County\_Historic Railroad District\_0009



IA\_Wapello County\_Historic Railroad District\_0010





IA\_Wapello County\_Historic Railroad District\_0011



IA\_Wapello County\_Historic Railroad District\_0012



IA\_Wapello County\_Historic Railroad District\_0013



IA\_Wapello County\_Historic Railroad District\_0014



IA\_Wapello County\_Historic Railroad District\_0015



IA\_Wapello County\_Historic Railroad District\_0016



IA\_Wapello County\_Historic Railroad District\_0017



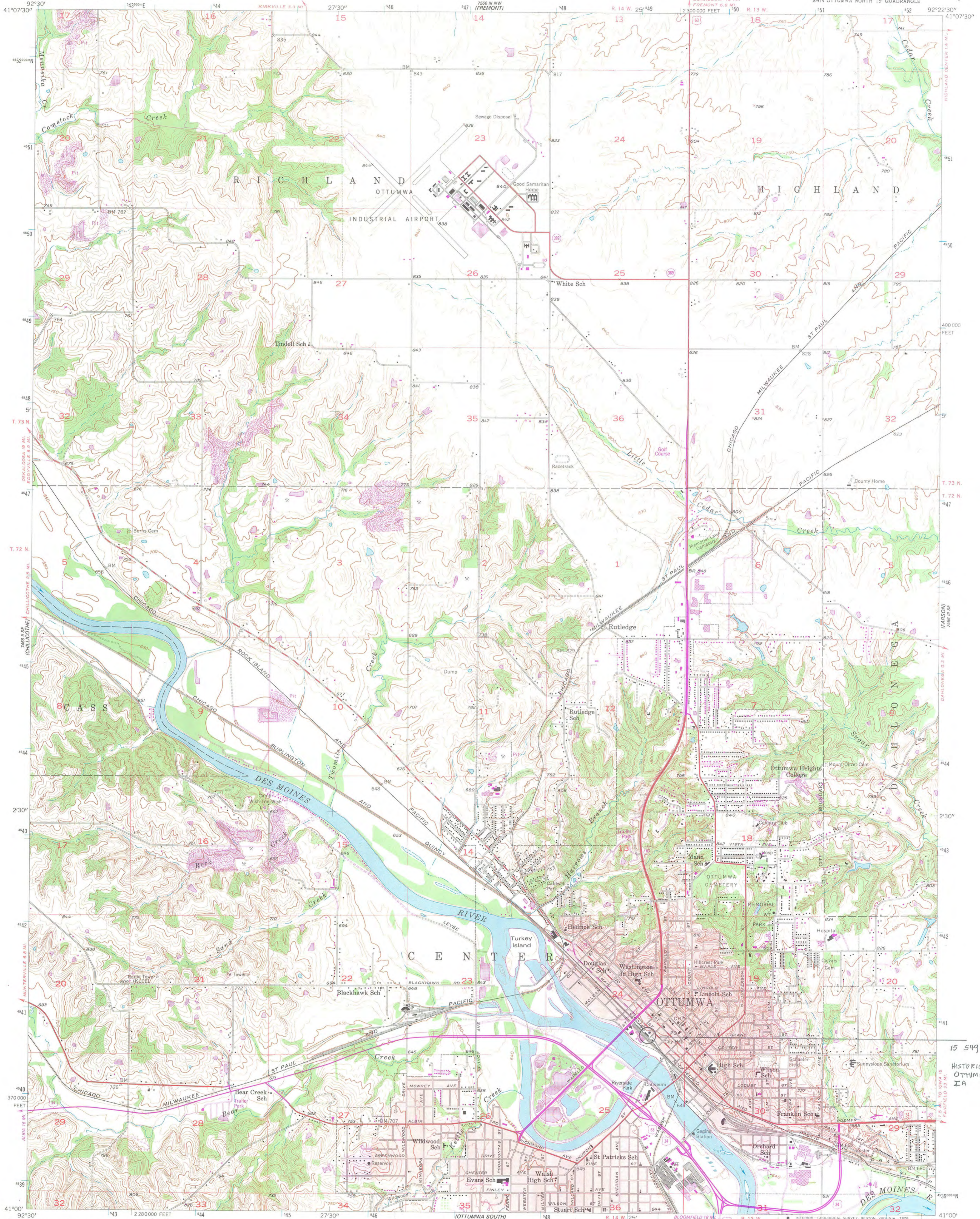
IA\_Wapello County\_Historic Railroad District\_0018



IA\_Wapello County\_Historic Railroad District\_0019

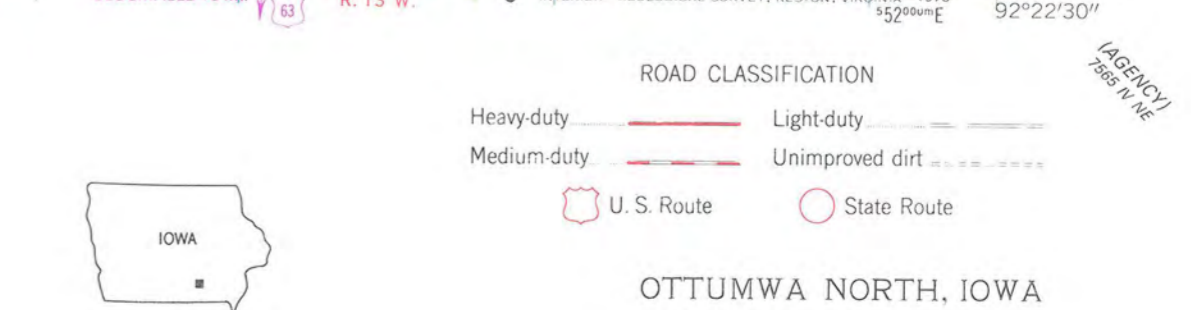
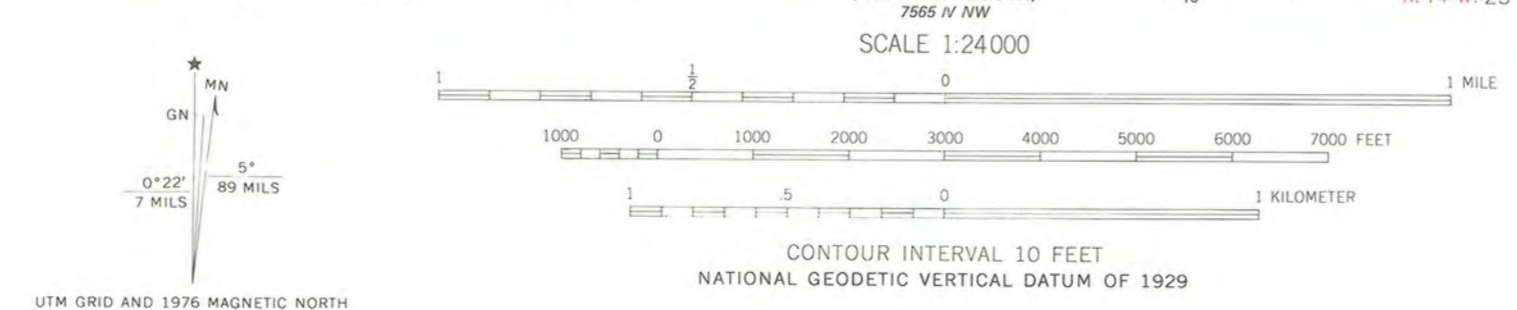


IA\_Wapello County\_Historic Railroad District\_0020



15 549191 454987  
HISTORIC RAILROAD DISTRICT  
OTTUMWA (WAPELLO COUNTY)  
IA

Maped, edited, and published by the Geological Survey  
Control by USGS and USC&GS  
Topography from aerial photographs by photogrammetric methods  
and in part by City of Ottumwa. Aerial photographs taken 1955  
Field check 1956  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Iowa coordinate system, south zone  
1000-meter Universal Transverse Mercator grid ticks,  
zone 15, shown in blue  
Red tint indicates areas in which only  
landmark buildings are shown  
Revisions shown in purple compiled from aerial photographs  
taken 1976. This information not field checked  
Purple tint indicates extension of urban areas



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
AND BY THE IOWA GEOLOGICAL SURVEY, IOWA CITY, IOWA 52240  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

OTTUMWA NORTH, IOWA  
SW/4 OTTUMWA NORTH 15' QUADRANGLE  
N 4100—W 9222.5/7.5  
1956  
PHOTOREVISED 1976  
AMS 7566 III SW—SERIES V876