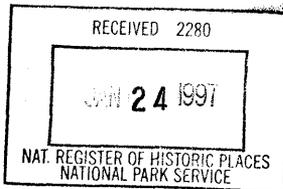


United States Department of the Interior  
National Park Service



National Register of Historic Places  
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *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 any item does not apply to the property being documented, enter "N/A" for "not applicable". For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. 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 C B & Q Holdrege Depot

other names/site number Ironhorse Station, NeHBS #PP04-002

2. Location

street & number 700 Ironhorse Street not for publication [n/a]

city or town Holdrege vicinity [n/a]

state Nebraska code NE county Phelps code 137 zip code 69361

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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.)

Laurance Sommer  
Signature of certifying official

Jan. 14, 1997  
Date

Director, Nebraska State Historical Society  
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  
\_\_\_\_\_  
State or Federal agency and bureau

\_\_\_\_\_  
Date

4. National Park Service Certification

I, hereby certify that this 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 H. Beall

2/21/97

[Signature]  
Signature of Keeper

\_\_\_\_\_  
Date of Action

**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	
1		buildings
		sites
		structures
		objects
1		Total

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

**Number of contributing resources previously listed in the National Register**  
n/a

**6. Function or Use**

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

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

TRANSPORTATION: rail-related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

TRANSPORTATION: rail-related  
WORK IN PROGRESS  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

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

**Materials**  
(Enter categories from instructions)

Mission/Spanish Colonial Revival  
\_\_\_\_\_  
\_\_\_\_\_

foundation CONCRETE  
walls BRICK  
\_\_\_\_\_  
roof ASPHALT  
other \_\_\_\_\_  
\_\_\_\_\_

**Narrative Description**

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

**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 patters of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- 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.)

**Areas of Significance**

(Enter categories from instructions.)

TRANSPORTATION

SETTLEMENT

**Period of Significance**

1911

**Significant Dates**

1911

**Significant Person**

(Complete if Criterion B is marked above.)

n/a

**Cultural Affiliation**

n/a

**Architect/Builder**

C B & Q Railroad

**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 # \_\_\_\_\_

**Primary Location for Additional Data:**

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

Name of repository: \_\_\_\_\_

**10. Geographical Data**

Acreage of Property 1.41 acres

UTM References (place additional UTM references on a continuation sheet).

	Zone	Easting	Northing		Zone	Easting	Northing
1.	14	468560	4475990	3.			
2.				4.			

[ ] 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 Vicki Westcott  
organization Ironhorse Station, Inc. date November 21, 1996  
street & number 1605 Arthur Dr. telephone (308) 995-8131  
city or town Holdrege state NE zip code 68949

**Additional Documentation**

Submit the following items with the completed 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 the SHPO or FPO.)

name/title Marvin and Vicki Westcott  
street & number 1605 Arthur Dr. telephone (308) 995-8131  
city or town Holdrege state NE zip code 68949

**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 the 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 Project (1024-0018), Washington, DC 20503.

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Continuation Sheet

C B & Q Holdrege Depot

Name of Property

Phelps County, Nebraska

County and State

Section 7 Page 1

Description

The C B & Q (Chicago, Burlington and Quincy) Holdrege Depot is located in Holdrege, the Phelps County seat in south central Nebraska. Built of red brick in the Mission style the building is one-story in height with a hipped roof. In the center is a cross-wing with projecting gables that are perpendicular to the tracks. The exterior of the depot retains a high degree of integrity. The nomination consists of one building.

The C B & Q Holdrege Depot opened in 1911. The rectangular building measures 152 by 36 feet. The depot is one-story with a hipped roof on the east and west ends. In the center is a one-story cross-wing with projecting gables that are perpendicular to the tracks and street. The gables extend from the building 8 feet on the track (south) side and 5 feet 8 inches on the street (north) side. The building has a stone base course. The roof has asphalt shingles and wide eaves with wood braces underneath.

Fenestration on the southwest side of the depot consists of two large inoperable doors, a set of three double-hung windows and a single double-hung window. Above all these are multi-paned transoms. The projecting gable has two single double-hung windows with transoms. On the east part of the gable is a bay containing three single windows with multi-paned transoms. The gable is topped with a lunette. Fenestration on the southeast wing has two sets of tripled windows and an entry door. All have multi-paned transoms.

The east facade has two sets of windows with multi-paned transoms. The west facade is similar except that it has a set of three double-hung windows with transoms.

The northeast wing has two sets of three double-hung windows and an entry door. All have multi-paned transoms. In the center, the projecting gable has a tripled window flanked on each side by a single window all with transoms. As on the south side the gable has a lunette. An entry door has recently been added to the east side of the gable. The fenestration on the northwest wing consists of a single double-hung window, a set of three double-hung windows, and two large inoperable freight doors. The windows all have multi-paned transoms. A stone belt course runs around the entire building separating the doors and windows from the transoms.

The interior of the west wing of the building, formerly the express/baggage room, measures 58 by 33 ½. A wall that originally divided this room has been removed and a restroom was added. The room has brick walls on the north and south sides. The east and west walls are bead board as is the ceiling. The original wood floor has been covered by cement.

A doorway on the east end of this room leads to a corridor measuring approximately 27 ½ by 8 ½. The corridor has a marble tile floor. The corridor wall has a terrazzo base above which is glazed brick plaster topped with a wood chair-rail. Above chair rail the wall is painted plaster with a picture molding near the wood coffered ceiling.

On the north side of the corridor is a utility room which was formerly a restroom. East of the utility room the original ladies lounge still exists. The smoker room and ticket office are on the south side of the corridor.

The east wing, which was formerly a large open space that served as the passenger waiting room, has been divided into two rooms. The western portion is currently an open vacant space that measures 29 by 33 feet. The eastern portion of the wing remains a

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C B & Q Holdrege Depot

Name of Property

Phelps County, Nebraska

County and State

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waiting room for Amtrak passengers. It is approximately 28 by 33 feet. A contemporary restroom can be accessed from the waiting room. The floor, walls, and ceiling of both the vacant room and waiting area are identical to the corridor.

The changes to the building have not significantly affected the integrity of the building. The building retains the exterior qualities it exhibited when it opened in 1911. While the changes on the interior have altered some of the historic spaces, the rehabilitation has not significantly altered the building's overall integrity and is considered to meet the Secretary of Interior Standards by the Nebraska State Historic Preservation Office. For these reasons the depot still retains a high degree of integrity.

Statement of Significance

The C B & Q (Chicago, Burlington and Quincy) Depot in Holdrege, Phelps County, Nebraska is significant at the local level under Criterion A for its association with transportation and settlement. The C B & Q (also referred to as Burlington) Railroad laid out a route that by-passed the community of Phelps Center. The company then decided to create the town of Holdrege to facilitate its train operations. The mutually beneficial arrangement between Holdrege and the Burlington Railroad initially resulted in a cordial relationship. Eventually, however, this harmonious situation began to deteriorate as the townspeople clamored for a new depot and the railroad resisted. Under orders from the State Railway Commission, Burlington finally relinquished and built a new depot. The period of significance is 1911, the year the depot opened. The nomination consists of one contributing building.

As the C B & Q Railroad pushed westward through Nebraska the route it took had a tremendous impact on the location and existence of communities. But even if the rail line ran through the town, it did not ensure cordial relations between the community and the railroad. One town that experienced the elation of welcoming the railroad to town and then the frustration of rejection and indifference by them was Holdrege.

The story of Holdrege and the railroad begins with the former town of Phelps Center which was established in 1876 and became the county seat in 1879. The town grew at a fairly rapid rate due in part to the anticipation of receiving a railroad line. In September 1883, however, Captain Phillips, a town site man for the C B & Q Railroad "broke the news that contract for the new [rail] road was let to a point...7 miles southeast of Phelps Center, and that the road would be built to that point by December 31, 1883" (A History of Phelps County Nebraska, p.15, 1981).

This was undoubtedly stunning news to a community that had counted on the railroad to ensure its prosperity. But the C B & Q did provide an option for the people of Phelps Center. At the same meeting Phillips read a letter from Superintendent George Holdrege of the C B & Q which stated the railroad offered to donate a land lot for each building and/or house moved from Phelps Center to the new town. Upon hearing this news fifteen businessmen "pledged to remove their buildings to the new town site, and others who did not own buildings signified their willingness to build and remove (sic) their business" (A History of Phelps County Nebraska, p. 15, 1981).

There were some bitter feelings between people who wanted to stay in Phelps Center and those willing to move to the new town of Holdrege. But events eventually brought about the demise of Phelps Center. On December 2, 1883 the first train steamed into Holdrege. In February 1884 Holdrege incorporated and in November of that year it became the county seat. Finally, by about 1885 the last buildings had been demolished or removed from Phelps Center and the ground returned to farmland.

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C B & Q Holdrege Depot

Name of Property

Phelps County, Nebraska

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The C B & Q Railroad created Holdrege and brought it economic prosperity. Despite the financial advantages the town gained from the railroad, over the years many in the community became frustrated the railroad's neglect of the old and increasingly inadequate depot. The original depot opened on February 11, 1884. It was a two-story wood frame building that also served as a hotel and an eatery.

Initially, the depot adequately served the passenger service coming through Holdrege. However, as the number of trains and people passing through increased many in the community began to think the depot did not sufficiently meet the new demands. Additionally, the Burlington Railroad did not adequately maintain the old depot and it fell into disrepair.

Building a new depot became a priority in January 1910. The Holdrege Commercial Club and Women's Club petitioned the State Railway Commission for a hearing to determine if the town should get a new depot. The petitions stated that the old depot lacked sufficient accommodations for the number of people passing through.

The hearing was granted and held in February 1910. Representatives from the community maintained that the expansion of Holdrege in general and the business sector in particular warranted a new depot. They also implied that if one was not built it could hold back growth. Burlington representatives responded by saying the old depot would be remodeled, upgraded, and expanded (The Holdrege Progress, February 3, 1910).

In March the State Railway Commission determined Holdrege was entitled to a new building and ordered Burlington to submit drawings before April 10. The commission also laid out minimum specifications for the new depot. It was to be constructed of materials other than wood, have separate waiting rooms for men and women and "be modern throughout." The commission justified its decision by explaining that Holdrege was fifth in the state in ticket sales. Going into some detail the commission stated the revenue Burlington "derived from business originating and destinating (sic) at Holdrege for the year beginning July 1, 1908 and ending June 30, 1909, aggregates \$270,537.75 of which amount \$93,396.43 was from ticket sales." Additionally, the town was the "...western terminus of the Holdrege and Nebraska City branch of the defendant company's lines...and the eastern terminus of the Holdrege and Sterling branch of the defendant's lines...commonly known as the 'Highline'; that it is a division point on the main line of the defendant; running from Denver to Omaha and Chicago..." (The Holdrege Progress, March 10, 1910).

After some initial threats of litigation by Burlington, the railroad relented and officially announced that it would build a new depot just as the State Railway Commission had ordered (The Holdrege Citizen, March 17, 1910). The company submitted plans to the commission which depicted a depot that was bigger and better than they were ordered to build (The Holdrege Citizen, April 28, 1910).

On July 28, 1910 The Holdrege Progress reported that preparatory work had begun on the grounds of the new depot. The actual ground breaking occurred about two months later (The Holdrege Citizen, September 15, 1910). The depot opened on February 18, 1911. Although the newspaper lamented the fact there was no official ceremony it still expressed the community's satisfaction with the new depot (The Holdrege Citizen, February 23, 1911).

Holdrege was actually created by the railroad. Burlington platted the town and encouraged residents and businesses from a nearby community to move to the new town. Holdrege prospered because of the railroad and was an important terminus on one of Burlington's main routes. The railroad was a vital factor in the founding and continued prosperity of Holdrege. The 1911 depot is the best representative of the railroad's presence in the community. For this reason the C B & Q Holdrege Depot is significant at the local level under Criterion A for its association with transportation and settlement.

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Continuation Sheet

C B & Q Holdrege Depot  
Name of Property

Phelps County, Nebraska  
County and State

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**Bibliography**

A History of Phelps County Nebraska. Dallas: Taylor Publishing Co., 1981.

Holdrege Centennial Commemorative Historical Souvenir Book. Holdrege: Ink Spot, Inc., 1983.

Newspapers

The Holdrege Citizen

The Holdrege Progress

**Verbal Boundary Description**

Beginning at the intersection of the North Line of the Burlington Northern Railroad and the East Line of Block 21 of the Original Town of Holdrege, Phelps County, Nebraska as extended Southerly; thence Southerly on said Southerly extended line, considering the East Line to have a bearing of S 0° 58' 49" E 113.36 feet to a point 15.0 feet Northwesterly of the centerline of Spur Track #20 as measured perpendicular to the centerline of said Spur Track #20; thence S 73° 00' 00" W parallel to said centerline 727.61 feet to a point on the East Line of Grant Street as extended Southerly; thence N 01° 00' 48" W on said East Line 54.25 feet; thence N 73° 04' 08" E 320.19 feet; thence N 16° 52' 01" W 56.94 feet to a point on the North Line of said Burlington Northern Railroad; Thence N 72° 57' 57" E on said North Line 423.64 feet to the point of Beginning.

**Boundary Justification**

The boundary contains that parcel of land which has historically been associated with the property.