

PH 0503231

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATA SHEET

FOR NPS USE ONLY
RECEIVED AUG 29 1977
MAR 29 1978
DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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

1 NAME

HISTORIC Burlington Station (AD04-1)
AND/OR COMMON

2 LOCATION

STREET & NUMBER First St. & St. Joseph's Avenue
CITY, TOWN Hastings VICINITY OF Third
STATE Nebraska CODE 31 COUNTY Adams CODE 001

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME Burlington Northern Railroad
STREET & NUMBER 176 E. 5th
CITY, TOWN St. Paul, VICINITY OF Minnesota

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Adams County Courthouse
STREET & NUMBER
CITY, TOWN Hastings, STATE Nebraska

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
DATE
DEPOSITORY FOR SURVEY RECORDS
CITY, TOWN STATE

—FEDERAL —STATE —COUNTY —LOCAL

7 DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Hastings Burlington Station is situated on First Street where St. Joseph's Avenue meets the Burlington tracks from the north. The station terminates the vista of St. Joseph's Avenue at this point (see photo #2), one block south of Second Street, Hastings' main business street. The Victory Building (Dutton-Lainson), a major Hastings landmark, stands at the corner of St. Joseph's Avenue and Second Street, one block north of the Burlington Station.

Designed from 1900-1901 by Omaha architect Thomas Rogers Kimball, the building is an excellent, though modest example of Spanish Colonial Revival architecture which became popular in the United States between 1915-1925. The building is a long, narrow rectangular mass which builds from a low one-story structure to two stories toward the center (photo #1). A slightly higher and projecting two story pavilion is the focal point of the composition (photo #3). Low-pitched hipped roofs shelter the main one- and two-story sections while the central pavilion displays a gable roof with return cornices. The roof of the one-story element projects beyond the exterior walls creating a covered portico which continues around the perimeter of the building (photo #4). At the rear of the building the portico connects to a tee-shaped portico which extends back (south) from the central pavilion to track side where it parallels the tracks (photo #5).

Structurally, the light colored pressed brick building rests upon a smooth-cut stone foundation. The brick is left exposed on the ground floor under the portico where cut stone sills and segmentally arched brick openings enhance the wall. Above the portico roof, all brick walls are finished with a moderately textured plaster. Classically derived cut-stone ornament surrounds the windows on the second level and adorns the cornice of the gabled, central pavilion giving the building a modest churrigueresque character (photo #3). This effect is enhanced by the pueblo style bracket capitals above the columns of the portico. As originally built, the roof has sheathed with Spanish tiles which contributed to the overall Spanish effect. These tiles are extant only on the rear tee extension of the portico. The remainder of the building is re-roofed with asphalt shingles.

The interior of the building was substantially remodeled in 1945, just in time for the switch over from steam to diesel locomotion, and again in ca. 1971, when the depot switched over to Amtrak. Early descriptions indicate a very elaborate interior, so elaborate that one high level Burlington official purportedly called it a "monument to extravagance". The building contained eighteen rooms, among which was a large, quite ornate 2-story main waiting room. Baggage rooms, a ticket office, a large two-story restaurant (in the east wing) and other passenger comforts were provided on the ground floor. Upstairs, in the central pavilion,

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a telegraph-dispatchers office (complete with eight new telegraph instruments), conductor's lounge and office and the Agent's office were provided. The projecting south bay of the central pavilion provided the dispatchers with a complete view of the railroad yards.

Interior finishes must have been opulent. The main waiting room is said to have had twelve cluster electric chandeliers with a total of 52 gas and electric lights in the room. There were over two hundred lights, both inside and out, at the buildings completion. Other interior finishes included an eight-foot high marble waniscot and white marble fountain in the main waiting room.

The building was completed and in operation in September of 1902 and has continued in this capacity until 1971 when it became an Amtrak facility. Although the interior has been substantially altered, the building is in excellent repair on the outside. The building maintains its original function, however in a reduced capacity. From the outside, it maintains a significant role as landmark and as symbol of an important era in Hasting's development.

8 SIGNIFICANCE

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

SPECIFIC DATES 1900-1902 ~~BOOKER~~/ARCHITECT Thomas Rogers Kimball

STATEMENT OF SIGNIFICANCE

The importance of the railroads in the settlement of the Great Plains region is fundamental and the settlement of Adams County illustrates this point well.

The Burlington and Missouri River Railroad was organized in 1869 with a plan to lay track from Omaha across the drift hills of eastern Nebraska to the new capitol City of Lincoln and beyond--over the plains area of southern Nebraska and on to Denver, Colorado. At this time, settlement had been confined to the fringes of the plains adjacent to the more densely settled drift hills region of southeast Nebraska (exceptions to this would be the sparse settlement along the old roads and along the recently developed line of the Union Pacific Railroad through the Platte River valley). As the road neared the plains area (near Crete in Saline County) the railroad adopted a plan of platting towns along its route to encourage settlement and to sell their land grants to pay for the road. They established stations every seven to ten miles which served as supply points and later as the nuclei for new villages. They adopted an alphabetical system for naming these towns beginning with Archer (a switching yard in Lincoln) and continuing on through Berks, Crete, Dorchester, Exeter, Fairmont, Grafton, Harvard, Inland, etc. Hastings (founded 1871) was located where the St. Joseph and Denver City Railroad crossed the Burlington line between Inland and Juniata. Development in Hastings progressed rapidly. By 1880 Hastings had become a major division point for the railroads and had trains leaving town in five different directions. By the time the new Burlington station was being completed in 1902 Hastings was considered the third major railroad center in Nebraska with eight different lines radiating in all directions from the city.

Expanded rail service along with increased public optimism following the World's Columbian Exposition (Chicago, 1893) and the Trans-Mississippi and International Exposition (Omaha, 1893) lead to continue discussion about a new Burlington depot in Hastings. The Burlington's first depot was built in 1873, burned down and was re-built in 1879 on its site on Bellevue Avenue. In 1880 the Chicago, Burlington and Quincy Railroad merged with the Burlington and Missouri River Railroad thus insuring the Burlington's continued status as Hastings' major railroad. As the new century approached, discussion centered around a depot which was fitting

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheet

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one

UTM REFERENCES

A	114	551810	4492550	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

D. Murphy, Architect

ORGANIZATION

Nebraska State Historical Society

DATE

August 1977

STREET & NUMBER

1500 R Street

TELEPHONE

402-432-2793

CITY OR TOWN

Lincoln, Nebraska

STATE

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL X

STATE

LOCAL

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Marvin O. Knott 8/23/77

TITLE

Director, Nebraska State Historical Society

DATE

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

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
 ATTEST: *W. M. ...*

KEEPER OF THE NATIONAL REGISTER
 DATE 3-29-78
 DATE 3-26-78

KEEPER OF THE NATIONAL REGISTER

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not only the Burlington's status, but which was suitable as the gateway into one of south-central Nebraska's more important towns.

Architect Kimball's connection to the project is not entirely clear but he was acquainted with Burlington General Manager Holdrege and was the architect for the Burlington Station in Omaha beginning in 1896. Considered one of the finest (and one of the earliest) Neo-Classical revival buildings in the country, Omaha's Burlington Station was a masterpiece of classical design. In the Hastings depot he continued a tradition of classical design but made significant steps toward a new idiom--one which would come to prominence some 15 to 20 years later.

The railroad station had for some time had major importance in the architectural development of cities around the country. Prior to 1900, the most significant stations were built in the Romanesque mode of design. The World's Columbian Exposition initiated a general move toward classicism which included the railroad station as a major part of its City Beautiful movement. It wasn't, however, until after the turn of the century that classicism really took hold and came to prominence (McKim, Mead and White's Pennsylvania Station, for example, dates to 1906-10). Kimball's Omaha station, designed two years before the Omaha Exposition (1898) is especially significant in this light.

The Hasting's Burlington Station has a strong classical component in its formal composition. Basically a tri-partite composition, the building has a subtle five-part effect in the extension of the one-story element to each side (see photo #2). The Beaux-arts character of the form is enhanced by the central, projecting pavilion in its classically derived gable roof with return cornice and corner pilasters. The eclectic nature of the building is seen most clearly in its details. Classically derived motifs in cut stone combine to create an overall churriguesque effect. Window grills in the second story, an essential Spanish Colonial revival element, are here treated in neo-classical designs. While the roof and the portico show distinct Spanish influence, the eclecticism of the whole is show again in the use of straight shafted doric columns in combination with pueblo-style bracket capitals. The significance of this building lies in its rather conservative yet early attempt to move into a new idiom. Kimball went on a design three other buildings in the mode, one (begun in 1901) being one of his major works, Omaha's St. Cecelia's Cathedral.

While the mission style of architecture (defined by Whiffen p. 213-216) was considered the California equivalent of the new-classical

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revival, little experimentation had been done in the mode which came to be known as Spanish Colonial Revival (Whiffen, p. 225-28) prior to the 1915 Panama-California Exposition in San Diego. After that time the style took on the proportions of a movement and the period 1915-1925 saw hundreds of buildings designed in the mode. The earlier, more simple, Mission style was apparently confined to California but one exception (which is included as a clipping from "The Improvement Bulletin", Feb. 16, 1901, p. 11, in Kimball's "Scrapbook" p. 161) we know that Kimball was aware of, that is, the new Northern Pacific Depot at Bismarck, North Dakota, designed by St. Paul architect A. H. Stem. The only other sources that we know may have possibly influenced Kimball's move in the direction of Spanish Colonial Revival is a clipping in his scrapbook (p. 235) of the Church of La Santisma in Trinidad, Mexico, taken from the American Architect and Building News, No. 605, July 30, 1887 and a photograph of an unidentified churriqueresque cathedral in Kimball's "Photograph Book" (Nebraska State Historical Society Archives). At any rate, Kimball's early move into the Spanish Colonial Revival idiom appears to be unique and generally not based upon contemporary Mission style work in California.

Kimball was perhaps Nebraska's premier architectural talent. Born in 1862, near Cincinnati, Ohio, he received advanced education at the University of Nebraska, Massachusetts Institute of Technology and the Cowles Art School in Boston. He then studied in Paris under various tutors, including the great painter, Harpignes. Back in Boston, he became a partner in the architectural firm of Walker, Kimball and Best. Kimball was in charge of the Omaha office of the firm which continued until 1899 as Walker and Kimball. He practiced alone in Omaha until 1928, when the firm of Kimball, Steele and Sandham was formed. He died in Omaha in 1934. He was architect-in-chief of the Trans-Mississippi and International Exposition in Omaha (1898), professional advisor to the Nebraska State Capitol Commission and is credited with writing that competition, was elected a Fellow in the American Institute of Architects in 1901 and served as A.I.A. National President from 1918-1920.

The Burlington Station stands as an important Hastings' landmark and as a forerunner of Spanish Colonial Revival architecture. Its use as an Amtrak station on the Burlington Northern (1970 merger of the Chicago, Burlington and Quincy with the Great Northern Railroad) line appears secure for the near future.

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A216-49

Burlington Depot at Hastings, Nebr.
Designed by Thomas R. Kimball of
Omaha.

AUG 29 1977

PROPERTY OF THE RAILROAD MUSEUM

MAR 29 1978

Photo #1 ⁴⁵
Burlington Station
Hastings, Adams County, Nebr.
Photo: anon, n.d. Nebraska
State Historical Society (A216-49)
Historic view of the depot looking
south along St. Joseph's Ave.

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