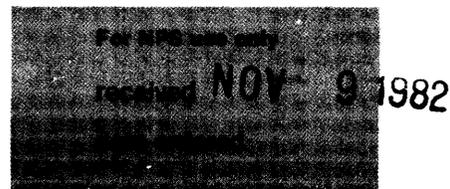


2025 RELEASE UNDER E.O. 14176

United States Department of the Interior
National Park Service

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 Chicago, Rock Island and Pacific Railroad Passenger Station

and/or common Rock Island Depot

2. Location

street & number 115 Wright Street _____ not for publication

city, town Iowa City _____ vicinity of ~~Congressional district~~

state Iowa code 19 county Johnson code 103

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" 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 Ralph L. Neuzil and Dale Sanderson

street & number 617 South Dubuque

city, town Iowa City _____ vicinity of _____ state Iowa

5. Location of Legal Description

courthouse, registry of deeds, etc. Johnson County Courthouse

street & number S. Clinton Street

city, town Iowa City _____ state Iowa 52240

6. Representation in Existing Surveys

title none has this property been determined eligible? _____ yes _____ no

date _____ federal _____ state _____ county _____ local

depository for survey records

city, town _____ state _____

7. Description

Condition excellent good fair deteriorated ruins unexposed**Check one** unaltered altered**Check one** original site moved

date _____

Describe the present and original (if known) physical appearance

The Chicago, Rock Island and Pacific Railroad Passenger Station, located on the southern edge of Iowa City's downtown commercial district, has been one of the city's principal landmarks since its completion in 1898. Architecturally, this building is a good example of Victorian eclecticism, and in this particular structure the Richardsonian and Victorian Romanesque styles predominate. Henry Hobson Richardson's influence can be most clearly seen in the round arches in the porte cochere on the station's north side and the large hipped roof with flared eaves and large brackets that cap the building. Other Richardsonian characteristics include transomed windows arranged in groups in ribbon like fashion and the short tower on the south facade. On the other hand, the structure's polychromatic exterior finish, which is provided by the combination of dark red, rock faced St. Joe brick on the base, tan LaSalle pressed brick on the body, and the red tiles covering the roof are distinctly un-Richardsonian and characteristic of the Victorian Romanesque style.

From an examination of early photographs, it appears that the depot has undergone very little significant exterior alteration over the years. Early photos reveal that the decorative brackets, presently painted white, were once a darker color.

Inside the depot consists of two waiting rooms, restrooms, a ticket office and communications center, both of which are situated in the two-story tower portion, and a baggage storage area connected to the main section of the station by a covered passageway. The interior arrangement has changed little over the years except for the addition of partions in the southwest corner of the waiting room to create two additional offices. Although some interior features like chandeliers and bronzed radiators have been removed, others like the variegated floor tile and the beige ceramic bricktile on the walls remain.

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 checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1898 **Builder/Architect** _____

Statement of Significance (in one paragraph)

The Chicago, Rock Island and Pacific Railroad Passenger Station is important not only because of its contribution to Iowa City's architectural character but because of its central role in the city's transportation history as well. This edifice's eclectic architecture, which combines elements of the Richardsonian and Victorian Romanesque modes, is unique in Iowa City and constitutes a major element of the city's visual landscape. In a historical sense, the depot, which was the city's second such facility, has been since its completion in 1898, the central symbol of the railroad's presence in Iowa City and a major reference point for the thousands of university students and other citizens who utilized its facilities in coming to and going from Iowa City.

Iowa City's first railroad passenger depot, which was located three blocks east of the present one, was constructed in 1855 by the Mississippi and Missouri Railroad, a predecessor of the Rock Island, and was placed in service on New Year's Eve of that year when the first train reached Iowa City. For over forty years, this facility was adequate for the city's needs, but in the 1890's the feeling grew that Iowa City needed an improved and modern depot.

According to contemporary newspaper accounts, the principal figure in getting the new depot built was Harry Breene, the local Rock Island agent, who had pleaded with his superiors for such a facility from the time he first arrived in Iowa City. Actual construction of the depot, however, was under the supervision of W.K. McFarlin, the Rock Island's superintendent of maintenance and construction. Press accounts credit him for giving the city a first class depot and making sure a second class building would not be constructed. That Iowa City received a far better station than the average was attested to by an individual with another railroad company who stated: "It's the handsomest depot of its size in the United States. Indeed, I never saw its equal, size considered, anywhere in the world."

By the fall of 1898 the new depot had been completed, and on October 4 of that year the new facility was formally dedicated with some 3,000 Iowa Cityans in attendance. For the next seventy-two years, the depot was the departure and arrival point for persons serving the nation in five wars, untold numbers of university students, famous visitors to the city, and ordinary citizens. In 1970 because of declining passenger traffic and financial losses, the Rock Island ended passenger service to Iowa City and utilized the depot largely for office space. In early 1982 two local attorneys purchased the depot and have plans to utilize it as an office facility.

9. Major Bibliographical References

Aurner, Charles Ray, Leading Events in Johnson County, Iowa History (Cedar Rapids: Western Historical Press, 1912)
Iowa City Weekly Republican, May 18, October 5, 1898.
Weber, Irving, Historical Stories About Iowa City (Iowa City: Iowa City Lions Club, 1976).

10. Geographical Data

Acree of nominated property less than one acre

Quadrangle name Iowa City West

Quadrangle scale 1/24,000

UMT References

A

1	5	6	2	2	1	0	0	4	6	1	2	1	3	0
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

Zone		Easting				Northing								

D

Zone		Easting				Northing								

E

Zone		Easting				Northing								

F

Zone		Easting				Northing								

G

Zone		Easting				Northing								

H

Zone		Easting				Northing								

Verbal boundary description and justification

Lots 4 and 5, Block 11, County Seat Addition, Iowa City.

List all states and counties for properties overlapping state or county boundaries

state Iowa code 19 county Johnson code 103

state _____ code _____ county _____ code _____

11. Form Prepared By

name/title James E. Jacobsen, National Register Coordinator

organization Iowa SHPO

date October 26, 1982

street & number Historical Building
East 12th and Grand Ave.

telephone _____

city or town Des Moines

state Iowa 50319

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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

State Historic Preservation Officer signature

John H. Anderson

title Executive Director Iowa State Historical Dept. date November 1, 1982

For NPS use only

I hereby certify that this property is included in the National Register

entered in the

National Register

date

12/10/82

for *John H. Anderson*
Director of the National Register

Attest:

date

Chief of Registration