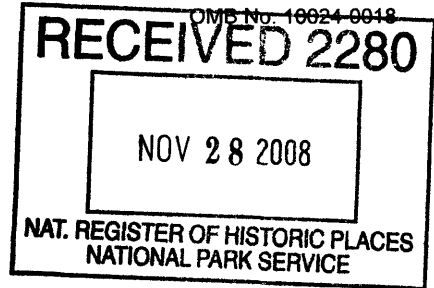


NOV 20 2008

OMB No. 10024-0018



United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

1283

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 Chicago, Burlington & Quincy Depot

other names/site number _____

2. Location

street & number 215 North Main Street [N/A] not for publication

city or town Osceola [N/A] vicinity

state Iowa code IA county Clarke code 039 zip code 50213

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 Q. Mitchell, DSHPO 11/20/08
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:)

Signature of the Keeper

Date of Action

Patrick Andrews

1/8/2009

Chicago, Burlington & Quincy Depot
Name of Property

Clarke County, IA
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

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

Category of Property
(Check only one box)

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

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

Contributing	Noncontributing	
<u>1</u>		buildings
		sites
		structures
		objects
<u>1</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

The Advent & Development of Railroads in Iowa: 1855-1940

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/Rail-Related/Depot

Current Functions
(Enter categories from instructions)

TRANSPORTATION/Rail-Related/Depot

WORK IN PROGRESS

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER: CB&Q Combination Depot

Materials
(Enter categories from instructions)

foundation CONCRETE

walls BRICK

roof ASPHALT

other STONE/Limestone

Narrative Description

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

Chicago, Burlington & Quincy Depot
Name of Property

Clarke 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)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1907-1958

Significant Dates

1907

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

Architect/Builder

CB&Q Railroad

Unknown

Primary location of additional data:

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

Name of repository:

Chicago, Burlington & Quincy Depot
Name of Property

Clarke County, IA
County and State

10. Geographical Data

Acreeage of Property Less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1 [1]5 [4]3]5]7]0]5 [4]5]4]3]1]6]5 2 [1]5 [0]0]0]0]0]0 [0]0]0]0]0]0
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 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 For the City of Osceola date October 2008
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 City of Osceola David P. Schneider
Attn: Fred Diehl, Mayor General Director of Land Revenue Management
street & number P.O. Box 197 telephone 641-342-3965 Burlington Northern/Santa Fe Railroad Company
2520 Lou Menk Drive telephone 817-230-2600
city or town Osceola state IA zip code 50213 Fort Worth, TX 76131-2830

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.

United States Department of the Interior
National Park Service

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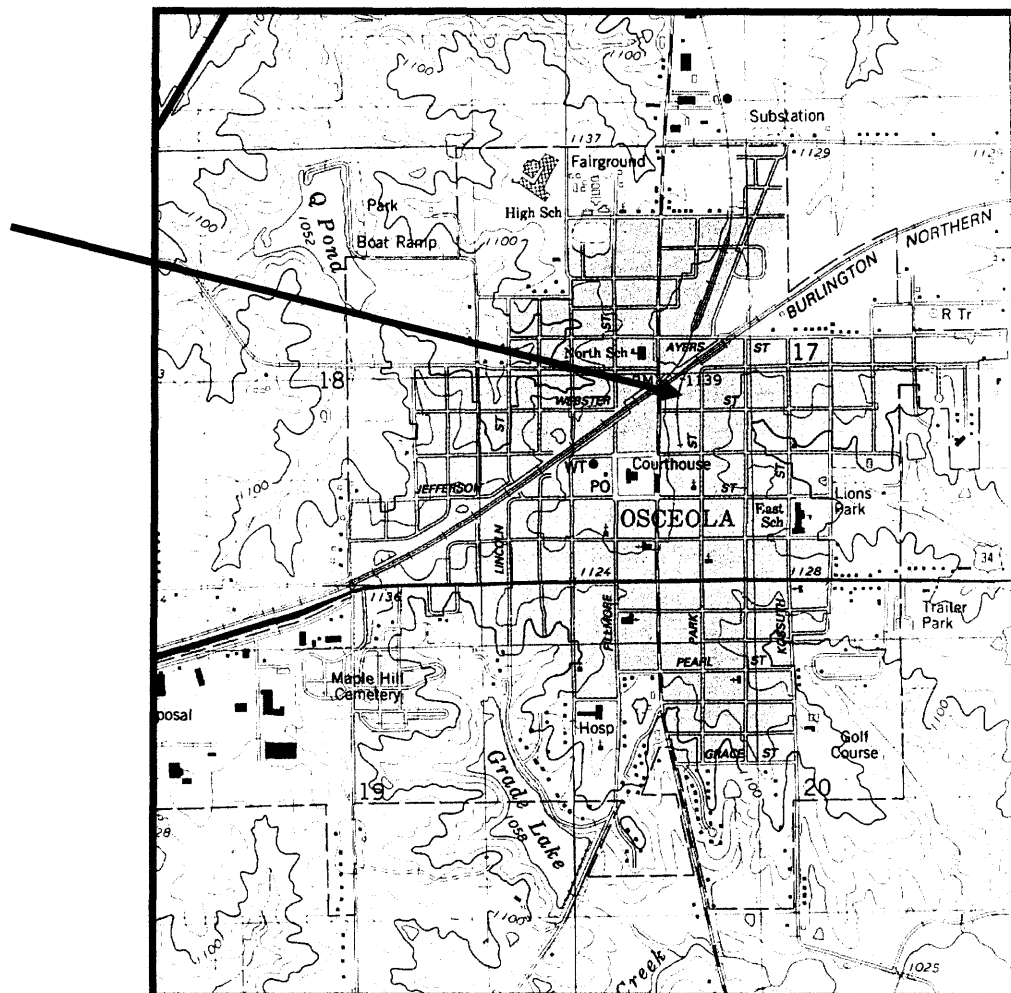
Chicago, Burlington & Quincy Depot
Clarke County, Iowa

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NARRATIVE DESCRIPTION:

The Chicago, Burlington & Quincy Depot (1907) in Osceola is located one and one-half blocks north of the Public Square at 215 North Main Street. The CB&Q tracks run on a southwest to northeast diagonal along the north side of the depot. Osceola (population 4,659) is the county seat of Clarke County and is located in south central Iowa. The topography of the town is level to slightly rolling. Commercial development is focused around the Public Square, with the Clarke County Courthouse (1956) located in the center of the Square.



U.S.G.S. Map of Osceola (1983)
Arrow indicates location of CB&Q Depot

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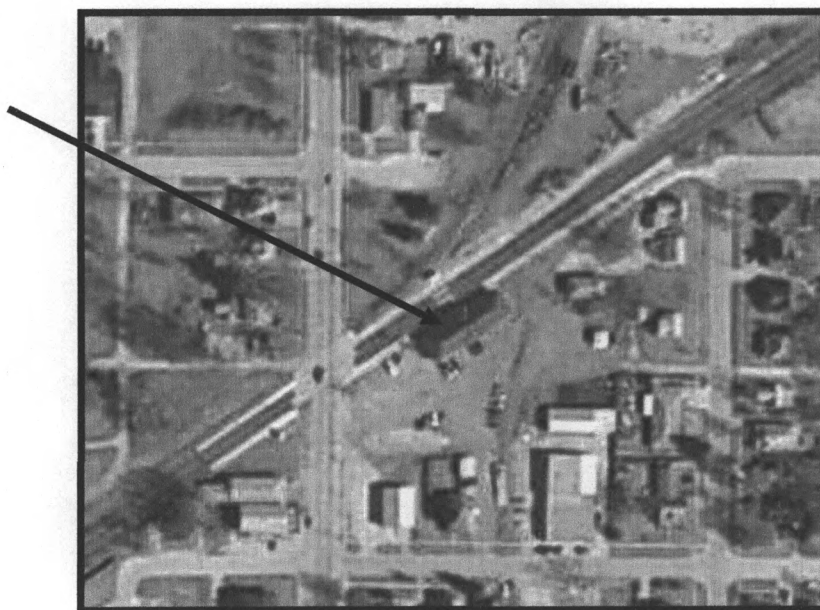
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**Chicago, Burlington & Quincy Depot
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The depot is a single story brick building with a hip roof. The low-pitched roof, broad eaves, stone water table and belt courses, and windows banded in groups of three give the building a horizontal emphasis that may be a Prairie influence. Rectangular in shape, the building measures approximately 113 feet by 32 feet with a shallow rectangular bay centered on the south elevation, and a shallow polygonal bay centered on the north elevation. The building rests on a concrete foundation with a basement (measuring 13 feet by 29 feet) under the west end. A gravel parking lot is located to the southeast of the building with the driveway opening off of North Main Street. The depot has a herring-bone patterned brick platform remaining on three sides.



**2002 aerial photo of depot and surrounding block
(Iowa Geographical Map Server)**

Exterior:

The exterior of the building is of reddish-brown brick (8.5 inches by 2 inches) laid in a running bond with narrow red mortar joints. A 10 inch dressed limestone water table and two dressed stone belt courses provide a strong horizontal emphasis. The lower belt course is 6 inches wide and provides the sill for the full sized windows while the upper 4 inch belt course is located at the top of the full sized windows, just below the transoms. This is a combination depot, with the freight and baggage area in the west end and the passenger services in the east end. These separate functions are indicated on the exterior by the size and arrangement of doors and windows.

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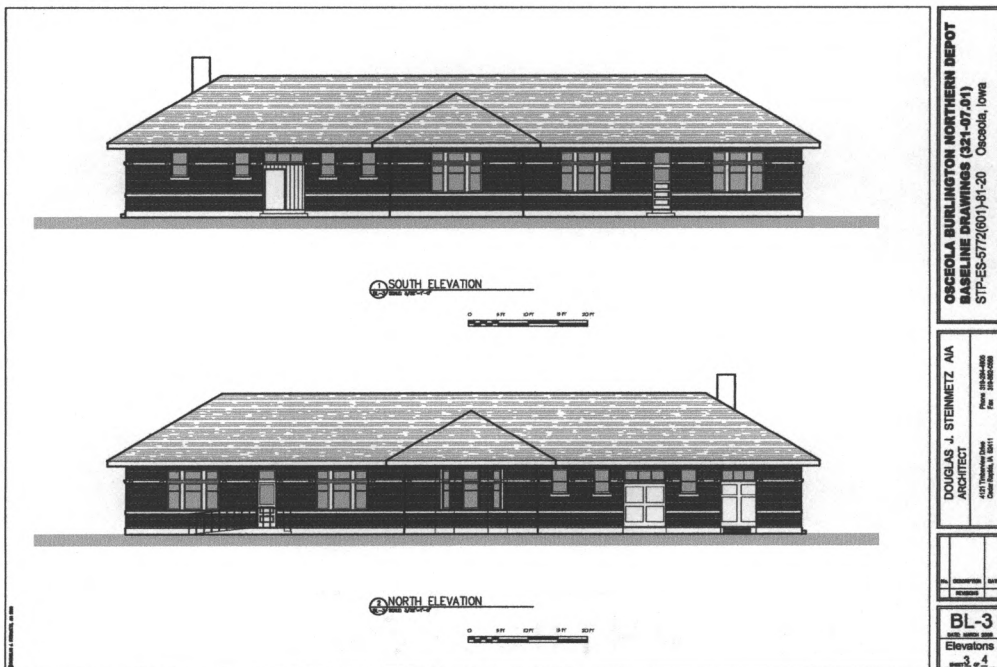
**National Register of Historic Places
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**Chicago, Burlington & Quincy Depot
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Viewed from the parking lot, looking from west to east (left to right), the south elevation has four short windows located high on the wall, two on each side of a double door entrance to the freight and baggage area. The wall then projects out into a 3 feet by 22 feet bay that contains a triple window in the center. There is a shallow hip roof over the rectangular bay. Beyond the bay the wall contains another triple window, a single entrance door into the waiting room, and a third triple window near the east end. Throughout the building transoms are located above the double and triple windows and all doors.



Elevations provided by Douglas J. Steinmetz, AIA (2008)

The track-side elevation on the north has two sets of triple windows flanking a single entrance door (with handicapped accessibility ramp) into the waiting room at the east end. The polygonal bay (3 feet by 22 feet) is centered on the north wall. Like the south bay, this one is capped by a shallow hip roof. The west section of this elevation contains two short, high windows, a broad double entrance door, a single high window, and a narrower double door entrance. These double doors provide entry to the baggage and freight rooms. A single chimney rises above the freight area that also housed the heating system. A basement is located under the westernmost section of the building.

Like the north and south elevations, the ends of the building also indicate their use through the placement of doors and windows. The east elevation features a central door flanked by a double window on each side. These double windows indicate use as a waiting room. The west elevation has two short high windows and a single door to one side. These high windows indicate freight or baggage usage.

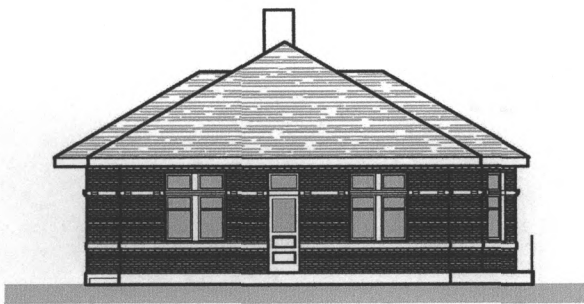
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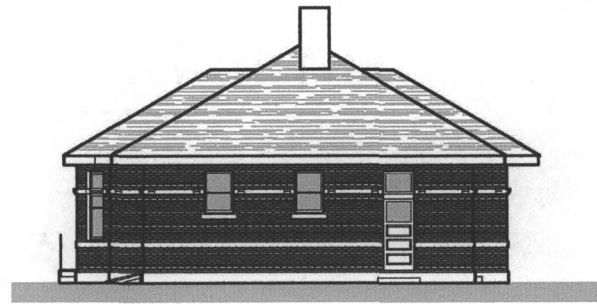
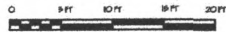
Chicago, Burlington & Quincy Depot
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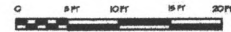
Page 4



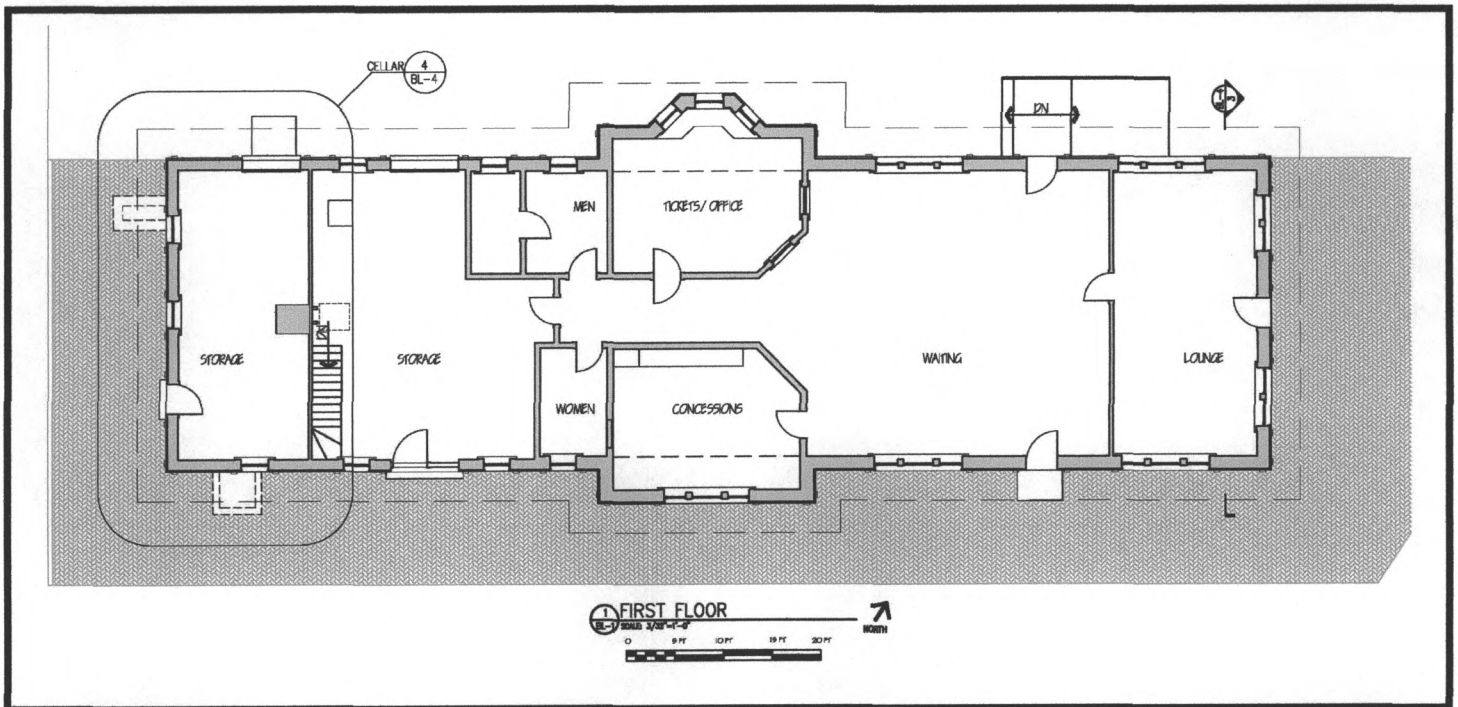
1 EAST ELEVATION
BL-1 SCALE 3/8" = 1'-0"



2 WEST ELEVATION
BL-1 SCALE 3/8" = 1'-0"



Elevations and current floor plan provided by Douglas J. Steinmetz, AIA (2008)



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Interior:

The floor plan reflects the current configuration of the building which differs from the original only by the addition of a single wall in the waiting room. The west section of the building contains a small (13 feet by 30 feet) storage/baggage room at the far west end with a larger (23 feet by 30 feet) freight room immediately east. The basement under the storage room is reached by stairs from the freight room. The two restrooms are also located in the west section with the men's on the north (or track) side, and the women's on the south. Note that all windows in this section are placed high in the walls.

The central section of the building is defined by the two projecting bays. A central hallway extends east from the baggage room dividing the north and south halves of the building. The south bay, facing the parking lot, originally contained the ladies' lounge, which could be accessed from both the ladies' restroom and directly from the waiting room. Light for this room is provided by a set of triple windows. The ticket office/agent's office is located in the northern polygonal bay and is entered by a door in the hallway. Three windows in the bay provide not only natural light but a good view of the tracks in both directions. Both the lounge and ticket office measure approximately 14 feet by 19 feet and feature chamfered corners; the one on the office is used as the ticket window.

The east section of the building is devoted entirely to the passenger waiting room. Originally this was one large open space measuring approximately 35 feet by 30 feet with entrance doors on each of the three exterior walls. The wall that currently separates the far east end from the rest of the waiting room was added at an undetermined date, creating a smaller (15 feet by 39 feet) television room. Triple windows on the north and south walls and a pair of windows on each side of the east entrance provide natural light. Curiously, the three entrances are single doors, not the more impressive double entry doors that would be more commonly found.

The utilitarian baggage and freight portions of the building feature wood floors and exposed brick walls with beadboard above and beadboard ceilings. The ticket office also has wood flooring, but the wall finish matches that of the public areas (waiting room and ladies' lounge). The public areas have checkerboard tile floors, walls of plaster with beadboard wainscoting and a picture rail near the ceiling. The original hanging light fixtures remain in place. Original woodwork is found throughout the building and the ticket office retains the original cabinetry. Six sections of the original wooden seating continue to be used, two double (back to back) sections and four individual sections.

Plans for Rehabilitation and Reuse:

Architect Douglas Steinmetz of Cedar Rapids is working with the city on plans for the rehabilitation of the building, both interior and exterior. Although still in the early stages, these plans retain the original architectural elements while adapting some areas of the building for new functions. The city is working with AMTRAK to maintain the ticket office and waiting room in this building, but possibly moved to the west end. In addition, the bus depot could be housed in

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the same area. This would open the center (ticket office and lounge) portion and the east lobby area for use as retail space.

The gravel parking lot south of the building will be totally reconfigured with a curving drive and seventy-three parking spaces located in a park-like landscape. The driveway will be designed to handle large over-the-road buses as well as passenger cars. This new parking lot will not only meet the needs of those coming to shop/dine in the new businesses in the east end of the building, but also travelers who need long-term parking while on vacation.

Integrity:

The CB&Q Depot in Osceola retains a high degree of all seven aspects of integrity. The location next to the tracks, the large parking area on the south, and the proximity to the central business district all maintain the original setting and feeling of the resource. Although a specific architect has not been identified, all contemporary sources indicate that it was a typical CB&Q design for a combination depot in a small county seat town. It retains the integrity of design, materials and workmanship with minor changes, primarily the loss of diagonal eave brackets and the reduction in size of the freight door on the south elevation. Although the herring-bone patterned brick sidewalk has been replaced by concrete on the track side of the building, large sections of the brick remain on the other three sides. The continued use as a railroad depot by AMTRAK adds greatly to the overall integrity, specifically its association with rail development in Iowa.

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STATEMENT OF SIGNIFICANCE:

The Chicago, Burlington & Quincy Depot (1907) in Osceola, Iowa is locally significant under Criterion A as it illustrates the importance of the railroad in community development. It achieves local Criterion C significance as a good example of a brick combination depot showing the influence of both Craftsman and Prairie design. The period of significance is from the construction and opening of the building in 1907, through 1958, which meets the 50 year requirement for significance.

Criterion A:

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 westward. On September 1, 1859 the tracks reached Ottumwa in Wapello County, 70 miles west of the Mississippi River. Ottumwa remained the western terminus of the railroad until after the Civil War.

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 west. In 1865 construction started on the rail line west from Ottumwa and it was built into Osceola on January 15, 1868. The B&M tracks reached Plattsmouth, Nebraska on the Missouri River in 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)

The Illustrated Historical Atlas of the State of Iowa (p 504) wrote about the importance of the railroad to Clarke County.

The Burlington & Missouri River Railroad traverses the county from east to west near the center, passing through Osceola, and having stations also at Woodburn, near the eastern border of the county, and at Murray, near the western border. This railroad affords excellent means of communication with the rest of the world, as well as ample facilities for exporting the surplus products of the county and importing its supplies of merchandise, lumber, coal, and other commodities. Since the completion of this road, or, it may be said, ever since its completion became a certainty, additional impetus has been given to the growth and development of the county, its wealth has been greatly increased, and new life and enterprise have been imparted to every branch of business. This era of progress has in no wise fallen off, but is at present as active as ever, maintained by the productiveness of the soil, healthful climate and exhaustless resources, and the energy and intelligence of its people.

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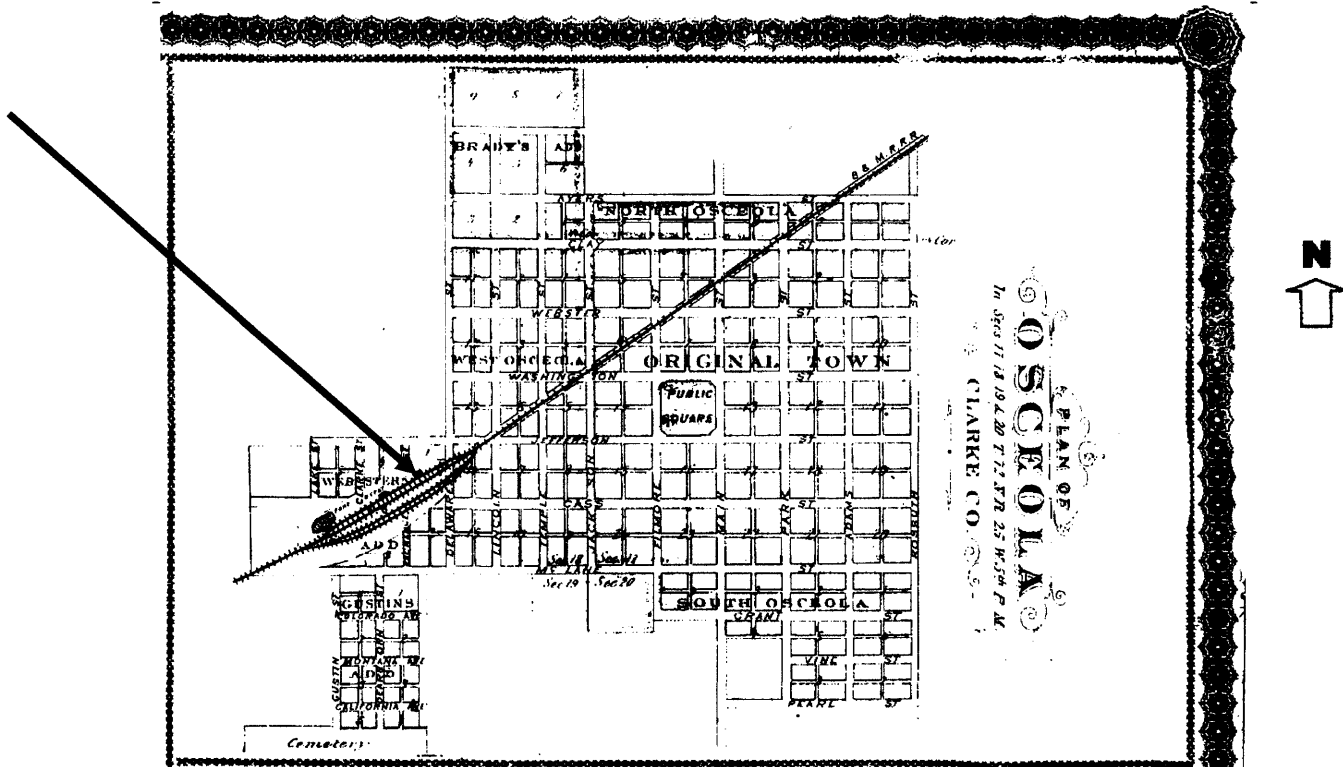
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The first railroad station (for the B&M) in Osceola was built near Jefferson Street four blocks southwest of the Public Square. It remained there until a small frame depot was constructed on the present Main Street site between 1893 and 1899.



1875 Osceola Map

Arrow indicates location of first railroad station on West Jefferson Street
(Illustrated Historical Atlas of the State of Iowa, p 131)

In 1886 it was written

The Burlington company has become known as one of the wealthiest and best managed corporations in the world. Its capital stock is \$71,942,246.51; ...length of track, over 5,000 miles; stations, 325; locomotives, 454; passenger cars, 292; freight cars, 16,477; passengers carried annually, 3,477,755; tons of freight carried, 5,586,140; passenger income, \$4,384,257.89; freight earnings, \$12,343,113.51; operating expenses, \$8,8820,309.83... (Biographical & Historical Record of Clarke County, Iowa, pp 262-3)

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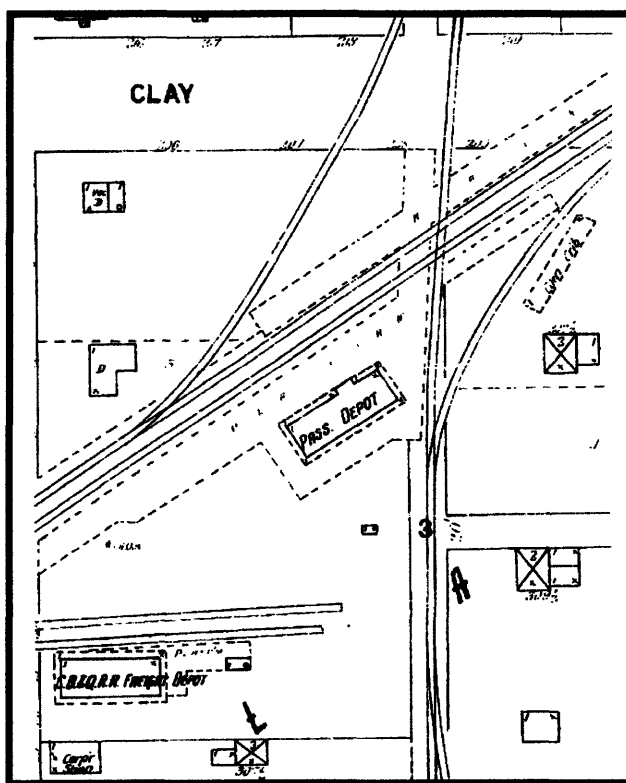
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While the CB&Q was an important east/west link to the Mississippi and Missouri Rivers, several local men saw the need for a north/south line as early as 1869. However, it was 1884 before the locally financed Des Moines, Osceola and Southern Railroad was actually running between Des Moines and Cainsville, Missouri. It was originally built as a narrow gauge, but was converted to standard gauge in 1896 and 1897. The tracks ran through Osceola in the alley right-of-way one half block east of Main Street, with a depot at the intersection with Jefferson Street near the southeast corner of the Public Square. Like many local rail ventures the Osceola-based line experienced financial problems almost from the beginning. It was purchased by the Keokuk and Western (K&W) and then acquired by the CB&Q in 1900-01. The CB&Q operated the entire stretch of tracks between Des Moines and Cainsville until 1933 when the line south of Osceola was abandoned. Floods in 1947 washed out part of the line between Osceola and Des Moines and it was never rebuilt. (Ellis, p 7) It appears that these tracks were still in existence as late as 1960. The CB&Q may have been anticipating its acquisition of the K&W line when it built a small frame station on the site of the present depot sometime between 1893 and 1899.



**1899 Sanborn Fire Insurance Map
Small frame passenger depot on site of present depot**

The first documented comment about a new depot is found in the *Osceola Sentinel* on January 11, 1906 when the newspaper mentioned that CB&Q general manager Gruber had

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come through town and noted that the depot "...was a disgrace to the Q Road and that a new one would be built at once. Superintendent Stewart says it will be begun soon." Note the use of the term "Q Road" rather than the term "Burlington" that was used in other towns along the line. The Osceola newspaper used "Q" consistently when referring to the CB&Q.

The CB&Q was building several "subways" in Osceola during 1906. These were underpasses that would allow vehicles to travel north and south under the railroad tracks. This was considered necessary because there were at least 13 passenger trains and an unknown number of freight trains going through Osceola on the CB&Q tracks each day. "These subways will be built with solid cement tops thus obviating the dirt and cinders that fall through the usual subways with steel beam and tie construction." (*Osceola Sentinel*, February 15, 1906) The same article noted that the new depot "will be built on practically the same place as the present one." In the following months the paper carried articles about plans to move the old depot and speculation on what the new depot might be like. Finally, on August 9, 1906 there was a story.

NEW DEPOT AT ONCE

The general engineer of the Q was in town Wednesday morning and informed the local officials that work would commence on the new depot before the 22nd of this month. The contract has already been made and calls for a fine structure, 132 feet in length, with commodious express, baggage, smoking, toilet, lunch counter and ladies' parlor in addition to the offices and general waiting room. The parking will be concrete and all walks will be brick.

The project appears to have continued to move slowly because it was December 13, 1906 before the newspaper noted that "the walls of the depot are almost up and the platform is completed." An indication of how important the new depot was to the community can be seen in a January 10, 1907 news story about a city council meeting. Like other towns across the state, Osceola was very much aware of its "image" and wanted to be seen as prosperous and progressive. The new depot was just the first step.

MOVE FOR PAVEMENT

The council at a meeting Monday night passed resolutions of necessity in regard to paving principal streets. every county seat on the Burlington main line, except Corning and Osceola, have paved already. Oh! there really isn't any use in putting it off any longer. We can pave and let's do it. The *Sentinel* appreciates the good common sense of the council in ordering a substantial brick paving instead of quibbling over some of the more expensive and less fully tested [types] of paving.

It is somewhat unusual that the paper did not carry more information about the new depot, and even when the building was dedicated the newspaper lavished inches of space on all the speakers but did not describe the new building. The May 2, 1907 *Sentinel* headlined "Depot is Dedicated." It noted that "Long before the program began the large waiting room

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was filled and the sidewalks outside were packed." There were eleven speakers and the program ended with music provided by the high school glee club.

The ladies sold all their ice cream and cake and certainly did a rushing business, clearing in the neighborhood, \$30.

The new depot is now being used, part of the seats having arrived in time to furnish roosting places for part of the crowd Tuesday night and it is indeed a very commodious and attractive building. Osceola has good reason to be proud of it.



**Undated historic photo of CB&Q Depot looking southwest
(Courtesy of Osceola Chamber/Main Street)**

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 improvement 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) This included not only the Osceola depot, but also stations in Mount Pleasant, Fairfield, Albia (non-extant), Chariton, Red Oak and Centerville. The use of brick as a building material gave a sense of permanency to the new depots that the earlier frame stations did not have. In addition, the brick buildings symbolized the important role the railroads played in the culture of the time.

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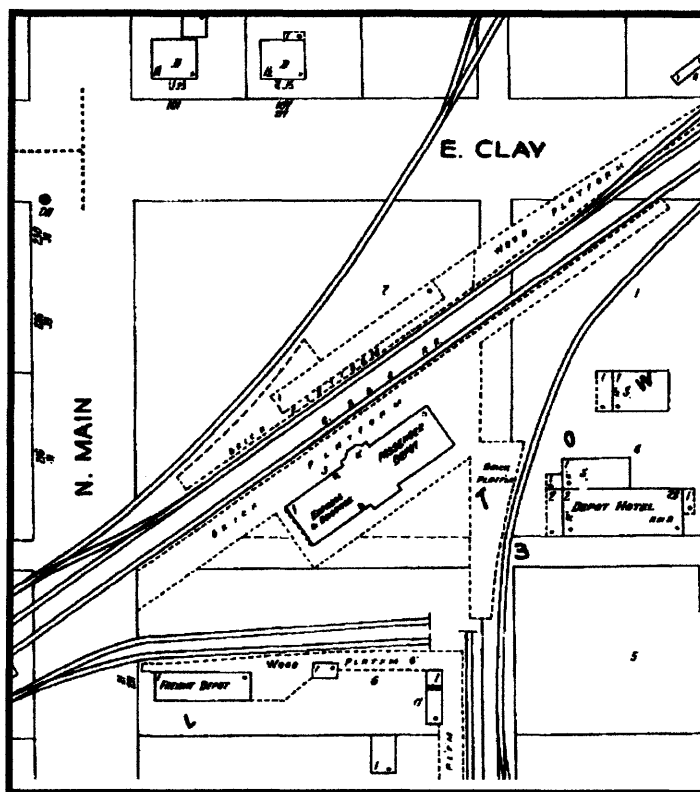
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To the south and east of the Osceola depot were three buildings directly associated with it. A small frame single story freight depot was located closer to Main Street. It appears on the Sanborn maps for the first time in 1899, the same year that the small frame passenger depot is first shown next to the tracks. It probably was built at the same time. No date has been determined for its demolition. To the east of the depot, across the K&W tracks, was a small single story building that housed the Depot Café and a larger two story Depot Hotel. No information has been uncovered concerning the construction of the restaurant or exactly when it ceased operation. The construction of the hotel however, was covered by the newspaper.



1926 Sanborn Fire Insurance Map

NEW HOTEL OPENED

Osceola's new Depot Hotel recently erected by R.M. Welcher, was opened to the public last Thursday. The new hostelry is one of the most up-to-date along the line. It is modern in every particular. The furniture is of the choicest models for the purpose for which it is used. The new hotel is run on the European plan. A first-class lunch counter is located on the first floor. While conducting the depot lunch counter during the past several years Mr. and Mrs. Welcher have gained a wide and favorable acquaintance with the traveling public which assures the success of their new venture. (Osceola Sentinel, August [no specific date noted], 1915)

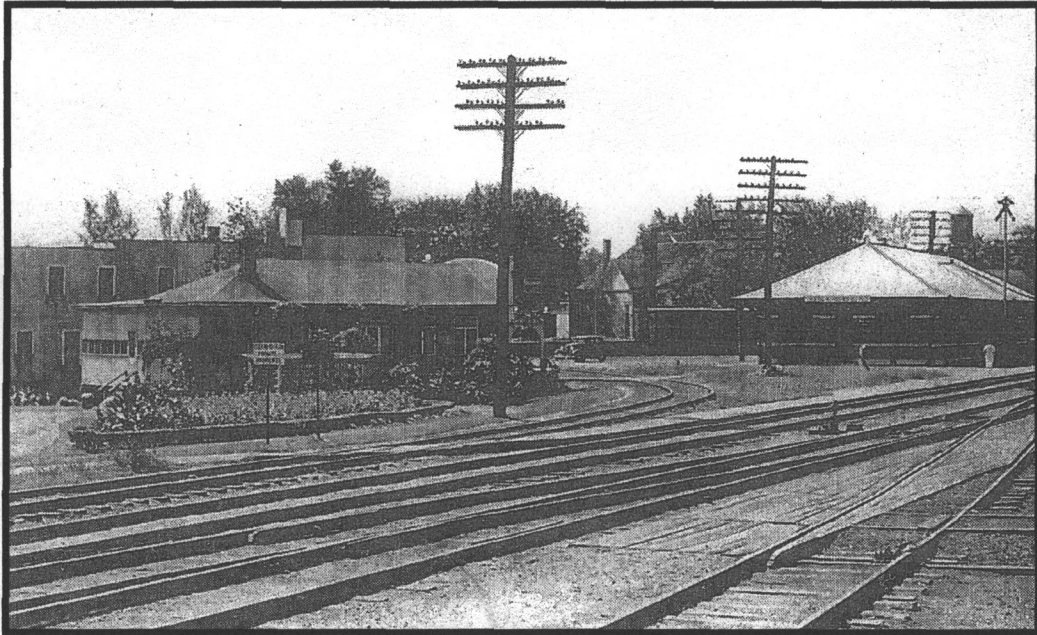
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**Undated historic photo looking southwest showing Depot Café in left center with the two story Depot Hotel behind it
(Courtesy of Clarke County Historical Society)**

The need for the café and hotel is easily understood when looking at an Osceola Train Time Table from 1918. On the main line (CB&Q) there were four west bound passenger and three mail trains each day with one mail and five passenger trains east bound. On the branch line (former K&W) there were three south bound and three north bound passenger trains each day.

It is unknown when the hotel was closed and/or demolished but it is known that it was still in use in 1945 when Everett Van Scoy arrived in Osceola as the new depot agent. He told Mickey Thomas ("Tales from the Aisles: Railroads, Part III") that he stayed at the hotel and ate at the café until he could find housing to move his family to Osceola. When he first came to town there were 14 daily passenger trains, including two Zephyrs – The Denver, and Nebraska. The Zephyrs (which had been introduced in the 1930s) were diesel powered, but all of the other locomotives were still steam powered. 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. Despite the streamlined trains, there were no automated crossing signals in Osceola, just human crossing guards who resided in a small guard shack near the tracks at the Main Street crossing. During World War II trains carrying WAC (Women's Army Corp) members from Fort Des Moines came to Osceola nearly every day to connect with the east/west train which "was usually one to six hours late."

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(Thomas, "Railroads, Part III") In 1949 the CB&Q introduced what was to become their most famous and most popular passenger train, the California Zephyr. This \$2 million, 12 car vista-domed train ran daily along a scenic route between Chicago and San Francisco (Oakland), including the 200 plus miles across southern Iowa. (Thompson, p 172) Years later, the California Zephyr was selected to operate as part of the AMTRAK system. (It is worth noting that, like the east/west World War II train, AMTRAK often runs several hours late.)

While the luxurious Zephyrs were appealing to passengers, in the years following World War II freight trains, including those of the CB&Q, suffered a decline in use. (Overton, Burlington Route, pp 112-113) The trucking industry attracted substantial amounts of freight business, primarily because they could deliver directly to small towns that were no longer served by the branch lines that had been abandoned by the major rail companies. In spite of this, the station in Osceola remained busy enough to require the services of the same number of employees as it had prior to World War II: an Agent, and three Operators (telegraphers). "Many of the young operators (along the CB&Q) referred to Osceola as 'The Old Telegraphers Home' because of the over 130 years of seniority held by Operators Atz, Wilson and Lingle." (Brown, p 30) Unfortunately, by the mid-1960s the number of daily trains had declined to the point that Osceola needed only a single employee known as an A & O (Agent and Operator combined). When Everett Van Scoy retired as Agent in 1975 the number of daily passenger trains had decreased from 14 to just the two AMTRAK trains. (Thomas, "Railroads, Part IV")

Criterion C:

The Chicago, Burlington and Quincy Depot in Osceola is a good example of a standardized design for an early twentieth century railroad station. Conard referred to these as 2nd generation buildings and noted that these were designed by in-house engineering staff. (Conard, E-17) These were primarily built in small county seat towns and are single story brick buildings. The simplicity of design reflects two things: function as an important element, and, the developing popularity of the Prairie and Craftsman styles.

These combination depots replaced two earlier frame buildings, the passenger depot and the freight depot. The floor plan of the Osceola building is typical of most CB&Q depots of the time, with the baggage and freight areas at one end linked to the passenger area at the opposite end by the ticket office/agent's office and restrooms in the center portion. This functional design allowed a single agent to handle both freight and passenger traffic.

The 2nd generation buildings repudiated the towered red brick depots of the last quarter of the nineteenth century and adopted the more modern designs of the new century. The low-pitched hip roof, broad eaves, and horizontal stone courses create the long, low profile that is characteristic of the Prairie School. The use of brick, concrete and stone not only lends a sense of permanence but illustrates the interesting variations in texture and color that were important in both Prairie and Craftsman design. The broad eaves invite the use of diagonal eave braces

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or brackets common to Craftsman houses. Although the Osceola Depot originally was bracketed, it does not appear that others along the CB&Q main line were.

During the period from 1902-1912 the CB&Q built at least twelve single story brick depots similar to the one in Osceola across the state of Iowa on its main line and at least one on a branch line. These included:

1902	Red Oak	\$16,200	
1904	Glenwood	5,300	
1900+	Albia (non-extant)	Not Available	
1907	Osceola	12,050	
1912	Mount Pleasant	14,269	
1912	Fairfield	14,130	
1912	Centerville (NRHP)	Not Available	Branch line



**Mount Pleasant CB&Q Depot
Henry County, 1912**



**Fairfield CB&Q Depot
Jefferson County, 1912**

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**Centerville CB&Q Depot (NRHP)
Appanoose County, 1912**

As these three depots illustrate, each is similar in design (single story hip roof with broad eaves), but each is also somewhat different. The Mount Pleasant building has no stone trim, the Fairfield station has a porte cochere on the west end, and the Centerville depot is quite similar to the one in Osceola with the stone belt courses. Of the three, only the Mount Pleasant depot is still in use.

Conclusion:

The Chicago, Burlington & Quincy Depot in Osceola, Iowa (1907) is locally significant under Criterion A as it represents the importance of the CB&Q Railroad in the community's development from its construction in 1907 through 1958, the heyday of the Burlington Route, and the 50 year cut-off for the period of significance. Rebecca Conard expressed the importance of depots in her definition of significance in the MPDF (F-10).

Depots are the primary structures associated with railroads, and they derive significance in a number of ways. ... Depots were, and still are, the primary buildings that the public-at-large associates with railroads, and it is hard to overstate the evocative power of an extant depot. People who are old enough to have ridden trains with any regularity or who ever frequented a local railroad station attach tremendous symbolic value to depots. In short, depots recall the glory days of the railroad industry. In addition, depots were among the most prominent buildings in any town, no matter the size. Iowa depended heavily on railroads to move goods and people from the 1850s through World War II, and many towns in the state owe their very existence to railroads. Consequently almost every extant depot is significant at the local level.

Osceola's CB&Q Depot definitely meets the standards established by Conard for significance related to the railroad.

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The CB&Q Depot is locally significant under Criterion C as a well-preserved example of the standardized design used by the Chicago, Burlington & Quincy Railroad during the early decades of the twentieth century. The major stylistic elements are the low-pitched hip roof, broad eaves, stone belt courses and banded windows that create the long, low silhouette common to the Prairie and Craftsman styles which were popular during the period.

The City of Osceola assumed ownership of this building in 2007 and has undertaken a planning project for rehabilitation, and adaptive reuse of the portion not needed by AMTRAK. The city is dedicated to the preservation of this important part of Osceola's history.

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GEOGRAPHIC DATA:

Verbal Boundary Description:

PARCEL "B"

That portion of Lot 2 and Lot 3 of Block 3 of the Original Town of Osceola, Clarke County, Iowa, lying 25 feet southeast of and parallel to the south main line of the BNSF Railway Company running through said Lots 2 and 3 more particularly described as;

Beginning at a ½ inch iron on the southeast corner of said Lot 3, thence N89°57'20"W along the south line of said Lot 3 a distance of 162.74 feet to a ½ inch iron pin on a line 25 feet southeasterly of and parallel to the south main line of the BNSF Railway Company, thence N55°32'35"E along said line a distance of 197.64 feet to a ½ inch iron pin on the east line of said Lot 2, thence S00°07'08"W along the east line of said Lot 2 and Lot 3 a distance of 111.95 feet to the point of beginning, containing 0.21 acres subject to any easement of record.

EASEMENT:

An easement for that portion of the roof and building of the depot located in Parcel "B" of the Original Town of Osceola, Clarke County, Iowa that falls in the existing right of way of the BNSF Railway Company lying adjacent to the northwest line of said Parcel "B", said easement being described as:

Commencing at a ½ inch iron pin on the west corner of said Parcel "B", thence N55°32'35"E along the northwest line of said Parcel "B" a distance of 46.08 feet to the point of beginning, thence N34°32'09"W a distance of 2.73 feet, thence N55°32'35"E a distance of 44.62 feet, thence N34°27'25"W a distance of 4.76 feet, thence N55°32'35"E a distance of 27.64 feet, thence S34°27'25"E a distance of 4.76 feet, thence N55°32'35"E a distance of 46.87 feet, thence S34°33'35"E a distance of 2.73 feet, to a point on the NW line of said Parcel "B", thence S55°32'25"W along the northwest line of said Parcel "B" a distance of 119.14 feet to the point of beginning, containing 0.01 acres.

Boundary Justification:

This is the area historically associated with the Chicago, Burlington & Quincy Depot and is the area owned by the City of Osceola and the Burlington Northern Santa Fe Railroad.

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The photographs submitted with this nomination were taken by Molly Myers Naumann in August 2007 and May 2008. The digital images are on file in the State Historical Society of Iowa, Community Programs Bureau, Des Moines, IA.

IA_ClarkeCounty_CB&QDepot_

0001	West end and south elevation looking north
0002	South elevation looking northwest
0003	Passenger entrance on south elevation looking northwest
0004	East end and herring-bone brick pavement looking west
0005	North (track-side) elevation looking southwest
0006	North elevation looking southeast
0007	Freight doors on north elevation looking south
0008	Detail of brick paving
0009	Interior: Waiting room looking down hall to baggage/freight area looking southwest
0010	Interior: Ticket agent's office with original cabinets looking east