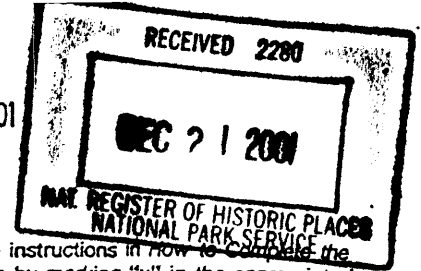


National Register of Historic Places Registration Form

NOV - 8 2001

1540



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 Station

other names/site number The Burlington Depot

2. Location

street & number 300 South Main Street N/A not for publication

city or town Burlington N/A vicinity

state Iowa code IA county Des Moines code 057 zip code 52601

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.)

Doreen J. Soike, DSHPO, November 9, 2001
Signature of certifying official/Title Date

STATE HISTORICAL SOCIETY OF IOWA

State of 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 commenting 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

Edson W. Beall 2-4-2002

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	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	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

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/rail-related

Transportation/road-related

Current Functions
(Enter categories from instructions)

Transportation/rail-related

Transportation/road-related

7. Description

Architectural Classification
(Enter categories from instructions)

Modern Movement/moderne

Materials
(Enter categories from instructions)

foundation concrete

walls stone

roof metal

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 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.

Areas of Significance

(Enter categories from instructions)

Transportation

Architecture

Period of Significance

1944-1951

Significant Dates

1944

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Holabird & Root, Architects

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 # _____

Primary location of additional data:

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

Name of repository: _____

Acreage of Property 2.85 acres

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

1 15 660130 4518700
Zone Easting Northing
2

3
Zone Easting Northing
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 Diana Krieger / Planning Assistant
organization City of Burlington date _____
street & number 400 Washington telephone 319-753-8158
city or town Burlington state IA zip code 52601

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 SHPO or FPO.)

name City of Burlington
street & number 400 Washington telephone (319) 753-8151
city or town Burlington state IA zip code 52601

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.

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

**Burlington Depot
Des Moines County, IA**

Description

Constructed in 1943-1944, the Burlington Railroad Depot is a two-story railroad station, 22,000 square feet in size, which is located along the Mississippi River in Burlington, Iowa. The exterior of the building is constructed of Wisconsin Lannon fieldstone and was declared by rail leaders at its dedication ceremony on March 28, 1944 as the finest line-station in the country. It has a long and significant history regarding the development of railroads west of the Mississippi, as well as the origin of the Burlington Northern Railroad itself.

The station occupies the full block on the east side of Main Street between Elm and Maple, having been built on the site of the old station that was destroyed by a fire on January 19, 1943. The depot is constructed of reinforced concrete clad in Wisconsin fieldstone.

On the street side, the west side, there is a cantilevered canopy extended along two-thirds of the wall to protect passengers getting on or off buses. Not properly engineered its 12-foot depth proved to be too great, and the railroad shored up the canopy with rough-cut timber posts. Also on the west side of the building is a canopy over a large area for parking and loading docks for Burlington Trailways buses.

The drive on the west side of the building is concrete and it has been extended through a part of the old station park to a point on Main street just south of Division Street. A concrete walk along this extended drive has also been provided. The entire area has been beautified with hedges and additional trees.

On the east side, platform canopies are of poured-in-place reinforced concrete. They were constructed without interruption of train service, and were done in a deck design to permit maximum daylight to penetrate between canopy and train, and with long spans between supporting columns. The tracks have been raised to the level of a new concrete platform. Bolted to the east side of the building are gold leaf letters 30 inches high, spelling the name "Burlington."

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

**Burlington Depot
Des Moines County, IA**

Description (Continued)

The interior of the building is a handsome, streamlined building, beautifully appointed and furnished, with tremendous window space, modern restaurant, waiting room with a 24-foot ceiling, rail and bus ticket offices, general offices on the second floor, accommodations for trainmen, baggage and mail rooms on the south end. On the first floor, food was available in a single story restaurant wing, flooded with daylight from a curved wall of windows. At the opposite end of the 265-foot-long depot, a baggage and mail room stretched the full 50-foot depth of the building. However, a portion of the depot was assigned to selling CB&Q bus tickets and handling bus baggage, thus accommodating a transportation reality that the railroad did not ignore.

The interior of the station looks more like a hotel lobby - a modern one - than a typical railroad station. Missing is the heavy atmosphere of older monumental stations, with massive materials and dull colors.

The waiting room section has a clublike atmosphere and modern furnishings. The walls are of Montana travertine that is a soft marble-like building material. The ceiling is of acoustic material. The waiting room is lofty and light, with travertine walls, bright yellow draperies at the windows, and movable, comfortable furniture. The waiting room section is one story with the balance a two-story structure of the same height.

Black marble is used for trim and for some of the walls and columns. This same material provides vestibule walls, bases around the 50 by 75-foot room, and walls of the restaurant and lunch room.

Glass windows on the north side of the waiting room are 20.5 feet high and 17 feet wide; in the west, the same height and 34 feet wide, not including the vestibule. On the east side of the waiting room, looking toward the trains, the glass windows are 11.5 feet high. Ceilings are 24 feet high.

Color tones of the furniture are deep green and gray; floor and table lamps also have green and gray shades. The table lamps have travertine bases to pick up the tones of the walls; floor lamps have wood stands to match the walnut of the furniture. The furniture is walnut with white filler and the upholstery is a brilliant green for the most part. The tables of walnut with black cafolite tops have built in ashtrays that are

National Register of Historic Places Continuation Sheet

Section number 7 Page 3

**Burlington Depot
Des Moines County, IA**

Description (Continued)

conveniently located. There are also walnut boxes in which tropical plants are placed. The bases of the benches and cabinets in the waiting room are of dark green linoleum.

On the west wall of the waiting room is the following inscription:

"Here in 1852 the Burlington and Missouri River Railroad was incorporated.

"In 1855 Chicago, Burlington and Quincy rails from Chicago reached East Burlington.

"In 1868 the Burlington bridge across the Mississippi river replaced the car ferry.

"From 1881 to 1901 Charles E. Perkins of Burlington was president of the Burlington system lines.

"In 1887 George Westinghouse perfected the air brake on West Burlington hill.

"In 1934 the Burlington Zephyr, first Diesel streamline train in America, was exhibited here, and in 1935 service to St. Louis by the Mark Twain Zephyr was established.

The restaurant and lunch counter in the northeast corner of the station is glassed in, and has the same color scheme as the waiting room. In addition to the counter, there are tables and benches along the walls to accommodate groups. There are doorways leading to trains and into the waiting room.

A desk type railroad ticket office is in the southeast corner of the waiting room, and a similar one is in the southeast corner for bus tickets.

Moving along farther south, in the corridor, are public telephones, public lockers, public restrooms, a bus baggage room, offices for the roadmaster, division passenger agent, traveling auditor, trainmaster and special agent. At the south end of the corridor is the baggage checking window. Further south is a combined mail and express room.

The second floor is occupied by the general superintendent and staff division freight agent, division engineer, and telephone and telegraph operators. There are lounging and sleeping quarters together with bath and toilet facilities for trainmen.

The depot is currently is a state of deterioration. In 1993 terrible flooding occurred along the Mississippi River and brought the depot to a crisis point. The Great Flood of 1993 did a considerable amount of damage to the depot, which caused tenants to

National Register of Historic Places Continuation Sheet

Section number 7 Page 4

**Burlington Depot
Des Moines County, IA**

Description (Continued)

vacate the building. Damage included the electrical and heating systems, as well as some interior floors and doors.

In 1994, the City of Burlington bought the building from Burlington Northern Railroad. Since that time, there has been a considerable amount of restoration done at the depot. There has been some exterior work done, including roof repair, replacement of awnings, replacement of restaurant windows of same type as original, and installation of a heating system for the Great Hall, Amtrak offices and the restrooms.

A local group, Friends of the Depot, has also spent countless hours keeping the area maintained, decorating for holidays, repairing the women's bathroom, and reupholstering waiting room benches. Although the interior items are no longer visible to the public since the flood occurred, some items still remain in storage. Some of the items in storage include waiting room benches, chairs from the Great Hall, floor and table lamps, end tables, and some of the booth seats from the restaurant area. The outside area has also been beautified, with numerous flowers, shrubs, and trees planted.

Presently the depot's main use is as a transportation center for city buses and Amtrak passenger trains. There is currently renewed interest for development at the depot. Some of the plans include a restaurant, office space, museum, sandwich/coffee shop, and retail shops. The City of Burlington is currently working towards getting the depot back to its original beautiful state.

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

**Burlington Depot
Des Moines County, IA**

Statement of Significance

The Burlington Depot is significant under Criterion C for several different reasons. The Burlington Depot is significant at the local level as an example of a building exhibiting the transition to the modern movement style in public building design. It is significant at the local and state level because it is one of the few known buildings in Iowa that was designed by the nationally important architectural firm of Holabird and Root of Chicago. At the state and national level it is significant in that it received wide recognition as a prototype for post World War II railroad station design.

The Burlington Depot is historically significant under Criterion A because of its importance to Burlington as a symbol of railroading, as the railroad was greatly responsible for the development of the town. The Burlington Route was, in fact, the main route west. It is interesting that of the five railroad stations Burlington has had, the only ones remaining are the original one, the Burlington and Missouri River Railroad Passenger Station, and the one presently in use, the Burlington Depot.

The first Burlington and Missouri River Railroad passenger station was completed in 1856, with passenger service inaugurated on April 30. This first building served as the main depot until 1868 when the completion of the railroad bridge across the river created the need for a more spacious station, and a second depot, with a dining room, was constructed adjacent to the original one. The railroad bridge also served to consolidate the two rail lines under the name Chicago, Burlington, and Quincy, and greatly improved rail service, making Burlington a main route to the west.

The original station remained on Main Street for auxiliary uses until about 1884, when it was moved to its present location on South 4th Street to allow for widening of the tracks. In 1884, activities were transferred to the new brick and stone Union Depot built one block south of the first two. The imposing 1884 Union Depot was destroyed in a dramatic fire in 1942. This paved the way for the current Burlington Depot to be built.

National Register of Historic Places Continuation Sheet

Section number 8 Page 6

**Burlington Depot
Des Moines County, IA**

Statement of Significance (Continued)

The Burlington Depot is significant as an example of a building exhibiting the transition to the modern movement style in public building design. The new permanent station at Burlington was very modern, a stark and startling contrast to the one that was destroyed in the fire. The Burlington Depot provided a stimulating and tangible idea of what postwar railroad travel would be like.

The architects of the Burlington Depot were of the nationally important architectural firm of Holabird & Root of Chicago, Illinois. The firm had become well known as hotel architects producing a host of designs such as the Palmer House, the La Salle, and the Stevens (now the Conrad Hilton), all in Chicago, the Nicollet in Minneapolis, and others throughout the Midwest. In the late 1930's, the firm was severely reduced in size, but survived, and later in the decade work began to return. The firm went on to design a number of projects, including railroad car interiors and stations for the Burlington Railroad, including the Burlington Depot. The architects were of local and state significance, as they were part of a nationally important architecture firm.

The Burlington Depot was significant at the state and national level as it received wide recognition as a prototype for post World War II railroad station design. As such, the station received wide recognition in professional periodicals and influenced the design of depots erected in Ottumwa, Iowa and Quincy, Illinois. The 22,000 square foot, mostly two-story station was publicized in architectural magazines of the day. It was cited as a preview of postwar depots and as a possible stimulus for "new civic enthusiasm in now-dismal downtown areas." Indeed in this case, say the architects, the owner was wise enough to support a good planting and gardening scheme, promising a handsome setting for the building in years to come. The rest of Burlington caught the enthusiasm, and soon a scheme for painting all of the three-story buildings surrounding the Depot was in place.

National Register of Historic Places Continuation Sheet

Section number 8 Page 7

Burlington Depot
Des Moines County, IA

Statement of Significance (Continued)

Whether or not the Burlington Depot was regarded as a test project, it did receive some special attention because Burlington was an important terminal point, and the town that gave the railroad its name. It also identifies it with the road of the Burlington Zephyrs, pioneers among the modern Diesel-powered streamliners. Important also is the fact that the Burlington Depot was a combined bus and railroad station, serving the company's own feeder bus lines. Further, in addition to the usual station facilities, the building housed the terminal staff and personnel in quarters on the second floor.

Present at the opening-day ceremonies on March 28, 1944, were numerous dignitaries: the two architects, the governor of Iowa, officials of the tenant railroad (Chicago, Rock Island & Pacific), and the president of the CB&Q, Raiph Budd. Handing the key of the \$300,000 structure to the mayor, Budd declared that the station, with its most up-to-date design, symbolized confidence in the railroad and in private enterprise. The aim was to build a station in keeping with modern ideas of utilitarianism. The station was harmonious with the streamlined trains.

The Burlington Depot very much represented the modern movement in architecture. The depot was constructed of reinforced concrete clad in Wisconsin fieldstone. On the street side was a cantilevered canopy to protect passengers getting on or off the buses. More like a hotel lobby than a railroad station, the waiting room had comfortable, movable furniture in gray and green upholstery. Strong contrasts were provided by the black marble doorway trim, black terrazzo floors, and yellow columns.

Much of the depot was devoted to the usual spaces found in a large division point station, including, the superintendent's office, engineering office, and a large telegraph room on the second floor. On the first floor, food was available in the restaurant wing. At the opposite end of the hallway was the baggage and mail room. People flocked to see the new depot, as it was a new design concept.

In December 1943, the Architectural Record described the wartime compromises on various construction materials that had affected the depot. Although daytime lighting was provided by windows framed in difficult-to-obtain steel, the indirect, artificial lighting had to be conventional incandescent; fluorescent fixtures were planned for postwar installation when restrictions on critical materials were lifted.

National Register of Historic Places Continuation Sheet

Section number 8 Page 8

Burlington Depot
Des Moines County, IA

Statement of Significance (Continued)

The architects accomplished other savings by using poured in place, reinforced concrete (presumably in lieu of structural steel) for the platform canopies; by eliminating acoustical ceiling treatments for the waiting room, telegraph room, restaurant, and kitchen; and by deferring air conditioning.

The depot's heyday was of relatively short duration. By the 1960's, a pattern of neglect had already set in. Three decades later, terrible flooding along the Mississippi River brought the station to a crisis point. Fortunately, the community rallied behind the city's application for federal funding, directed at restoring the building (now partially reopened) to provide both an Amtrak waiting room and space for an undetermined adaptive use. However, the Burlington Depot is still very significant in the architectural field for the reasons stated above.

National Register of Historic Places Continuation Sheet

Section number 8 Page 9

Burlington Depot Des Moines County, IA

Statement of Significance (Continued)

The Burlington Depot is significant not only in architecture but in railroad transportation as well. Burlington has a history of a relationship with the river, in addition, railroads have been an important role in the city's heritage as well. Railroad transportation is a significant part of Burlington's past. Iowa was opened to settlement in 1833, and only 22 years later, the railroad was here. The railroad brought with it all the modern advances of the East.

Thousands of immigrants were in Burlington, Iowa looking for a new home. In 1860, 53% of the adult population in Burlington was foreign born. Burlington reminds people of an old European city, and many people wished to settle here: something that the railroad helped many people accomplish. The development of the railroad brought a great deal of prosperity to the community even while it was still in the formative stages of the 1860's, 70's, and 80's and long after that. In 1868, Burlington was the site of one of the first railroad bridges to cross the Mississippi River. At one point in Burlington's history, no fewer than nine railroads served the community. While this is not true today, Burlington's railroad link has been solidified over the decades by the presence of a locomotive rehabilitation shop.

"The Burlington Route" is a popular railroad name, and it was in fact, named for Burlington, Iowa. For many years the road from Chicago via Galesburg to Quincy was the main line. The road from Galesburg to Burlington was more properly called a feeder or branch line. However, the completion of the Burlington and Missouri River Railroad across the State of Iowa to a connection with the Union Pacific was given the most thorough advertising through the initiative of the Burlington railroad officials and the community promoters. This was a more direct link to Omaha and the Kansas system and a better route straight through to Denver. In time, an entire change in the channels of trade and travel detracted from the Quincy gateway to the West and brought more emphasis to Burlington. The better route, via Burlington, became the new favorite with the public and was demanded by the residents of Chicago. With the most careful management, the line that became known as the Burlington Route came into a remarkable popularity. To this day, the words "Burlington Route" are used all over the country, but their origin has been largely forgotten.

National Register of Historic Places Continuation Sheet

Section number 8 Page 10

**Burlington Depot
Des Moines County, IA**

Statement of Significance (Continued)

Burlington also boasts strong forces in America's history of railroad: Charles E. Perkins and George Westinghouse. One of the men who was so instrumental in the early growth of both the railroad and the town of Burlington, was the line's president, Charles Elliot Perkins. Charles Perkins came to Burlington in 1859 at the age of 19 as an assistant clerk for the Burlington and Missouri River Railroad. He went on to hold many offices: treasurer, superintendent (1865), and vice president (1872). By 1881 he was vice president of both the B&M and the Chicago, Burlington, and Quincy railroads. Following the merger of those two lines, Perkins continued as a driving force, enjoying a reputation as a wise Midwestern businessman as he brought in other railroad systems in Missouri, Kansas, Nebraska, and Iowa to be part of the C.B.&Q. lines. He served as president of the combined systems from 1881 to 1901. The community continues to feel the impact of the Perkins family through their donation of the 19-acre family estate to the city. Now a historical museum, Perkin's residence, called the Apple Trees, serves as the focal point of Perkins Park in Burlington. Perkins climbed from assistant clerk to superintendent of the railroad during the time that the old passenger station was the first depot. His promotional spirit was exemplary of the many businessmen whose efforts made Burlington such a thriving railroad center. The 42 devoted years that Perkins served the railroad were co-linear with the tremendous industrial and cultural growth of Burlington. That growth is still visible in the architectural heritage remaining in Burlington, of which the old depot and the new depot are symbols of Burlington's railroading past.

George Westinghouse successfully tested his triple-valve air brake system on the West Burlington Hill in 1887, which led to the development of the air brake system that is used in all modes of transportation today.

National Register of Historic Places Continuation Sheet

Section number 8 Page 11

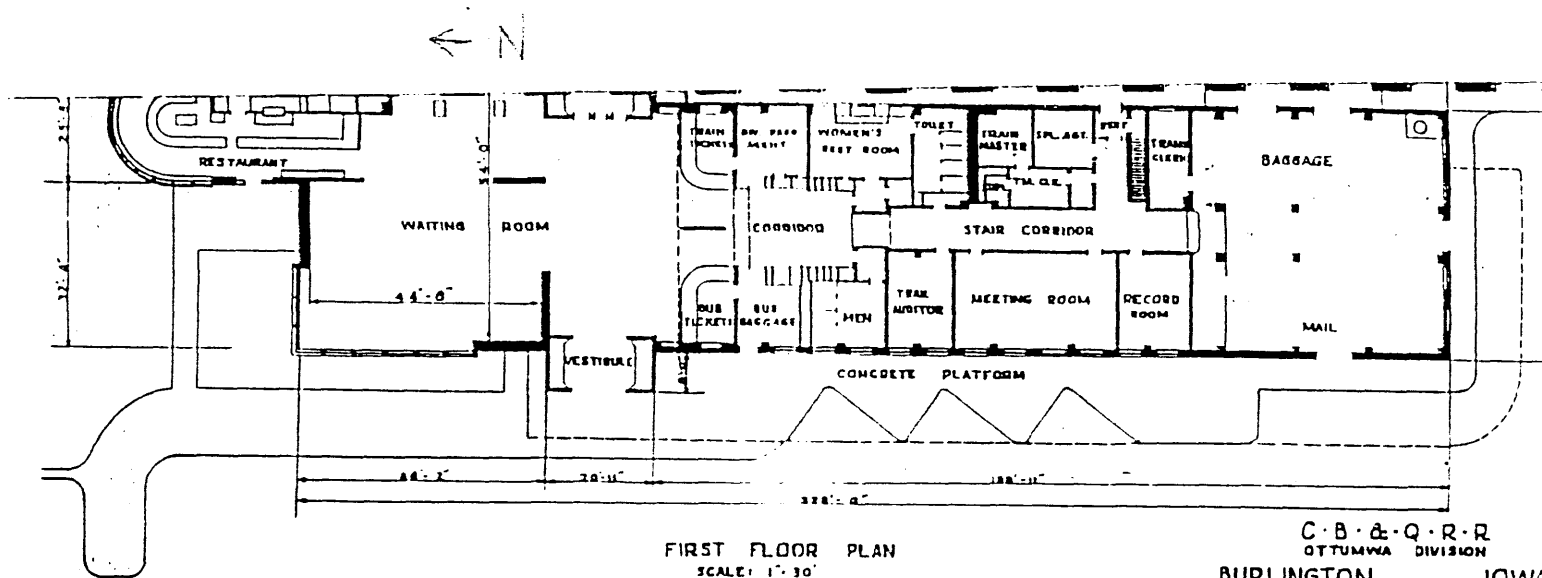
**Burlington Depot
Des Moines County, IA**

Statement of Significance (Continued)

At the dedication ceremony of the current Depot, the mayor of Burlington stated that the town not only was proud of the Burlington Railroad because of some of its accomplishments but was greatly indebted to it because of the great benefits it has rendered to the city. It is quite possible that had it not been for this great railroad, Burlington might just be a little crossroads village. The Burlington Railroad and the Burlington Depot had furnished the City with freight and passenger facilities reaching to every habitable part of the North American continent, and will continue to be a great asset to the community. The events and persons mentioned above were great points in Burlington's, Iowa's, and America's history of transportation, especially the railroad industry.

National Register of Historic Places Continuation Sheet

Section number 8 Page 12

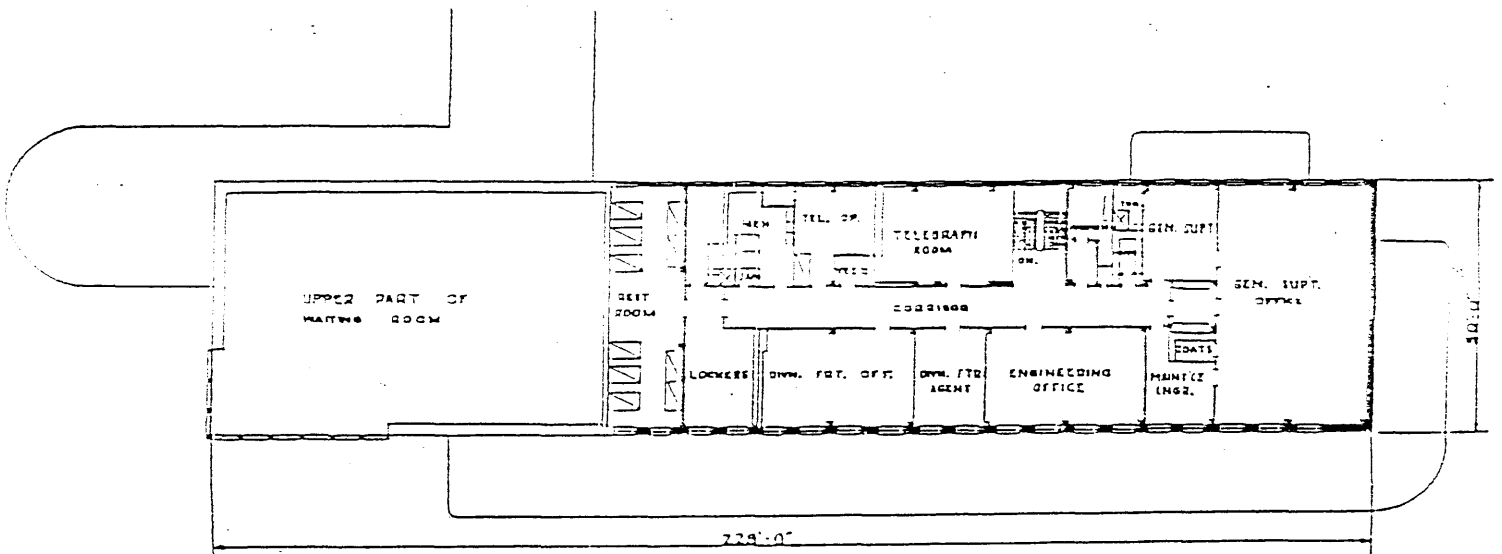
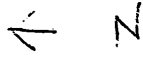


FIRST FLOOR PLAN
SCALE: 1" = 30'

C. B. & Q. R. R.
OTTUMWA DIVISION
BURLINGTON PASSENGER STATION
SCALE: 1" = 30'
MAY 1904
ENGINEER OF BUILDING

National Register of Historic Places Continuation Sheet

Section number 8 Page 13



SECOND FLOOR PLAN

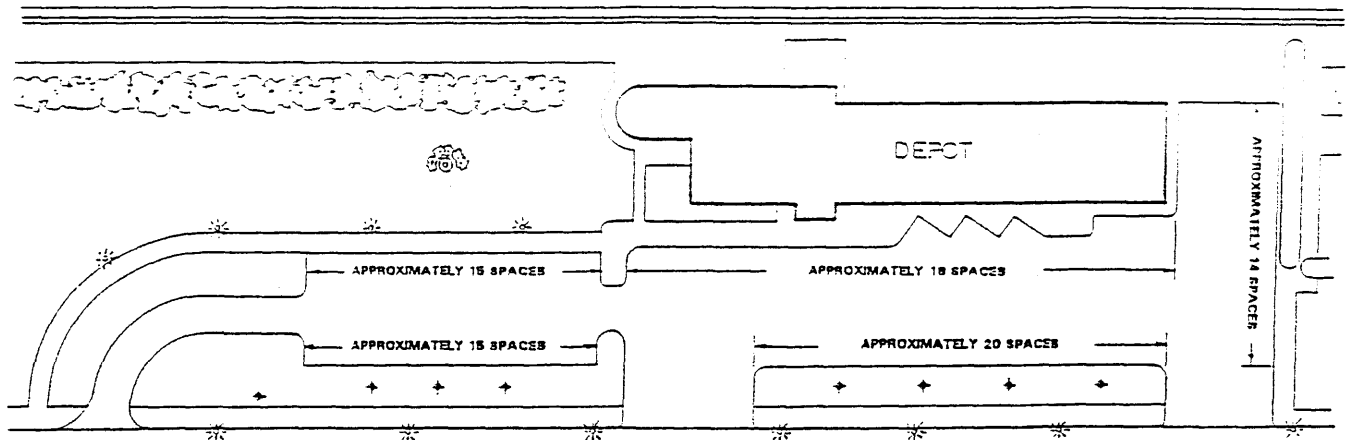
National Register of Historic Places Continuation Sheet

Section number 8 Page 14

NUMBER OF AVAILABLE PARKING SPACES IS APPROXIMATELY 82.

MINIMUM PARKING SPACES PER GENERAL ZONING/OCCUPANCY CONSIDERATIONS

RESTAURANT	14
OFFICE	46
RETAIL	20
	20



SCHEMATIC SITE PLAN



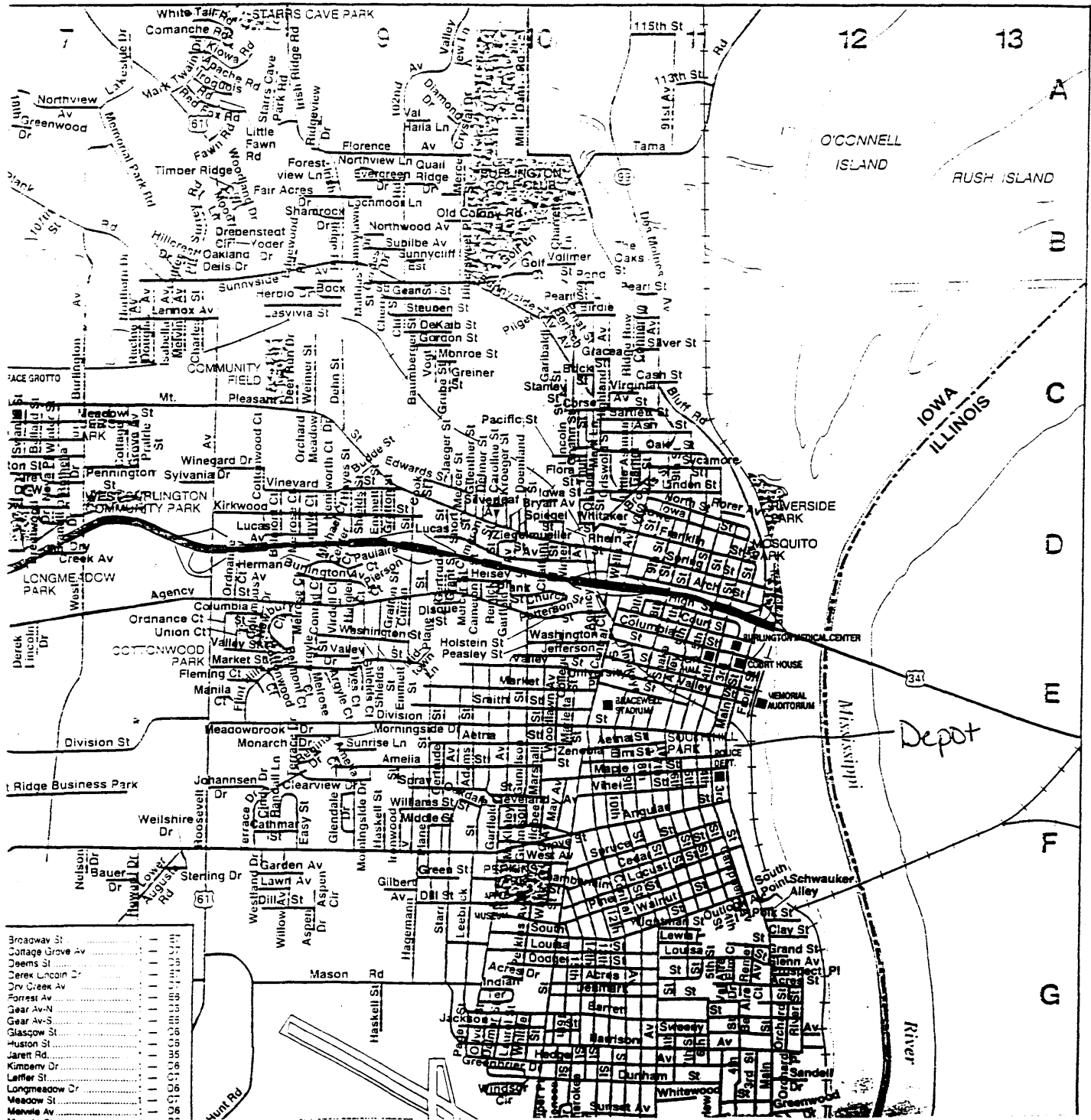
N

National Register of Historic Places Continuation Sheet

Section number 8 Page 15



BURLINGTON



National Register of Historic Places Continuation Sheet

Section number 9 Page 16

Burlington Depot
Des Moines County, IA

Bibliography

"A Link to Railroad History", The Hawk Eye, March 17, 1963.

"Innovative Stations", Vintage Rails, Fall 1996, p. 44-45.

McPartland, Phil, Burlington Steamboat Days & Dixieland Jazz Festival Souvenir Booklet, Burlington, 1964.

Meers, Carol, The Railroad Station: An Architectural History, New Haven: Yale University Press, 1956.

"New Building is Last Word in Rail Station", Hawk Eye Gazette, Tuesday, March 28, 1944.

"New, Modern Railroad Station Dedicated", Hawk Eye Gazette, Friday, May 27, 1955, p. 26.

"100 Years Do Make a Difference", The Hawk Eye, Wednesday, September 20, 1962, p. 6.

"Railroad Station-Postwar Pioneer", Architectural Record, October 1944, p. 54-59.

"The First Railroad Station West of the Mississippi", Davenport Times & Democrat, October 3, 1923.

Warnick, Dorothy B., "New Life For Old Depots as Museums, Homes, Bistros", The New York Times, Sunday, October 18, 1970, p. 13.

Wilson, Richard Guy, "Holabird & Root: Century of (Intermittent) Progress", AIA Journal, February 1983.

National Register of Historic Places Continuation Sheet

Section number 10 Page 17

Burlington Depot
Des Moines County, IA.

Verbal Boundary Description

Part of Lots 33, 34, 35, 36, 37, 38, 38A, 39, 39A, and 40; all of lots 96, 97, 98, 99, 100, 101, 102, 103, and 104; part of vacated Division, Elm, and Maple Streets lying east of Main Street and adjoining the above described lots; all of the vacated alleys adjoining said lots lying south of the south right of way line of Division Street and lying north of the north and right of way line of Maple Street, all being in the original city of Burlington, Des Moines County, Iowa, and more particularly described as follows:

Beginning at the southwest corner of said lot 104: thence N 05°03'33" W 640.44' along the east right of way line and east right of way line extended of Main Street to the center line of Division Street; thence S 85°56'44" E 11.81' along said center line to the east right of way line extended of Main Street; thence N 13°58'36" E 40.61' to the north right of way line of Division Street and the southwest corner of the Market Square; thence S 85°56'44" E 162.74' along said north line; thence S 05°02'59" E 658.66'; thence S 84°51'46" W 185.48' to the east right of way line extended of Main Street; thence N 05°03'33" W 7.73' along said east line to the place of beginning, containing 2.85 acres more or less, subject to easements, agreements or restrictions of record.

Note: the west line of Lots 96 through 104 in the original city of Burlington is assumed to bear N 05°03'33" W.

Area in platted lots	= 1.96 acres
Area in streets and alleys	= 0.89 acres

2.85 acres total

Boundary Justification

The nominated property includes the entire parcel historically associated with the Burlington Depot.

National Register of Historic Places Continuation Sheet

Section number Photos Page 18

**Burlington Depot
Des Moines County, IA**

Photographs

The following information is common to all of the photographs numbered 1 through 7.

- Question 1. Burlington Depot
- Question 2. Des Moines County, IA
- Question 3. Diana Krieger, photographer
- Question 4. July 3, 2001
- Question 5. Original negatives are located in City Hall, 400 Washington, Burlington, IA.

Photo 1

- Question 6. Looking South at restaurant area of Depot
- Question 7. Photo number 1

Photo 2

- Question 6. Looking East at front of Depot
- Question 7. Photo number 2

Photo 3

- Question 6. Inside view of Depot Great Hall looking West
- Question 7. Photo number 3

Photo 4

- Question 6. Inside view of Depot looking North towards the restaurant area
- Question 7. Photo number 4

Photo 5

- Question 6. Inside view of Depot Great Hall looking Northwest at the magnificent windows
- Question 7. Photo number 5

Photo 6

- Question 6. Looking East at front of Depot
- Question 7. Photo number 6

National Register of Historic Places Continuation Sheet

Section number Photos Page 19

Burlington Depot
Des Moines County, IA

Photographs (Continued)

Photo 7

Question 6. Looking East at Restaurant area and Great Hall of Depot

Question 7. Photo number 7