

TRAVELING THROUGH THE AGES:

PRESERVING IOWA'S HISTORIC RAILROAD ARCHITECTURE

ACKNOWLEDGMENTS

This booklet celebrates the historic preservation efforts of the project sponsors in collaboration with the Iowa Department of Transportation (Iowa DOT) and Federal Highway Administration (FHWA). It serves as an example of how rehabilitation, restoration, and reuse of these historic structures can bring them a second life. The authors, Janee Becker and Jacob Woodcock, would like to acknowledge the following individuals for their assistance with and enthusiasm for this project:

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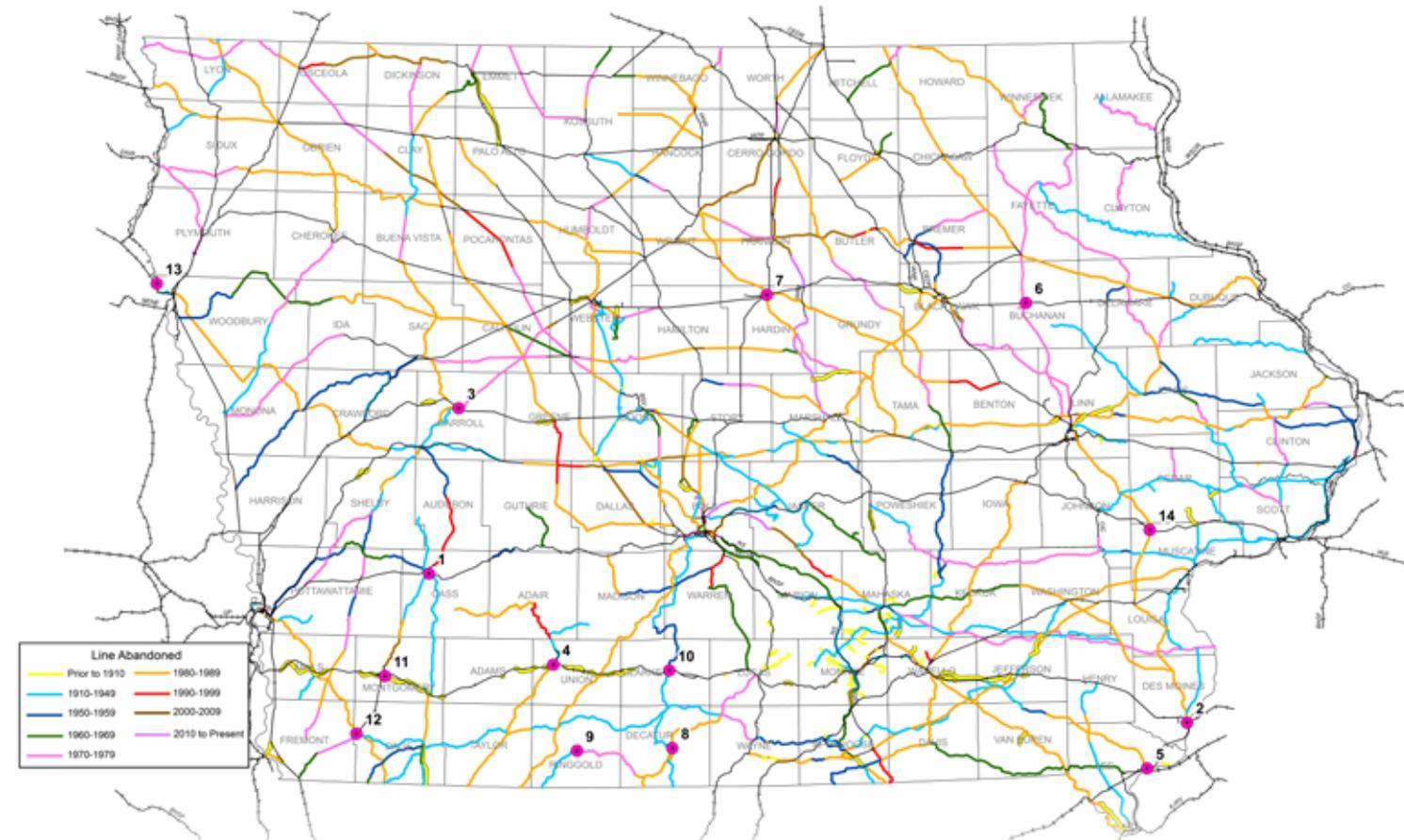
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- 1 **Atlantic** – Chicago Rock Island and Pacific Railroad Depot
- 2 **Burlington** – Burlington Northern Railroad Depot
- 3 **Carroll** – Chicago and Northwestern Passenger Depot and Baggage Room
- 4 **Creston** – Chicago Burlington and Quincy Railroad Depot
- 5 **Fort Madison** – Atchison Topeka and Santa Fe Passenger and Freight Complex Historic District

- 6 **Independence** – Illinois Central Railroad Depot
- 7 **Iowa Falls** – Mills Tower Historic District and Illinois Central Railroad Depot
- 8 **Leon** – Chicago Burlington and Quincy Railroad Depot
- 9 **Mt Ayr** – Burlington Northern Depot
- 10 **Osceola** – Chicago, Burlington, and Quincy Depot

- 11 **Red Oak** – Chicago Burlington and Quincy Railroad Depot
- 12 **Shenandoah** – Wabash Combination Depot
- 13 **Sioux City** – Milwaukee Railroad Shops Historic District
- 14 **West Liberty** – Chicago Rock Island and Pacific Railroad Depot

TRAVELING THROUGH THE AGES

The following pages contain a collection of photos and facts about a few of Iowa's historic depots and railroad properties that have used Iowa Department of Transportation and Federal Highway Administration funding for restoration and rehabilitation purposes. These photos represent an assemblage of depots that still serve the residents of Iowa, whether continuing service as a hub for passenger rail, housing the offices of city government, or operating as a museum. The work that has gone into their restoration and preservation is the product of decades of toil by selfless organizations and volunteers that carries on today. Those involved in continuing the story of these buildings have seen obstacles large and small, financial strains, and the unexpected. These efforts have led to the preservation of these irreplaceable resources when they were on the brink of ruin or demolition - like the Burlington Depot, which was on the verge of being lost following the terrible flooding in 1993 and now operates again as an Amtrak passenger station. Though many of these resources have evolved via creative adaptive uses, they still connect us to the Golden Age of railroading.

The Golden Age of railroading was precipitated by the development of the industries to and from which railroads transported materials and products. The resources highlighted in this booklet are primarily a reflection of that time. The exceptions being the Burlington Depot, built between 1943-1944, which replaced the original depot that was destroyed by a fire, and the Mount Ayr Depot built in 1879. Bolstered by technological innovation, agriculture, meat packing, brick manufacturing, and steel and iron works flourished during this period.

The Red Oak Depot was built during a time of tremendous growth (1900-1903). Farmsteads were expanding, and numerous public buildings and private businesses were constructed. Red Oak saw the daily arrival of commercially produced items, and shipped items like calendars from the Thomas Murphy Company, which was largest art calendar factory in the world at that time. The Red Oak Depot now houses a World War II Memorial Museum.

The Illinois Central Railroad Depot in Independence was moved to its current location in October 1996, and now houses the Buchanan County Tourism Bureau. Originally, it served passengers who traveled on the Illinois Central Railroad, who came to Independence to wager on horse races and visit the opera house. It even saw presidents Theodore Roosevelt and William McKinley stop in and speak to their constituents. This is a notable example of moved structure finding a new home in a proper setting.

The diversity of styles and scale of plans reflects the prosperity and needs of the rail companies that served as the nerve centers of railway business in their respective communities. The cities highlighted in this booklet include Atlantic, Burlington, Carroll, Creston, Fort Madison, Independence, Iowa Falls, Leon, Mount Ayr, Osceola, Red Oak, Shenandoah, Sioux City, and West Liberty.

The depots and railroad structures were either built from standard utilitarian designs or drawn by the hand of important regional and national architects, such as Charles Frost, Daniel Burnham, and Holabird & Root of Chicago. They draw inspiration from late Victorian and eclectic movements and display a great number of architectural influences including: Italian Renaissance, Mission, Prairie School, Craftsman, Richardsonian Romanesque, Stick, and even Modern. The use of new building materials and pulling from the full spectrum of architectural traditions is indicative to the innovative time from which they were built. These buildings were the face of the companies that operated in Iowa and were constructed to relay their importance and prominence, like the Romanesque features of the architect-designed Carroll Depot and Baggage Room. Others, like the Chicago, Burlington, and Quincy Depot in Osceola, were built from standardized designs, but still reflect the popularity of the Prairie and Craftsman styles of their time. The Burlington Depot was designed by the architectural firm of Holabird & Root of Chicago and is recognized as an influential Modern movement prototype for post-World War II railroad station design.

This booklet contains information on the historic railroad affiliation, project sponsor(s), rehabilitation/restoration activities, current use, and the National Register eligibility/statement of significance of each highlighted resource. The Iowa DOT and the FHWA have been fortunate to work with the groups that have led these successful preservation efforts. This booklet is an acknowledgment of those worthwhile efforts that have gone into preserving Iowa's railroad history and a brief highlight of the power of preservation in Iowa.

CHICAGO, ROCK ISLAND, AND PACIFIC RAILROAD DEPOT

ATLANTIC, IA

CASS COUNTY



RAILROAD AFFILIATION

CHICAGO, ROCK ISLAND, AND PACIFIC RAILROAD

PROJECT SPONSOR(S)

ATLANTIC ROCK ISLAND SOCIETY ENTERPRISE

REHAB/RESTORATION ARCHITECT

AHTS ARCHITECTS

IOWA DOT GRANT INITIATION/ COMPLETION DATES

1996-2002

SITE INVENTORY NUMBER

15-00020

CURRENT USE

ATLANTIC CHAMBER OF COMMERCE
TOURIST INFORMATION

OPEN MONDAY-FRIDAY 10 A.M. – 5 P.M.

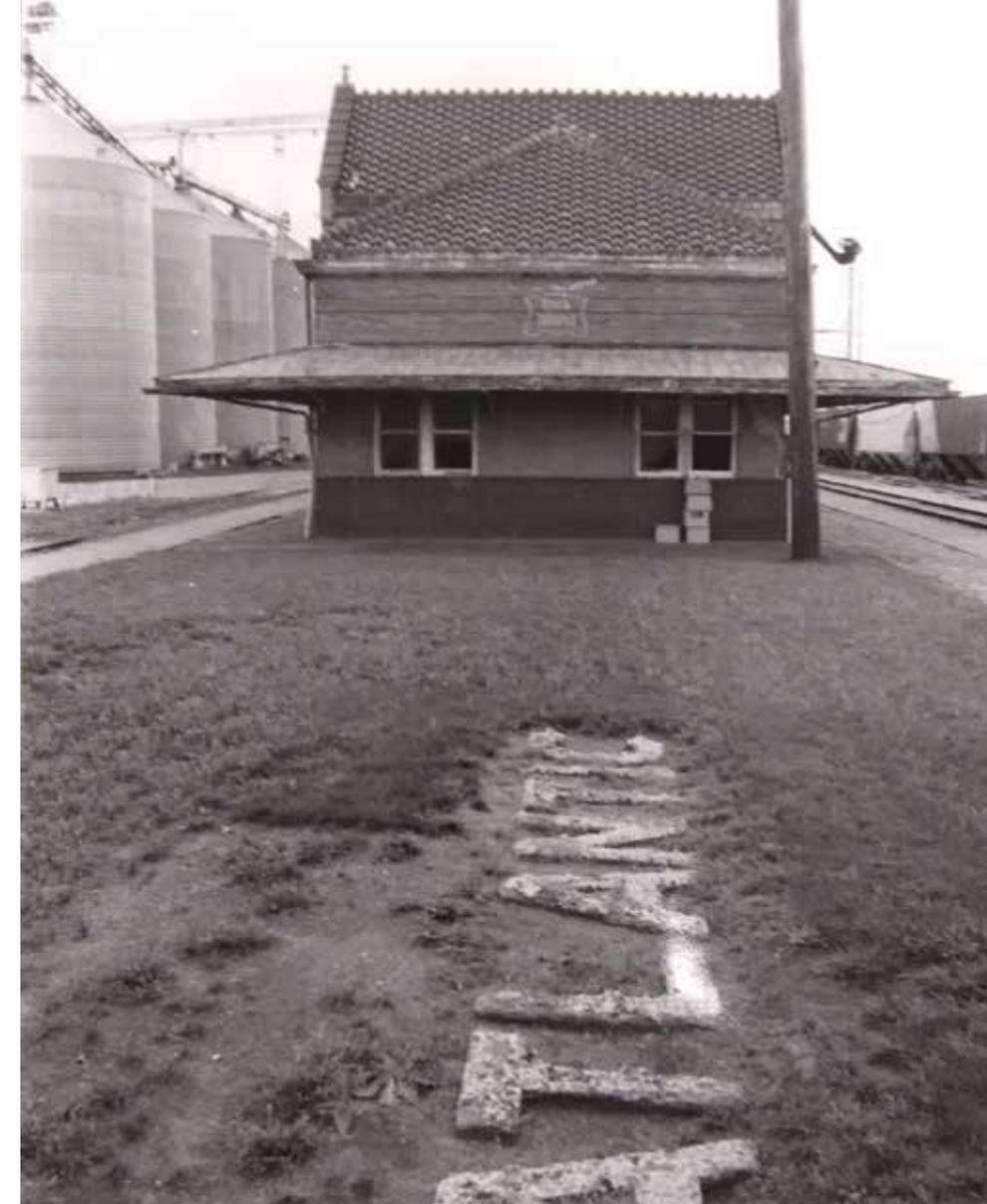
REHAB/RESTORATION ACTIVITIES

Phase one of the renovation included repair and replacement of metal roof features, center canopy roof, signal arm, repointing masonry joints, and repairing brick, windows, and doors. Phase two consisted of replacing metal roofing, gutters, downspouts, and repairing upper roof cornices.

NATIONAL REGISTER ELIGIBILITY/ STATEMENT OF SIGNIFICANCE

The depot is significant under Criterion A at the local level as the principle reminder of the railroads one-time importance to the city and its standing in the county and surrounding area. The railroad caused the city of Atlantic to become the largest and most important city on the line between Des Moines and Council Bluffs. The Express Building for freight and baggage cars is listed under Criterion C at the local and state level as a property type associated with "The Advent and Development of Railroads in Iowa: 1855-1940." The Chicago, Rock Island, and Pacific Railroad Depot was listed on the National Register of Historic Places in 1994.

The depot's express building was built during the Golden Age of Steam Railroading in Iowa; c. 1890-1920. The building is a good example of express freight and baggage railroads constructed during the period of larger high-volume stations.



THE BURLINGTON DEPOT; CHICAGO, BURLINGTON, AND QUINCY STATION

BURLINGTON, IA

DES MOINES COUNTY



The original Burlington Depot burned down in 1943, and the new depot was built in the same location that same year. It was declared by rail leaders as the finest line-station in the country. The majority of this depot is constructed from Wisconsin Lannon fieldstone. The only wood showing in the construction are the rough-cut timber posts holding up the street-side canopy as the weight of the canopy proved too great to stand alone. The Burlington Depot also housed terminal staff and personnel in quarters on the second floor. It is now used as an Amtrak waiting room and bus station.

RAILROAD AFFILIATION

CHICAGO, BURLINGTON, AND QUINCY STATION; CURRENTLY BURLINGTON NORTHERN-SANTA FE AND AMTRAK

PROJECT SPONSOR(S)

CITY OF BURLINGTON, FRIENDS OF THE DEPOT

REHAB/RESTORATION ARCHITECT

KLINGER

IOWA DOT GRANT INITIATION/ COMPLETION DATES

1990s; 2017-2018

SITE INVENTORY NUMBER

29-01265

CURRENT USE

AMTRAK AND CITY BUS, GRIER'S RESTAURANT, COMMUNITY EVENTS



REHAB/RESTORATION ACTIVITIES

Rehabilitation of the depot included a new roof above the waiting room area, roof repairs, awning repair/replacement, exterior door repair/replacement, sign repair/replacement, landscape beautification, and extensive interior renovations and upgrades.

NATIONAL REGISTER ELIGIBILITY/STATEMENT OF SIGNIFICANCE

The depot is significant under Criterion C at the local level as an example of a building exhibiting the transition to the modern movement style in 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. The depot is significant at the state and national level for its wide recognition as a prototype for post-World War II railroad station design. The depot is also historically significant under Criterion A because of the importance to Burlington as a symbol of railroading, as the railroad was greatly responsible for the development of the town. The Burlington Depot was listed on the National Register of Historic Places in 2002.

CHICAGO AND NORTH WESTERN PASSENGER DEPOT AND BAGGAGE ROOM; CARROLL DEPOT AND BAGGAGE ROOM

CARROLL, IA

CARROLL COUNTY



The Carroll Depot was designed by Charles S. Frost, a private architect, who designed at least two dozen brick stations in Chicago and Iowa. This is unusual for small cities and towns, but the North Western was well-known for constructing elaborate and ornate stations. The Carroll Depot also sports structural ornamentation rather than superficial ornamentation, such as the corner tower and cross-gabled hipped roof.

RAILROAD AFFILIATION

CHICAGO AND NORTHWESTERN RAILROAD

PROJECT SPONSOR(S)

CITY OF CARROLL AND CARROLL COUNTY

REHAB/RESTORATION ARCHITECT

JOHNSON-ERICKSON-O'BRIEN & ASSOCIATES, INC.

IOWA DOT GRANT INITIATION/ COMPLETION DATES

1996–2002

SITE INVENTORY NUMBER

14-00070

CURRENT USE

CARROLL CHAMBER OF COMMERCE AND
EVENT/MEETING SPACES

OPEN MONDAY–FRIDAY 8:30 A.M.–5 P.M.

REHAB/RESTORATION ACTIVITIES

Rehabilitation of the depot included exterior stone cleaning and repair/ replacement of limestone and brick and mortar. The removal of unoriginal items, such as the wooden dock, interior deck, and roof features, has brought this depot back to prominence.

NATIONAL REGISTER ELIGIBILITY/STATEMENT OF SIGNIFICANCE

The Carroll Depot is an asymmetrical variation of a typical replacement depot significant under Criterion C, as it illustrates Chicago and North Western's tendency to build attractive, substantial stations during expansive years before railroads shifted toward freight cargo. The Carroll Depot was built in the heyday of steam railroading when Chicago and North Western wanted to advertise itself through elegant depots. The Chicago and North Western Passenger Depot and Baggage Room was listed on the National Register of Historic Places in 1990.



CHICAGO, BURLINGTON, AND QUINCY RAILROAD CRESTON STATION

CRESTON, IA

UNION COUNTY



RAILROAD AFFILIATION

CHICAGO, BURLINGTON, AND QUINCY RAILROAD

PROJECT SPONSOR(S)

UNION COUNTY HISTORICAL SOCIETY AND SAVE
THE DEPOT COMMITTEE

REHAB/RESTORATION ARCHITECT

DAVID LAUGERMAN

IOWA DOT GRANT INITIATION/ COMPLETION DATES

1997-1998

SITE INVENTORY NUMBER

88-00098

CURRENT USE

OFFICES FOR THE CITY OF CRESTON, AN ARTS
GALLERY, LEONA ABBOTT'S PRESIDENTIAL DOLL
COLLECTION, A CONGREGATE MEAL SITE, AND THE
CRESTON MODEL RAILROAD CLUB'S MODEL RAILROAD

FOR HOURS CHECK: WWW.CRESTONARTS.COM

REHAB/RESTORATION ACTIVITIES

A major interior and exterior
restoration of the depot was carried out
in 1977. In the late 1990s, enhancement
funds were used to restore the
windows of this historic depot.

NATIONAL REGISTER ELIGIBILITY/STATEMENT OF SIGNIFICANCE

The building is architecturally unique
for both its size and design. It was the
most magnificent structure built in
Creston since 1899. The depot is an
integral part of the town of Creston,
which grew around the railroads, and
received its name due to its location
on the crest of the Iowa divide. The
depot now houses the city's official
offices on the second floor, and the
first floor has been converted into
community multi-purpose rooms.
The Chicago, Burlington, and Quincy
Railroad Creston Station was listed on
the National Register of Historic Places
in 1974.

The Chicago, Burlington, and Quincy Railroad Creston Station is the largest depot constructed on the Chicago, Burlington, and Quincy Railroad in Iowa. It was designed by Daniel Burnham and John Wellborn Root who are also credited with designing the pattern for the great public mall in Washington, D.C. When it was built, the depot was notable for its red tile roof, yellow brick walls, and impressive green glass canopies, which have since been removed.



ATCHISON, TOPEKA, AND SANTA FE RAILROAD PASSENGER DEPOT AND FREIGHT COMPLEX HISTORIC DISTRICT

FORT MADISON, IA

LEE COUNTY



This is the only Santa Fe depot located within the state of Iowa. The depot is the only example in the state of the rail line's conscious effort to advertise its main line through Arizona, New Mexico, and California by designing its passenger stations and hotels to resemble the Mission Revival architecture.

RAILROAD AFFILIATION
ATCHISON, TOPEKA, AND
SANTA FE RAILROAD

PROJECT SPONSOR(S)
CITY OF FORT MADISON

**REHAB/RESTORATION
ARCHITECT**
METZGER JOHNSON
ARCHITECTS

**IOWA DOT GRANT
INITIATION/
COMPLETION DATES**
1997 and 2006-2011

**SITE INVENTORY
NUMBER**
56-00280, 56-00281,
56-00282, 56-00283

CURRENT USE
HISTORIC DEPOT MUSEUM
COMPLEX AND HOME TO
THE NORTH LEE COUNTY
HISTORICAL SOCIETY

OPEN MONDAY-SATURDAY
10 A.M.-4 P.M.
SUNDAY 12-4 P.M.



REHAB/RESTORATION ACTIVITIES

In 1997, restoration activities included cleaning of the brick masonry and mortar/joint repair. From 2006-2011, a number of rehabilitation plans were implemented. These included rehabilitation of the freight office, elevation of the depot itself, improved drainage, platform restructuring, and landscaping.

NATIONAL REGISTER ELIGIBILITY/STATEMENT OF SIGNIFICANCE

This depot is a good example of Mission Revival influence in Fort Madison and is the only example of the Santa Fe Railroad's nationally recognized corporate style in the state of Iowa. The Atchison, Topeka, and Santa Fe Railroad Passenger Depot and Freight Complex Historic District was listed on the National Register of Historic Places in 1992.

ILLINOIS CENTRAL RAILROAD DEPOT

INDEPENDENCE, IA

BUCHANAN COUNTY



The design of the Illinois Central Railroad Depot is reminiscent of buildings found in Scandinavia and lowland countries and is an unusual example of late 19th and 20th century architecture. The canopy, which is supported by cast iron framework and held up by iron columns, is the only example of this style on the Illinois Central Railroad in Iowa.

REHAB/RESTORATION ACTIVITIES

The Illinois Central Railroad Depot and associated structures were moved to their current location in the late 1990s. Restoration of the depot has included reroofing, tuck pointing and repair, replacement of stone veneers, canopy construction, and extensive interior renovations.

NATIONAL REGISTER ELIGIBILITY/STATEMENT OF SIGNIFICANCE

The Illinois Central Railroad Depot in Independence is eligible for the National Register of Historic Places as locally significant under Criterion C as an unusual example of late 19th and 20th century architecture.



RAILROAD AFFILIATION

ILLINOIS CENTRAL RAILROAD

PROJECT SPONSOR(S)

BUCHANAN COUNTY

REHAB/RESTORATION ARCHITECT

DESIGN CENTER ASSOCIATES, INC.
ARCHITECTS & ENGINEERS

IOWA DOT GRANT INITIATION/ COMPLETION DATES

1995–2001

SITE INVENTORY NUMBER

10-00095

CURRENT USE

BUCHANAN COUNTY TOURISM

OPEN TUESDAY–SUNDAY 12–4 P.M.

IOWA FALLS UNION DEPOT, IOWA FALLS DEPOT, ILLINOIS CENTRAL PASSENGER DEPOT

IOWA FALLS, IA

HARDIN COUNTY



The Iowa Falls Depot was built as a union depot, which is a rare depot type in Iowa.

RAILROAD AFFILIATION

ILLINOIS CENTRAL RAILROAD AND DES MOINES, IOWA FALLS AND NORTHERN RAILROAD

PROJECT SPONSOR(S)

IOWA FALLS HISTORICAL SOCIETY AND CITY OF IOWA FALLS

REHAB/RESTORATION ARCHITECT

COOPER WHITESIDE NORMAN, PRAIRIE ARCHITECTS, INC.

IOWA DOT GRANT INITIATION/ COMPLETION DATES

1997-2001

SITE INVENTORY NUMBER

42-00795, 42-00796

CURRENT USE

IOWA FALLS HISTORICAL SOCIETY



REHAB/RESTORATION ACTIVITIES

The roof on the depot was restored along with doors, windows, and the masonry. The restroom, plumbing, heating, ventilation, air conditioning, and electrical systems were updated. Interior work included insulation, carpentry work, plaster, paint, flooring, and the installation of handrails and railings. A roof drainage system and sump pump system were installed for the depot as well as the tower complex.

NATIONAL REGISTER ELIGIBILITY/STATEMENT OF SIGNIFICANCE

The Iowa Falls Union Depot is a good example of brick passenger stations built by Illinois Central in the early 20th century. Its building period also coincides with the heyday of railroading in Iowa, in which Illinois Central replaced original wooden depots with longer lasting brick structures. Its architectural style is significant under Criterion C. The depot is also locally significant under Criterion A, as it represents the direct association between Illinois Central Railroad and Des Moines, Iowa Falls, and Northern Railroad, which started as an independent company organized by E.S. Ellsworth and other prominent Iowa Falls citizens. The Iowa Falls Union Depot was listed on the National Register of Historic Places in 1990.

CHICAGO, BURLINGTON, AND QUINCY RAILROAD DEPOT

LEON, IA

DECATUR COUNTY



RAILROAD AFFILIATION

CHICAGO, BURLINGTON, AND QUINCY RAILROAD

PROJECT SPONSOR(S)

DECATUR COUNTY ENGINEER OFFICE

REHAB/RESTORATION ARCHITECT

JOHNNY BOYD- ARCHITECT AT ORIS PLC

**IOWA DOT GRANT INITIATION/
COMPLETION DATES**

2003-2006

SITE INVENTORY NUMBER

27-00121

CURRENT USE

DECATUR COUNTY ENGINEER'S OFFICE

OPEN LABOR DAY-MEMORIAL DAY
MONDAY-FRIDAY 7 A.M.-3:30 P.M.

MEMORIAL DAY-LABOR DAY
MONDAY-THURSDAY 6 A.M.-4:30 P.M.

REHAB/RESTORATION ACTIVITIES

The first phase of the restoration included replacing the roof, fascia, and gutters and painting of the fascia and soffit. Phase two consisted of interior restoration of electrical, plumbing, and HVAC and the re-instillation of the ticket window. The third phase replaced all of the windows, made the building handicapped accessible, and replaced brick/stone.

NATIONAL REGISTER ELIGIBILITY/STATEMENT OF SIGNIFICANCE

The depot is considered eligible under Criterion A and C under the "Advent and Development of Railroads in Iowa." It retains good integrity and was not updated by the railroad in 1929 like many other Chicago, Burlington, and Quincy Railroad depots, therefore representing a primary railroad structure related to the glory days of the railroad industry.



The Leon Depot was the first depot on the Chicago, Burlington, and Quincy Line to put in electricity. It also retains a baggage cart that sits on the north side of the building, which is original to the depot.

MOUNT AYR BURLINGTON NORTHERN DEPOT

MOUNT AYR, IA

RINGGOLD COUNTY



The original Mount Ayr sign on display was recovered at an auction in Boone County in 1999. The depot is now used as a museum for Mount Ayr and Iowa history and displays several paintings from local painter, Orr Fisher, who was commissioned to paint the mural in the Mount Ayr Post Office.

RAILROAD AFFILIATION
CHICAGO, BURLINGTON,
AND QUINCY RAILROAD

PROJECT SPONSOR(S)
MOUNT AYR
PRESERVATION INC.

**REHAB/RESTORATION
ARCHITECT**
RINGGOLD COUNTY
ENGINEER

**IOWA DOT GRANT
INITIATION/
COMPLETION DATES**
1996-1998

**SITE INVENTORY
NUMBER**
80-00146

CURRENT USE
MT. AYR DEPOT MUSEUM

OPEN BY APPOINTMENT
CALL BOB AND KAY
SICKELS AT 641-234-0108



REHAB/RESTORATION ACTIVITIES

Rehabilitation of the depot included replacement of the roof, repainting the exterior, heating/cooling upgrades, bicycle/pedestrian upgrades, and foundation work.

NATIONAL REGISTER ELIGIBILITY/STATEMENT OF SIGNIFICANCE

The Mount Ayr Depot is eligible for the National Register of Historic Places under Criterion A and is significant because it calls attention to the importance of the railroad to Mount Ayr in the early 20th century.

CHICAGO, BURLINGTON, AND QUINCY DEPOT

OSCEOLA, IA

CLARKE COUNTY



During the decline of railroad usage, Osceola was still prominent enough to require the same number of employees as it had prior to World War II. It was often referred to as "The Old Telegraphers Home," because its operators held over 130 years of seniority.

REHAB/RESTORATION ACTIVITIES

The first phase of rehabilitation included roof framing, new eaves, brackets, flashing, gutters, shingling, and downspouts. It also included new insulation, exterior trim, and painting. Phase two worked on masonry tuck-pointing along with door, window, and trim repair and replacement. Phase three dealt with site improvement including removal and reinstallation of brick pavers, installation of a wrought iron fence, pavement for the parking area, and lighting, landscaping, and signage around the depot.

NATIONAL REGISTER ELIGIBILITY/STATEMENT OF SIGNIFICANCE

The Chicago, Burlington, and Quincy Depot is locally significant under Criterion A as it illustrates the importance of the railroad in community development. It also achieves local Criterion C significance as a good example of a brick combination depot showing the influence of both Craftsman and Prairie design school of architecture. The Chicago, Burlington, and Quincy Depot was listed on the National Register of Historic Places in 2009.



RAILROAD AFFILIATION
CHICAGO, BURLINGTON, AND QUINCY; AMTRAK

PROJECT SPONSOR(S)
CITY OF OSCEOLA

REHAB/RESTORATION ARCHITECT
PETE FRANKS

IOWA DOT GRANT INITIATION/ COMPLETION DATES
2006-2009

SITE INVENTORY NUMBER
20-00101

CURRENT USE
AMTRAK PASSENGER TRAIN STATION

OPEN 24 HOURS

RED OAK BURLINGTON NORTHERN DEPOT; CHICAGO, BURLINGTON, AND QUINCY RAILROAD DEPOT; CHICAGO, BURLINGTON NORTHERN, AND QUINCY DEPOT

RED OAK, IA

MONTGOMERY COUNTY



RAILROAD AFFILIATION

CHICAGO, BURLINGTON, AND QUINCY RAILROAD

PROJECT SPONSOR(S)

RED OAK HISTORIC PRESERVATION COMMISSION

REHAB/RESTORATION ARCHITECT

ALLEY POYNER ARCHITECTURE

IOWA DOT GRANT INITIATION/ COMPLETION DATES

1997-2000

SITE INVENTORY NUMBER

69-00062

CURRENT USE

BURLINGTON NORTHERN DEPOT AND WWII
MEMORIAL MUSEUM

OPEN MONDAY-FRIDAY 10 A.M.-12 P.M.
AND BY APPOINTMENT - PLEASE CALL
PAT MAHER AT 712-621-9676

REHAB/RESTORATION ACTIVITIES

Phase one efforts repaired and/or replaced windows and doors. Phase two saw the installation of new heating/cooling, electrical, plumbing, and sanitary systems. Architectural features were reconstructed or restored, and fixtures were replaced by replicas or compatible vintage models. Phase three saw the installation of the museum and public facilities.

NATIONAL REGISTER ELIGIBILITY/STATEMENT OF SIGNIFICANCE

The Red Oak Depot is eligible under Criterion C as a significant, intact expression of Chicago, Burlington, and Quincy architecture employed in the company's substantial brick replacement depots. The Chicago, Burlington Northern, and Quincy Depot was listed on the National Register of Historic Places in 1999.

The Red Oak Depot was placed on the crest of a hill because when the Chicago, Burlington, and Quincy Railroad built a new line, the engineers and designers designed a "high line" to lessen the original steep grades, which were hard for locomotives to maneuver.



WABASH COMBINATION DEPOT — SHENANDOAH; SHENANDOAH WABASH DEPOT

SHENANDOAH, IA

PAGE COUNTY



This depot is built in an “island” design to accommodate tracks along both front and rear elevations. This depot displays elements of Stick and Queen Anne styles, which use an assortment of siding and materials. The Wabash railway utilized these styles to allow each depot to look different while keeping a standard structural plan.

RAILROAD AFFILIATION
ST. LOUIS AND COUNCIL
BLUFFS RAILROAD;
WABASH LINE

PROJECT SPONSOR(S)
CITY OF SHENANDOAH

**REHAB/RESTORATION
ARCHITECT**
THE FRANKS DESIGN
GROUP, PC

**IOWA DOT GRANT
INITIATION/
COMPLETION DATES**
2011-2012

**SITE INVENTORY
NUMBER**
73-00199

CURRENT USE
THE DEPOT SITS ALONG
THE WABASH TRACE
NATURE TRAIL AND
PROVIDES SEATING
AND SHADE AS WELL
AS AN INTERACTIVE
WABASH TRACE
NATURE TRAIL KIOSK.



REHAB/RESTORATION ACTIVITIES

Rehabilitation of the depot included repairing windows and door openings, replacing doors, and the replacement of the roof. New gutters and downspouts were added, and exterior wall surfaces were repaired and repainted.

NATIONAL REGISTER ELIGIBILITY/STATEMENT OF SIGNIFICANCE

The Wabash Combination Depot is the last visible remains of the Wabash presence in what was once a major stop for the line and exemplifies a larger variation of the typical small-town depot built by the Wabash Railroad. The Wabash Combination Depot was listed on the National Register of Historic Places in 1990.

THE MILWAUKEE RAILROAD SHOPS HISTORIC DISTRICT

SIoux CITY, IA

WOODBURY COUNTY



This historic district is a rare and remarkably well-preserved cluster of railroad structures and archaeological remnants tied to servicing and repairing steam and diesel locomotives, passenger coaches, and freight rail cars. It is the last surviving railroad support facility out of the six that operated in the Sioux City area between the 1920s and 1970s.

REHAB/RESTORATION ACTIVITIES

Rehabilitation of this historic district has included work on the carpenter shop, sand drying house, water closet, and engineering tool shed. The roundhouse has seen the restoration of bay doors, exterior siding, doors, windows, and electrical upgrades. Additional improvements include the addition of a parking lot, maintenance roads, fence relocation, recreational connector trail, visitor's center, and legacy wall.

NATIONAL REGISTER ELIGIBILITY/STATEMENT OF SIGNIFICANCE

The Milwaukee Railroad Repair Shops is significant under Criterion A for its associations with transportation history. It reflects the development patterns and technological evolution of steam-era railroad repair shops. The district is also eligible under Criterion A for the role once played in the railroad industry through the technology and process of managing and maintaining equipment for the Chicago, Milwaukee, St. Paul, and Pacific Railway Company during the period of significance. It has significance under Criterion C as an excellent example of the distinctive characteristics and construction methods related to steam-era railroad repair shops that populated the nation's railroad network during the steam locomotive era. The buildings and rail yard designed by the Chicago, Milwaukee, St. Paul, and Pacific Railway Company, under the direction of chief engineer Charles F. Loweth, embody the distinctive characteristics of the railroad company's architectural style, construction, and period of operation. The railroad repair shops complex is also significant under Criterion D, because it has the potential to yield archaeological information about (1) daily activities, (2) spatial use, (3) chronology of construction, (4) use of non-extant buildings and structures, and (5) the experiences of the shopmen who worked here during the period of significance.



RAILROAD AFFILIATION

CHICAGO, MILWAUKEE, AND ST. PAUL RAILROAD

PROJECT SPONSOR(S)

THE CITY OF SIOUX CITY

REHAB/RESTORATION ARCHITECT

RML ARCHITECTS L.L.C.

IOWA DOT GRANT INITIATION/ COMPLETION DATES

1991-PRESENT

SITE INVENTORY NUMBER

97-00009, 97-05626, 97-05627,
97-05628, 97-05629

CURRENT USE

SIOUX CITY RAILROAD MUSEUM

OPEN TUESDAY-SATURDAY 10 A.M.-4 P.M.
SUNDAY 12 P.M.-4 P.M.

UNION PASSENGER STATION, ROCK ISLAND DEPOT

WEST LIBERTY, IA

MUSCATINE COUNTY



RAILROAD AFFILIATION

CHICAGO, ROCK ISLAND, AND PACIFIC RAILROAD;
BURLINGTON, CEDAR RAPIDS, AND NORTHERN RAILROAD

PROJECT SPONSOR(S)

CITY OF WEST LIBERTY AND WEST LIBERTY
HERITAGE FOUNDATION

REHAB/RESTORATION ARCHITECT

ARCHITECT HARVEY W. HENRY

IOWA DOT GRANT INITIATION/ COMPLETION DATES

1996-1997

SITE INVENTORY NUMBER

70-00925

CURRENT USE

RAILROAD MUSEUM AND PART OF THE HERITAGE PARK

OPEN APRIL–OCTOBER

MONDAY–FRIDAY 1–3:30 P.M.

SATURDAY 10 A.M.–2 P.M.

REHAB/RESTORATION ACTIVITIES

Renovation activities have included repairing the roof, brick facing, exterior wood restoration, extensive interior work, and heating/plumbing/electrical work. The adjacent railroad tracks were also incorporated into the Hoover Nature Trail.

NATIONAL REGISTER ELIGIBILITY/STATEMENT OF SIGNIFICANCE

The Union Passenger Station allowed the community of West Liberty to boom and remain a viable community because it was able to secure The Rock Island Railroad early in its history. Its location on the Rock Island system, as well as a connecting branch, enabled West Liberty to grow and prosper in the late 19th and early 20th centuries. This depot is eligible for the National Register of Historic Places.



The Union Passenger Station is the only depot left along the abandoned Rock Island Railway. On one record-setting day, the depot had 35 passenger trains pass through, five of which arrived and departed between 11 a.m. and noon.

REFERENCES CITED

Christian, Ralph
1992 Letter to Gretchen Schalge, City of Sioux City Planner. February 12. On file, State Historical Society of Iowa, Des Moines.

Kapler, Todd
2012 *Results of a Phase I Cultural Resources Inventory for Proposed Improvements at the Siouxland Historical Railroad Association, Milwaukee Railroad Shops in Woodbury County, Iowa*. CHC-12-IA-WD-02. Cultural Heritage Consultants, Sioux City.

National Register of Historic Places
Atchison, Topeka and Santa Fe Passenger and Freight Complex Historic District, Fort Madison, Lee County, Iowa, National Register #92000100.

Chicago, Burlington and Quincy Depot, Osceola, Clarke County, Iowa, National Register #08001283.

Chicago, Burlington and Quincy Railroad-Creston Station, Creston, Union County, Iowa, National Register #73000739.

Chicago, Burlington and Quincy Station, Burlington, Des Moines County, Iowa, National Register #01001540.

Chicago, Burlington Northern and Quincy Depot, Red Oak, Montgomery County, Iowa, National Register #99000489.

Chicago & Northwestern Passenger Depot and Baggage Room—Carroll, Carroll, Carroll County, Iowa, National Register #90001302.

Chicago, Rock Island & Pacific Railroad Depot, Atlantic, Cass County, Iowa, National Register #94000087.

Illinois Central Railroad Depot, Independence, Buchanan County, Iowa, National Register #83004551.

Mills Tower Historic District, Iowa Falls, Hardin County, Iowa, National Register #90001304.

Milwaukee Railroad Shops Historic District, Woodbury County, Iowa, National Register #910797129

The Advent and Development of Railroads in Iowa: 1855-1940, Iowa, National Register Multiple Property Documentation Form.

Wabash Combination Depot—Shenandoah, Shenandoah, Page County, Iowa, National Register #90001298.

West Liberty Commercial Historic District, West Liberty, Muscatine County, Iowa, National Register #02001035.

State Historical Society of Iowa

Chicago, Burlington & Quincy Railroad Depot, Leon, Decatur County, Iowa, Site Inventory Form #27-00121.

REPOSITORIES VISITED/CONTACTED

Carroll Historic Preservation Commission

City of Creston

Decatur County Engineer's office

Iowa Department of Transportation – communications archives

Mount Ayr Depot Museum

North Lee County Historical Society

Red Oak Burlington Northern Depot and Museum

The Sioux City Railroad Museum

State Historic Preservation Office

West Liberty Heritage Foundation



U.S. Department of Transportation
Federal Highway Administration