Revised 12/17/86

2/6/87
11:00 am

ROCK ISLAND PRESERVATION COMMISSION

NOMINATION FOR
LANDMARK DESIGNATION

Case # 87-1 Date 2/6/87 Time 11:00 a.m.

Common Street Address of Property: 3029 - 5th Avenue

Name and Address of Property Owner: ~~Steve Whitmore, Rail Road Manag~~ real estate, Iowa Interstate Rail Road, 111-115 Wright Street, Iowa City 52240

Please attach a simple statement setting forth the reasons for requesting designation. Please refer to the criteria listed on the reverse side. (These are excerpted from the Rock Island Preservation Ordinance.)

Name(s) and Address(es) of Applicant(s):

Karen Lee Williams
Barbara Young-Nesseler
Signature

Karen Lee Williams
Barbara Young-Nesseler
Name

852- 19th Street, Rock Island
Address

786-1969 or 788-6265
Telephone

1. Legal description of property (available from abstract or County Recorder of Deeds office).

2. Map indicating location of property proposed for designation (assistance available from Planning Division).

3. Recent photograph (copies of old photographs or drawings may also be included).

4. Indicate whether or not the owner is aware of the proposed designation.
   Owner it not aware of this nomination

February 6, 1987

NOMINATION FOR LANDMARK DESIGNATION

THE ROCK ISLAND LINES PASSENGER STATION

The area bounded on the south by 5th Avenue (U.S. Route 150), on th north by the edge of the passenger platform, and on the west by a line running north-south approximately five (5) feet west of the westermost point of the Depot.

The Rock Island Lines Passenger Station located at ~~3029~~ 3031-5th Avenue, Rock Island has long been a visible reminder of our city's past.

Designed by the Chicago Architectural firm of Frost& Granger, the Passenger Station was built in 1901 by Rock Island contractor John Volk, at a cost of $75,000. Although a notable work, it does not cleanly fit into any one architectural style. Rather, the building exhibits the blending of a number of styles and can be considered a form of Renaissance Revival, or Neo-Renaissance Revival.

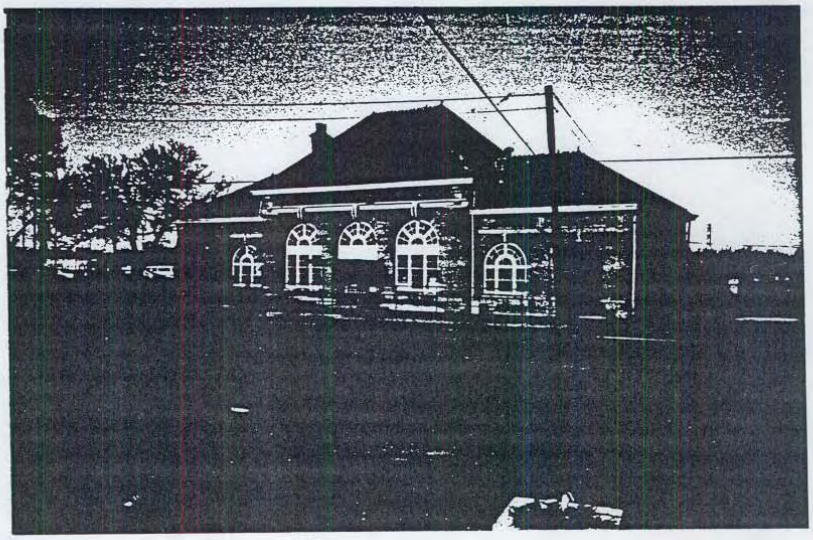
We, as members of the Rock Island Preservation Society nominate the Depot for landmark designation. We feel that it fulfills the requirements for determining significance, as further outlined in the attached application which was used for gaining National Register designation.

Not only is the Depot important as a fine example of utilitarian architecture, but it is also significant to Rock Island's development and the westward expansion of the United States. The railroad facilities represent remnants of the first terminal built west of Chicago, which made Rock Island the focal point for the movement of people, commodities and raw materials. The Depot is the oldest of the remaining Chicago, Rock Island& Pacific Railway Stations in the Quad Cities. This facility served as the Regional Operations Headquarters while the Moline and Davenport stations were merely stopping points.

In the attached application is an outline of important people and historic events associated with the Depot, However, a special history exists for those of us who rode on the Rocket and hold those personal important events in our memories.

In 1982, the Depot was added to the National Register of Historic Places. We, the undersigned feel that it is time that our own community take steps to further preserve that building which has already been considered nationally significant.

The present owner is not aware of this nomination.



FHR-8-300 (11-78)

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

For HCRS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Rock Island Lines Passenger Station

and/or common Rock Island Lines Depot

2. Location

street & number ~~3029~~ 3031 - 5th Avenue - U.S. Route 150 ___ not for publication

city, town Rock Island ___ vicinity of congressional district 19

state Illinois code county Rock Island code

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	___ occupied	___ agriculture	___ museum
_X_ building(s)	_X_ private	_X_ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	_X_ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	_X_ other: abandoned

4. Owner of Property

name Chicago, Rock Island & Pacific Railway Company - Trustee - William M. Gibbons

street & number 332 South Michigan Avenue

city, town Chicago ___ vicinity of state Illinois

5. Location of Legal Description

courthouse, registry of deeds, etc. Courthouse of Rock Island County

street & number 1504 - 3rd Avenue

city, town Rock Island state Illinois

6. Representation in Existing Surveys

title Does not exist in surveys has this property been determined elegible? ___ yes _X_ no

date ___ federal ___ state ___ county ___ local

depository for survey records

7. Description

Condition		Check one	Check one
___ excellent	X deteriorated	___ unaltered	X original site
___ good	___ ruins	X altered	___ moved date _____
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

Located on 5th Avenue at the foot of 31st Street, the Rock Island Lines Passenger Station stands as one of four buildings in the Chicago, Rock Island & Pacific railroad station grounds. To the west of the Passenger Station are the Laundry Building and the Commissary Building. To the east is the Baggage and Express Building (See Exhibit 1 for site layout). All buildings are constructed of brick.

Of these four buildings, only the Passenger Building is being nominated for inclusion on the National Register. Both the Laundry and Commissary Buildings are scheduled for demolition allowing the construction of the Rock Island County Metropolitan Mass Transit District/City of Davenport Department of Municipal Transportation Garage and Maintenance Facility. An environmental impact statement has been completed for this project. The State Historic Preservation Officer stated in a letter dated February 21, 1979 (See Exhibit 2), that the project "will have no impact on sites of architectural or historical importance". Given the exceptionally poor condition of these buildings and their uncertain past, the City concurs with this determination.

The Baggage and Express Building, or Headquarters, located to the east of the Depot, served solely a functional role as office space. Given this structure's lack of architectural distinction, visual appeal, sentimental attachment, and historical significance, it was decided not to include this building as part of this nomination.

The property is presently controlled by William Gibbons, trustee for the bankrupt Chicago, Rock Island & Pacific Railway Company.

Designed by the Chicago architectural firm of Frost & Granger, the Passenger Station was built in 1901 by Rock Island contractor John Volk, at a cost of $75,000. The Depot does not cleanly fit into any one architectural style. Rather, the building exhibits the blending of a number of styles and can be considered a form of Renaissance Revival, or Neo-Renaissance Revival.

The one-story Passenger Station is one-hundred thirty-five feet long by forty feet wide. It is seven bays wide and has a rusticated granite base, ten arched windows, arched entrances, and unique brickwork with decorative brackets and dentils. There is a single chimney on the hipped roof. On the east and west sides of the station are vestibules through which the public gained entrance, although the west vestibule is no longer accessible. The driveway curves in front of the east vestibule for direct access to the waiting room. The spacious waiting room, with a marble floor, is over sixty feet long and thirty feet wide. The vaulted roof is nearly thirty feet high and decorative plaster molding lines the perimeter of the walls about six feet beneath the ceiling. At present, deteriorating suspended acoustical tiles block the ceiling from view.

The square ticket counter, which replaced the four grilled ticket booths, is located on the north wall between the two doors that exit to the platform. Behind the counter is a small office with a projecting bay window. The fireplace is centered on the west wall of the waiting room. While the fireplace had been covered during the 1952 remodeling, the plywood paneling has since been ripped away. The fireplace was supplemented by a large boiler, located in the Laundry Building, which supplied heat to each of the four buildings. At the northwest corner of the waiting room is the locker room which was used by the switchmen. On the northeast side are the men's and women's restrooms. Originally, the station had a fourteen-foot clock tower on the center section of the hipped roof

As part of the Chicago, Rock Island & Pacific Railway Company's 100th anniversary celebration in 1952, improvements were made to the station by C.H. Langman & Sons of Rock Island. The middle window on the building's south side was converted to an entranceway with a protective canopy, the mullions in the windows were refurbished, a squared ticket desk replaced four grilled booths on the north wall, and colorful murals were placed above the entrances. Plywood paneling across the wainscot was installed, covering the fireplace The parking lot was enlarged, new convectors were installed, and the stained glass transom were replaced with clear glass. A restaurant was added to the west side of the building which necessitated closing the west vestibule, and the men's smoking lounge. The men's restroom was relocated to the east side of the building. The restaurant closed in 1968. Finally, a monument was placed in front of the Depot for the 100th anniversary celebration

In 1968, following the closing of the Davenport and Moline stations, air conditioning and the suspended ceilings were added to the Depot in an effort to attract additional business These improvements cost $20,000.

The Passenger Station served as the freight dispatcher's office, following the Chicago, Rock Island & Pacific Railway Company's bankruptcy in 1979, until April 1, 1980, when the Depot was abandoned. Most of the windows are broken and glass lies scattered on the inside and outside of the building. Office papers and records have been left scattered throughout the Passenger Station and sections of paneling have been ripped from the wall exposing the fireplace. Sections of the false ceiling are missing allowing the upper walls and ceiling to become partially visible. Structurally, the Passenger Station is in sound condition, while the other buildings may have some major deficiencies. Weeds have grown up around the Station, marring its appearance.

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	X economics	___ literature	___ sculpture	
___ 1600–1699	___ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
X 1800–1899	X commerce	X exploration/settlement	___ philosophy	X transportation	
X 1900–	___ communications	___ industry	___ politics/government	___ other (specify)	
		___ invention			

Specific dates ca. 1901 **Builder/Architect** John Volk (Builder)/Frost & Granger(Archit

Statement of Significance (in one paragraph)

The Chicago, Rock Island & Pacific Railway Company Passenger Station is significant for the role it played in the growth and development of Rock Island, the Quad-Cities, the Midwest, and the westward expansion of the United States. The railroad facilities represent remnant of the first terminal built west of Chicago, which made Rock Island the focal point for the movement of people, commodities and raw materials. The Depot is the oldest of the remaining Chicago, Rock Island & Pacific Railway Stations in the Quad-Cities. This facility served as the Regional Operations Headquarters while the Moline and Davenport stations were merely stopping points.

In June 1845, local civic leaders met in the home of Colonel George Davenport to discuss the feasibility of rail service to Rock Island. Although Davenport was assassinated only four weeks later, other members of the group lobbied with the Illinois legislature to establish a railroad. On February 22, 1847, the Rock Island-LaSalle Railway Company was incorporated, with Judge James Grant, later a member of the Iowa legislature, elected as the first president. Henry Farnam, an industrious builder, was contracted to survey the route and construct the rail lines. Following his survey, he convinced the local people that, based on the topography, a link between Rock Island and Chicago would be more beneficial than the original Rock Island to LaSalle route. The Charter was amended on February 7, 1851, by the legislature. Construction of the 181-mile Chicago-Rock Island Line began in October 1852 and was completed in July 1854.[1]

Rock Island's population grew from a village of 700 people in 1844 to a city of 5,337 by 1854, the year the line was completed. The first Depot in Rock Island was a simple wayside station built in 1854, located at what is now 2nd Avenue and 20th Street. By 1857 the population almost doubled to 10,140 people. Rock Island had become a boomtown due to its development as an industrial center. Many laborers were hired by the Chicago-Rock Island Railway Company, while others took advantage of the business opportunities by providing services to the growing market.[2] Rock Island made use of extensive publicity to attract settlers. This strategy worked, and provided a model for other railroads.[3]

Rock Island's importance as a rail center was enhanced further after the Chicago, Minneapolis & St. Paul, and the Chicago, Quincy & Burlington Railway Companies extended their lines to Rock Island.[4]

One of the most significant events to occur during this early period was the completion of the first bridge over the Mississippi River in 1856. This took place during Henry Farnam's presidency of the Chicago-Rock Island Railroad Company (December 1854 to June 1863). Farnam had been the third president following Judge Grant and John P. Jervis. This project had a tremendous impact on the nation by providing reliable, safe transit to the newly opened territories, as well as being a channel for commodities and supplies.

When the bridge was rammed by the Effie Afton, a steamboat of the New Orleans Packet Company, Abe Lincoln, then a trial lawyer, defended the Chicago-Rock Island Line. He proved that the bridge was not a navigational hazard, as claimed by the boatmen. This

westward ambitions.

In 1875, the Rock Island Railroad Station was relocated to 2nd Avenue and 28th Street to be at the perimeter of the growing business district. The station's location was moved again in 1878 to its present site at 5th Avenue and 31st Street. This was a more accessible location for passenger traffic, and a site suitable for developing a complex railyard which eventually included the Passenger Station, Laundry Building Commissary, Baggage and Express Building, and Roundhouse. The Roundhouse, which at one time was the largest in the world, was used as a locomotive storage and switching area. The station, which is being nominated, was built in 1901 and replaced the previous station. As stated previously, this building served as Regional Headquarters for the system. Trains carrying freight, passengers and mail would depart daily from Rock Island. The famed Rocket Line would make the three-hour run to Chicago taking passengers to and from this growing metropolis. During this hectic period, the railroad employed switchmen, conductors, engineers, clerks, signalmen, yardmasters, laundresses, and telegraphers. The local economy benefited significantly, both directly and indirectly, from the railroad's activities.

The Rock Island Lines celebrated its Centennial in 1952. Because of its significance to the railroad system, the Depot was chosen as the focal point for the festivities. Among the day's activities were the placing of a monument (See Photograph #6), the production of a movie - "The Rock Island Trail" - , and the attendance of celebrities including John Wayne, Roy Rogers, and Dale Evans.[6]

In the 1950's and 60's, the Chicago, Rock Island & Pacific Railway Company was in financial distress as were many other railroad companies. In the 1960's, the postal service decided to use other, less expensive means of transportation, such as trucks or airplanes to move the mail. On September 14, 1968, the Davenport and Moline stations were closed, leaving only the Rock Island Depot.[7] Plagued by employee strikes and near bankruptcy, the railroad received federal subsidies for a time but it still could not operate economically. The railroad was ordered to liquidate its assets in October 1979. The last passenger train left the Depot on May 31, 1978, while all passenger service was discontinued on January 1, 1979. The station was permanently closed, and the buildings were boarded up on April 1, 1980.

In summary, because of the Rock Island Lines role in the early development of the Quad-Cities, the Midwest, and the West, and the fact that this is the last remaining significant structure dating back to the railroad's prosperous period, it is felt that this nomination is worthy of careful consideration for inclusion on the National Register of Historic Places.

Notes

1. Hayes, William Edward, "Great Rock Island Route", Rock Island Lines News Digest, October 1952, p.3

2. Hallberg, Carl, "The Rock Island Lines Railroad Passenger Station, Rock Island, Illinois", unpublished Augustana College Research Paper, August 23, 1980, p.2

3. Stover, John F., Iron Road to the West: American Railroads in the 1850's,

9. Major Bibliographical References

Hallberg, Carl, "The Rock Island Lines Railroad Passenger Station, Rock Island, Illinois, "Unpublished Augustana College Research Paper, April 23, 1980

Hayes, William Edward, "The Great Rock Island Route", Rock Island Lines News Digest, Vol. XI, No. 10, October 1952

10. Geographical Data

Acreage of nominated property .5 acre

Quadrangle name Davenport East

Quadrangle scale 1:24,000

UMT References

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification The area bounded on the south by 5th Avenue (U.S. Route 150), on the east by the eastern right-of-way line of 31st Street extended northward, on the north by the edge of the passenger platform, and on the west by a line running north south approximately five (5) feet west of the westernmost point of the Depot.

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

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Mary Kuenning and Alan Carmen (Planning Intern and Urban Planner)

organization City of Rock Island date December 17, 1981

street & number 1528 - 3rd Avenue telephone 309/793-3442

city or town Rock Island state Illinois 61201

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

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

State Historic Preservation Officer signature

title date

For HCRS use only

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

date

Keeper of the National Register

Attest: date

(Item #8 Cont.d)

4. Hallberg, loc. cit.

5. Stover, loc. cit.

6. Hallberg, op. cit., p.28

7. Ibid., p.34

(Item #9 Cont.d)

Personal Interview with Norman Ross, Switchman - 36 years for Rock Island Lines, June 12, 1981

Stover, John F., Iron Road to the West: American Railroad in the 1850's, Columbia University Press, New York, 1978

Telephone Interview with Andrea Urbas, Architectural Coordinator, Illinois Department of Conservation, October 2, 1981

Additional Notes

The Honorable Mayor James R. Davis
City Hall
1528 - 3rd Avenue
Rock Island, IL 61201

Paul Mulcahey, Chairman
Rock Island County Board
County Office Building
1504 - 3rd Avenue
Rock Island, IL 61201

Rock Island is located in Illinois Legislative District 36.

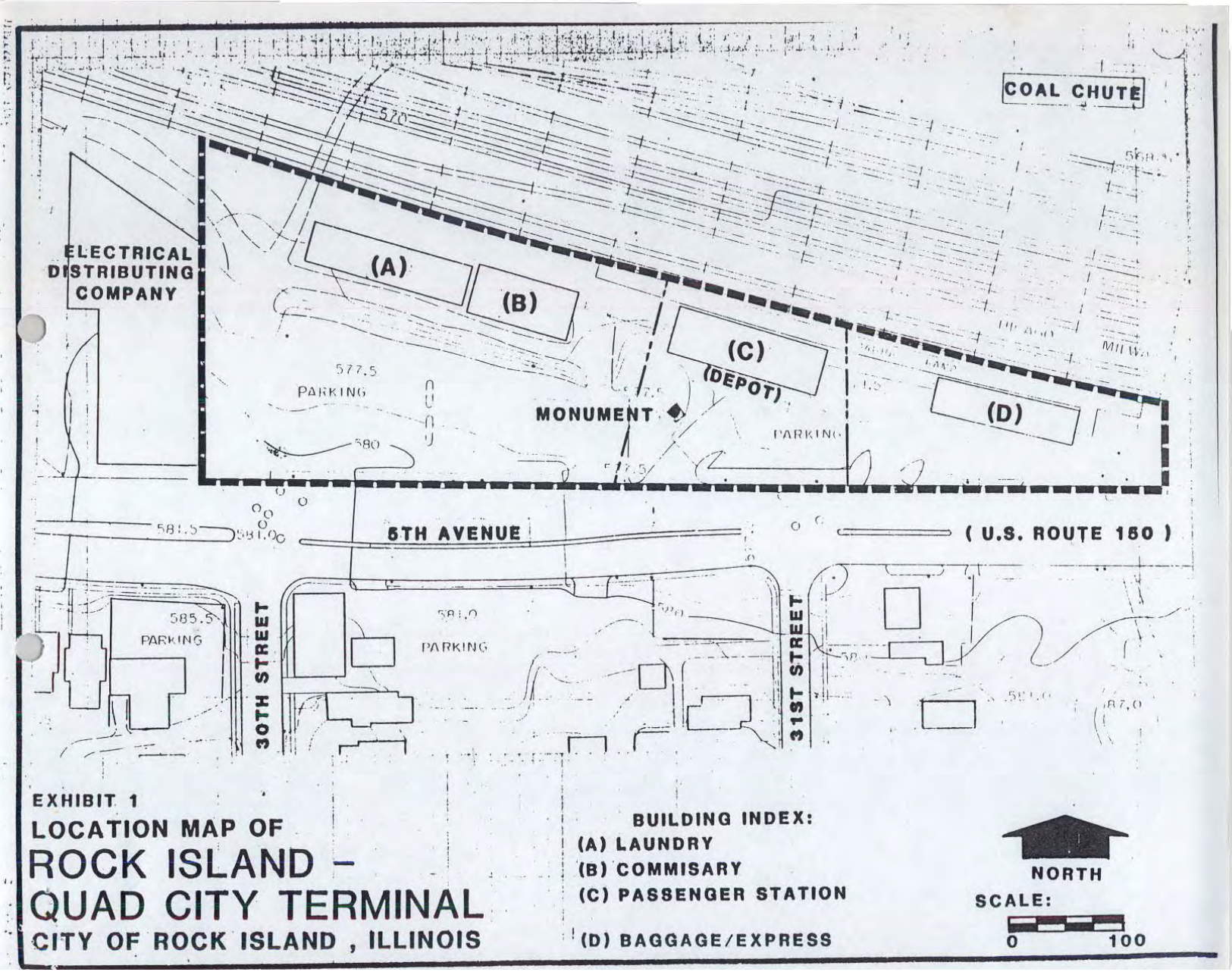


EXHIBIT 1

LOCATION MAP OF

ROCK ISLAND – QUAD CITY TERMINAL

CITY OF ROCK ISLAND , ILLINOIS

BUILDING INDEX:

(A) LAUNDRY

(B) COMMISARY

(C) PASSENGER STATION

(D) BAGGAGE/EXPRESS

NORTH

SCALE:

0 100