

JAN 16 2013

United States Department of the Interior
National Park Service



109

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Keokuk Union Depot

other names/site number C B&Q Depot

2. Location

street & number 200 Exchange Street

NA

not for publication

city or town Keokuk

NA

vicinity

state Iowa

code IA

county Lee

code 111

zip code 52632

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Signature of certifying official/Title

Randy G. Bennett DSHW
STATE HISTORICAL SOCIETY OF IOWA

Date

1/24/13

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:)

Signature of the Keeper

Jon Edson H. Beall

Date of Action

3-27-13

Keokuk Union Depot
 Name of Property

Lee, Iowa
 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	
1		buildings
		sites
2		structures
		objects
3		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

Current Functions
 (Enter categories from instructions.)

WORK IN PROGRESS

7. Description

Architectural Classification
 (Enter categories from instructions.)

Late Victorian/Romanesque

Materials
 (Enter categories from instructions.)

foundation: Stone/Limestone
 walls: Brick
 Stone/Sandstone
 roof: Asphalt
 other: Metal/Steel

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Keokuk Union Depot is located on the west bank of the Mississippi River at the north-south axis in the City of Keokuk, Iowa. It is placed in between Johnson Street and Bank Street just off of Keokuk's main thoroughfare. (See Figures 9 and 10) It has a unique location facing the Mississippi River with its rear facing a limestone bluff that climbs 30 feet high. In addition, a major dam/hydroelectric plant/bridge complex is just north of the depot, and an industrial district is located just south of the depot.

The depot is a Late Victorian, Romanesque Revival style train depot with sandstone trim featuring Roman arched window and door openings, and an asymmetrical elevation including a central peaked roof. The walls are constructed of brick, the roof is finished with asphalt shingles and the foundation is of limestone. Immediately east, is a steel, curvilinear roofed canopy that runs the length of the depot that once provided shelter for its passengers and freight. The interior of the depot reflects masterful workmanship and design in the solid oak trusses and built-in ticket booth and restrooms. The property possesses high historic integrity for it still has many of its original features.

Narrative Description

The Keokuk Union Depot, built in 1891, is an architectural amalgam. It was designed by John Wellborn Root, incorporating some influences of Henry Hobson Richardson, one of the towering architects of the Romanesque Revival style during the late 19th Century. Characteristics of Richardson's which are suggested in the Keokuk Union Depot are; natural materials to integrate the building with its site; a roof with exaggerated eaves to create a strong sense of shelter which clearly identifies the building's primary purpose; and a central peaked roof that is one element which provides recognition of the building as a prominent symbol of the community.

On the west side of Exchange Street, a bluff rises 30 feet to a city park that overlooks not only the depot but the Mississippi, its two bridges to Illinois, the Keokuk Lock and Dam (NRHP listed 1978) and the attached electric generating plant. On the bank of the river 70 yards northeast of the depot sits the George M. Verity (NHL listed 1989), a retired stern wheel riverboat, which served as a work-boat for the U.S. Corps of Engineers, and is now a dry-docked museum. The site also overlooks the largest bald eagle roosting/feeding area on the Mississippi on the south side of the dam and on the Illinois end of the bridges.

The depot is 173-feet in length, 42-feet in width, and its central 30-foot square pyramidal roof rises 38-feet tall.¹ (See Figure 3) Long, steeply pitched roofs flank the center pyramid on both the north and south ends of the building.

The exterior of the building is of semi-hard, smooth-faced, deep-red brick laid up with thin "butter" joints. The chest-high water table of sandstone (described in the original specifications as "Colorado peach-blow-stone") surrounds the building just below the window-sill level.² Above the stone around the north end of the building are large arched windows and doorways, which incorporate a door between side-placed windows and topped by transoms.

The original roof was tiled but now exhibits asphalt shingles.³ The roof of the center section rises steeply in a clipped-pyramid form. It originally rose to a height of 64 feet and had dormers on the east and west sides, which contained large, clock faces. (See Figures 1 and 2) In addition, there were peaked corner pyramidal roofs at each corner of the center pyramidal roof.⁴ On July 8, 1937, the roof of the center section was burned partially off and has been replaced with a flat-topped, clipped pyramid, unembellished.⁵ (See Figure 3)

The building is surrounded by wide-flared eaves supported by heavy wood modillions of a simple, functional form often associated with Romanesque Revival buildings. Immediately east of the east façade of the depot is a steel

¹ Before the fire in 1937, the central peaked roof rose to a height of 64 feet.

² "Railways, Steam and Electric," *Engineering and Contracting*, September 21, 1910, 33.

³ Ibid.

⁴ "Will Soon Be Built-The Union Passenger Depot Proposed for This City," *Constitution-Democrat*, May 7, 1890.

⁵ Ralston L. Taylor, State of Iowa Affidavit, April 10, 2002, 6.

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curvilinear-eyebrow roofed canopy, which runs the length of the depot and is supported by steel curved-bracketed posts. The roof is painted corrugated steel. The canopy is an original accompaniment to the building and once provided trackside shelter for passengers and freight.

The apron, or promenade, surrounding the building and canopy is of hard paving-brick, and the curbing on the west side of the depot is of marble. Both of which are original elements to the building.

The floor plan includes one large room (waiting room) on the north end of the building that once separated the men's and women's waiting areas (which was typical at the time). (See Figure 7) In addition, the waiting room also contained the ticket office, newsstand, lunch counter and restrooms.⁶ The waiting room has four entrances/exits, two on the men's end of the waiting room and two on the women's end, which provides access to the east and west sides of the building. The trackside ticket office has an angular bay with three windows, which projects on to the promenade surrounding the depot.

The waiting room ceiling is the underside of the extremely steeply pitched, cathedral-like roof. The ceiling, like the wainscoting of the waiting room, is of the honey-colored beaded white oak. The roof is supported by curvilinear oak trusses and brackets.⁷ ⁸ Above the paneled wainscoting is a 12-foot high band of buff brick, and above that is the oak ceiling. The original floor, now covered with terrazzo, was a rose-veined beige marble octagonal tile with brown ceramic square tiles separating the corners; the baseboard surrounding the floor is a rose marble.⁹ The restrooms have gray-white Vermont marble partitions and walls.¹⁰ The doors of the building, which are all five-panelled, are of white oak matching walls and ceilings.

The centrally placed east-side ticket office is a hexagonal room with ornamental wood columns that rest on top of the ticket office counter. The men's ticket window on the southern end of the ticket office space still exists, however, the women's ticket window on the north end of the office is no longer visible, for it has been covered by wood paneling. Historically, this hexagonal area was divided to allow some space for a newsstand.¹¹ The newsstand was located on the west side of this space and faced the lunch counter. Presently, there is no longer any visual separation in the hexagonal room. The area across from the hexagonal room is a space created from the separation of the men's and women's bathrooms. It is currently an empty space but it once held a concession stand (lunch counter). The separate restrooms, one just inside the northwest women's entrance door, and one just inside the southwest men's entrance door, helped maintain the separation of men and women.

The baggage room, immediately south of the southern end of the waiting room, has double exterior doors on both the west side (bluff side) and on the east side (track side) of the depot. This room once contained large interior scales built into the floor just inside the bluff side doors as well as a Loomis Water Filter that fed several drinking fountains within the building.¹² Unfortunately, the scales as well as the water filter no longer exist. In addition, the southern wall of the waiting room contains a central, chest high arched opening that allowed passengers in the waiting room to converse with baggage personnel that were in the baggage room. South of the baggage room are two small rooms with single doors east and west. Historically, this was the postal department's mailrooms.

South of the baggage and mailrooms were the freight company rooms. These rooms contain doors on the bluff and track sides of the building. Ceilings in the freight rooms are of beaded fir, which are painted. In addition, the brick

⁶ "Will Soon Be Built-The Union Passenger Depot Proposed for This City," *Constitution-Democrat*, May 7, 1890.

Note: See Figure 7 in this nomination to view an existing plan that show cases this description.

⁷ Note: Originally, the center truss hung a bronze, combination electrolier and gas chandelier. As defined by Merriam-Webster Dictionary, the electric-chandelier, most notably known as the 'electrolier,' "was the name for a fixture, usually pendent from the ceiling, for holding electric lamps." Later, the New York Gas and Appliance Company adopted the name 'Lightolier' in 1919, which combined the word 'light' with 'chandelier.' Source: *Merriam-Webster Dictionary*, s.v. "electric-chandelier."

⁸ "All Aboard." *The Gate City*, June 30, 1891.

⁹ Ibid.

¹⁰ Ibid.

¹¹ Ibid.

¹² "All Aboard." The Loomis Water-Filter was invented by Captain Benjamin Turner Loomis in 1879. Source: Elisha Scott Loomis, *Descendants of Joseph Loomis in America and His Antecedents in the Old World* (Elisha Scott Loomis, 1909), 541.

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walls in these rooms are also painted. The southernmost room in the depot was the boiler room, which supplied steam heat to the entire building through a primary and a few secondary lateral tunnels.¹³ The only access to this room is through a large sliding door on the exterior of the southernmost wall of the depot. The boiler room contains a centrally located fireplace that tapers up past the roofline that gives the depot a distinct chimney.

The center of the building above the baggage room contains a second floor comprised of two rooms at the top of a long single stairway that can only be accessed from the exterior. (See Figure 8) The east room was originally used as the stationmaster's office; the west room was a dormitory; south of the rooms and at the end of the long stairway was a full bath with shower, which still contains its original fixtures.¹⁴ Partitions are balloon-frame and the walls and ceiling are finished in oak bead-board.

The depot possesses a high degree of integrity for the building is still in its original location, the design intent of John Root is still apparent, and the surrounding settings have been minimally altered since the tracks in front of the depot are still used as a storage area for train cars for Pioneer RailCorp. and the train shed next to the building has been minimally altered. In addition, although some areas on the exterior facade need restoration, the original materials still exist, the workmanship of the terracotta ornament and construction is in good condition, and lastly, the depot's association and feeling is still evident for it still exhibits that of a train station in an industrial area.

The Keokuk Union Depot underwent Phase I restoration in 1991 within the waiting room, which included the removal of added interior walls, furnaces, and office paraphernalia, closing of holes in interior and exterior walls where later HVAC systems had been retrofitted, the stripping of layers of interior paint from walls, ceilings, beams, and ornament. All interior elements were refinished to the original "golden oak" and buff brick surfaces.

Due to the Keokuk Union Depot Company becoming a wholly-owned Keokuk Junction Railway subsidiary in 1990 and the 1996 sale of the KJRY/KUD Co. to Pioneer RailCorp., the future phases that were planned for the depot's restoration at that time, were never realized.¹⁵

However, the City of Keokuk bought the depot and signed a 90-year lease of the land from Pioneer RailCorp. in February of 2011. A commission was formed by the members of the community to raise funding and oversee the restoration efforts of the depot. Future phases are currently planned to address the reconstruction of the original central peaked roof, restoration of the interior and exterior masonry, re-installment of the original clay tile roof as well the historic lighting, chemical cleaning of exterior masonry, trim painting, etc.

¹³ "All Aboard."

¹⁴ "Railways, Steam and Electric," *Engineering and Contracting*, September 21, 1910, 33.

¹⁵ Ralston L. Taylor, State of Iowa Affidavit, April 10, 2002, 3.

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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 old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

Transportation

Architecture

Period of Significance

1891-1967

Significant Dates

1891

1937

1967

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

Architect/Builder

Burnham and Root Architects

Chamberlain, Herbert William

Grace & Hyde Company

Period of Significance (justification)

On July 1, 1891, the Keokuk Union Depot became open to public as a freight and passenger depot that served five train companies. It served as a train depot until 1967, when the last passenger train stopped in Keokuk.

Criteria Considerations (explanation, if necessary)

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Keokuk Union Depot is locally significant under National Register Criterion A for its contribution to the development of Keokuk and the American railroad system and it is also significant under Criterion C as it represents the work of Burnham and Root Architects. The Keokuk Union depot, built in 1891, was a product of the fast expanding American railroad system when cities were eagerly trying to enhance their railroads to gain maximum transportation and commerce opportunities. In addition, it is one of the last, exceptional Romanesque Revival examples of the illustrious, Chicago architect, John Wellborn Root, before the time of his death. The building conveys simple, borrowed features of the Romanesque Revival movement that was becoming popular within America at that time.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

The Keokuk Union Depot is locally significant and meets Criterion A for inclusion on the National Register of Historic Places in that it represents a specific time and movement in the development of Keokuk and the fast expanding Midwest American railroad system when both passenger and freight traffic outgrew the accommodations provided by the railroads for their customers. Such a widespread need was perceived that state statutes were put in place during the last decade of the 19th Century requiring railroads to adequately address those needs on a human and business basis. At the same time, cities were zealously trying to enhance the railroads into incorporating their city in long range planning to insure maximum transportation and commerce opportunities.

The Keokuk Union Depot meets Criterion C in that it represents the work of a master architect widely recognized for his creation of railroad related buildings. Nationally acclaimed Chicago commercial and residential architect John Wellborn Root, often called "the father of Chicago skyscrapers," was called upon to design the Keokuk depot at the same time he was designing the grounds and layout of the Columbian Exposition and building a burgeoning downtown Chicago. Additionally, the Keokuk Union Depot was designed near the end of Root's illustrious career and was among the last dozen commissions in various stages of completion when Root died.

CRITERION A: Local/Regional Significance

In 1882, three railroads served southeast Iowa, converging at Keokuk.¹⁶ At or near their point of convergence each railroad company had built and maintained stations, described as little more than shanties, for the purpose of passenger and freight handling. The areas at trackside were muddy and littered. Approaches to the separate and scattered stations were unpaved, lighting was virtually non-existent, and conditions were generally unsafe, unhealthy, and grim.¹⁷ According to *The Gate City* newspaper in 1882;

"Keokuk is now without a union railroad passenger depot. The travel is large and increasing. Passengers arriving here by trains on the different roads are compelled to change cars in the rain, or in the mud, extremes of heat and cold, and endure discomforts incident to a want of proper accommodations. This state of affairs is made a subject of well-founded complaint on the part of our citizens and others who travel by rail, and has become a reproach to the fair fame of our city."¹⁸

Public displeasure with the railroads grew to such a pitch at Keokuk that public meetings were held with city officials in attempt to force the railroads to improve matters. Finally, in September 1882, the City of Keokuk published a copy of a letter which had been sent to the General Superintendents of the Wabash Railroad, the Chicago-Burlington-Quincy Railroad, and the Chicago, Rock Island and Pacific Railroad urging the construction of a "Union" depot.¹⁹ The letter had been accompanied by petitions signed by the "most prominent businessmen and firms in Keokuk."²⁰

¹⁶ "The Union Depot," *The Gate City*, September 17, 1882.

¹⁷ "The Union Depot," *Daily Constitution*, August 4, 1886.

¹⁸ "The Union Depot," *The Gate City*, September 17, 1882.

¹⁹ Ibid.

²⁰ Ibid.

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The petition stated that the citizens of Keokuk realized that until several years earlier, when the local-service railroads had become part of larger consolidations, the roads had been financially unable to improve the stations' situations.²¹ However, now that the roads were part of conglomerates, they were able to coordinate the financing of a cooperative passenger/freight facility.

Attesting to the fact that newly-developing railroads were lax in various aspects of their operations, especially with respect to passenger handling and freight handling whenever they were operating, particularly anywhere in Iowa, the Iowa 17th General Assembly had enacted legislation establishing a state-wide Board of Railroad Commissioners to regulate "all railroads operated by steam" and that among its many charges was to supervise "any changes in the mode of operating its road and conducting its business as is reasonable and expedient in order to promote the security, convenience, and accommodation of the public..." and that "said railroad commissioners shall inform the railroad corporation of the improvements and changes which they deem proper."²²

Later, the Iowa 20th General Assembly also established a statute stipulating that

*"all railroad corporations shall, at all points of connection, crossing, or intersection with the roads of other corporations, unite with such corporations in establishing and maintaining suitable platforms and station houses for the convenience of passengers desiring to transfer from one road to another, and for the transfer of passenger's baggage, or freight, whenever the same shall be ordered by the railroad commission..."*²³

The act also continued to specify methods of apportioning the amount of support by cooperating railroads according to traffic, passenger and freight revenues, etc. The legislation, then, indicated a recognition of the problem at other points around the state of Iowa and, for that matter, in all states where interweaving of the United States' railroad system was developing.²⁴

As part of its letter to the railroads, the City of Keokuk stated that it was more than willing to back up its petition with offers of generous concessions (land grants and tax abatements) necessary to aid the railroads in realizing the requested station complex facility.²⁵

By 1883, five railroads were serving Keokuk. In October of that year, a meeting of the five roads was held with representatives of the Missouri, Pacific and Wabash; the Chicago, Burlington and Quincy; the Keokuk and St. Louis; the Chicago, Rock Island and Pacific; the Chicago, Burlington and Kansas City; and Keokuk city officials in attendance. Little precise detail of the meeting was shared with the public but agreement in principle was established for the "Union Depot" plan, specifying a building of 42-feet by 300-feet and platforms 500-feet in length, and that a depot should be completed by January 1, 1885.²⁶

Plans languished, real estate negotiations ground on railroads grew and further consolidated, architects were sought, and two additional rail lines were included after the 1883 meeting. Finally, on May 7, 1890, news was released that all final agreements had been completed by all parties and on July 1, 1890, a contract was signed.²⁷ Signers of the new business plan were the Keokuk and Western Line; the Toledo, Peoria and Western; the Chicago, Burlington and Quincy; the Wabash; and the Chicago, Rock Island and Pacific Railroads.²⁸ Capital stock was fixed at \$100,000, divided equally among the five corporations, and \$80,000 was the estimated cost of the new depot and platforms.²⁹ The agreements included consensus for the plans by the architectural firm of Burnham and Root (presumably with John

²¹ Ibid.

²² "The Union Depot," *Daily Constitution*, August 4, 1886.

²³ Ibid.

²⁴ Ibid.

²⁵ Ibid.

²⁶ "Union Depot," *The Daily Gate City*, October 24, 1883.

²⁷ "Agreement: July 1, 1890," in *Lines in Iowa and Missouri*, vol. 2 of *Chicago, Burlington and Quincy Railroad Company*, ed. William Wright Baldwin (Chicago: Chicago, Burlington and Quincy Railroad Company, 1928-29), 1437-1444.

²⁸ Ibid.

²⁹ "Will Soon Be Built-The Union Passenger Depot Proposed for this City," *Constitution-Democrat*, May 7, 1890.

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Wellborn Root as the lead architect and H.W. Chamberlain as the supervising architect) and specifying a building 42-feet by 173-feet.³⁰

*"The structure, the cost of which was about \$75,000, was designed by architects Root & Burnham, of Chicago, while H.W. Chamberlain was the supervising architect. Grace & Hyde, of Chicago, were the contractors of the work, and Ed. M. Gilchrist, chief engineer of the K. Line, was the engineer in charge."*³¹

By July 1, 1891, the new "Keokuk Union Depot" was completed.³²

CRITERION C: Work of a Master Architect

H.W. CHAMBERLAIN

Herbert William Chamberlain, of Hudson, Ohio, was a draftsman for Burnham and Root beginning in 1889 directly after completing a Bachelor's of Science degree at Iowa State College in Ames, Iowa.³³ As a young draftsman, he was placed on the Keokuk Union Depot project as the supervising architect, and may have contributed a great amount to its completion.³⁴ After the depot was completed, he was appointed as one of the 'superintendents of buildings' for the Chicago World's Columbian Exposition in 1893.³⁵ After the fair was completed, Chamberlain moved to Boston, Massachusetts to attend the Massachusetts Institute of Technology and entered the course in architecture "at the beginning of the junior year of the class which graduated in 1895."³⁶ Here he met and married Marion L. Lewis, who was also an architectural student at MIT.³⁷ Chamberlain graduated from the program with high standing and "returned to the Institute to take a post-graduate course for the Master's degree."³⁸ Chamberlain passed away of unknown causes at the age of 32 on May 26th, 1899 while he was studying Italian architecture for MIT in Siena, Italy with his wife.³⁹

JOHN WELLBORN ROOT

*"Although time often failed to ratify his work in his own mind, the cases were few, in spite of the enormous pressure upon him, in which a building went out of the office without representing his best thought at the time. 'He had a kind of pride,' says his brother and others, 'in being personally responsible for nearly if not quite all designs executed in the office.'"*⁴⁰

An association with railroads ran continuously from the first day of Root's career to the last. With a secondary education in England, Root graduated from New York University in 1869 with a degree called Bachelor of Science and Civil Engineering which, "availed him little in architecture, [but] his father was losing his fortune too rapidly to have registered in a course at the Beaux Arts, or a year of study and travel."⁴¹

Pertaining to Root's academics, Mr. Walter C. Root (brother of John) wrote,

³⁰ Ibid.

³¹ "Keokuk's New Depot," *Constitution-Democrat*, July 1, 1891.

³² "Will Soon Be Built-The Union Passenger Depot Proposed for this City," *Constitution-Democrat*, May 7, 1890.

³³ Delta Tau Delta Fraternity, "Omega-Iowa State College," *The Rainbow of the Delta Tau Delta*, vol. 13, no.2, January, 1890, 50.

³⁴ "All Aboard."

³⁵ John J. Flynn, "Official Guide to the World's Columbian Exposition" (Chicago: The Columbian Guide Company, 1893), 192.

³⁶ MIT, *The Technology Review* (Boston: Association of Class Secretaries, 1899), 388.

³⁷ Ibid, 389.

³⁸ Ibid.

³⁹ Ibid.

⁴⁰ Harriet Monroe, *John Wellborn Root-A Study of His Life and Work* (Cambridge: The Riverside Press, 1896), 111.

⁴¹ Harriet Monroe, *John Wellborn Root-A Study of His Life and Work* (Cambridge: The Riverside Press, 1896), 18.

Note: Due to the Civil War, Root was sent to school on September 30, 1864 to Claremont, England where he studied architecture and music through special courses. In June of 1866, he graduated from Oxford University with a degree of A.A. (Associate of Arts) and finally returned to the United States. Source: Ibid, 9-14.

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"I have always been impressed, almost to awe, with his wonderful facility. When at college, he never seemed to study, yet he was among the first three or four always in his class – graduated second, I think, to a slow-going grub.... When I say he did not study, I mean that he did not 'grind'; he saw through things so quickly that it seemed like intuition."⁴²

Root then spent his first post-graduate year non-salaried apprenticing in the office of prominent architect James Renwick in New York City.⁴³

"Going into Mr. Renwick's office, his [Root's] natural taste for the romantic styles was stimulated. Renwick built cathedrals all over the country – everything was a cathedral; he was one of two or three... New York architects who were the... exponents of the Gothic revival in this country."⁴⁴

At the end of that first year, he took a salaried position as engineer with the firm of J.B. Snook (a firm that specialized in the classical style) where, *"the year's work there was not valuable except as giving experience in office routine and practice. Whatever was learned in the art was picked up by John's inquiring mind outside the office."⁴⁵* At age 21, Root was immediately made Superintendent of Construction of New York's Grand Central Station..., which was to be the largest enclosure in the United States.⁴⁶ The station and its glass-vaulted train shed had been modeled after the St. Pancras Station in London, a complex with which Root was very familiar. Construction of Grand Central Station began in 1869 and was completed in 1871 (on October 8, as fate would have it, the day of the Great Chicago Fire.)⁴⁷

Two weeks after the fire occurred, and at the close of the Grand Central project, Root contacted the architectural firm of Peter Wight in New York City. Wight was very impressed with Root's abilities and at the same time was interested in opportunities that the Chicago Fire seemed to offer the architectural profession.⁴⁸ In January of 1872, Wight opened an office in Chicago and made Root foreman of that office. Just before Root left for Chicago, he wrote a letter to his friends in Atlanta of his recent decision.

"Chicago wants me,' he confessed, 'Washington is seriously in need of my services, and when these conflicting claims are loudest, there comes a call from Chattanooga 'Come and help us.' But Chicago conquered."⁴⁹

In his new office, Root began to design what quickly became recognized as some of the most fashionable residences and public structures in the re-building of the city. Root made use of his knowledge of the works of Richard Hunt, Asher Carter, H.H. Richardson, and Viollet le Duc but in the haste of re-building the City of Chicago, little new design was being introduced by Chicago architects. In Root's words,

"the older men of the profession will all tell you that it was not infrequent that foundations were planned and constructed, even up to the level of the sidewalk, before the first and other stories were arranged, and one architect is responsible for the statement that in the rush of his work, one building of four stories was under roof before he 'got around' to the design of its facades - the floors being supported at their outer lines by temporary stays."⁵⁰

Root was busy but felt the need to instill new designs and techniques into his contributions in as important a city as he believed Chicago was destined to be.

⁴² Monroe, *John Wellborn Root*, 18-19.

⁴³ *Ibid*, 22.

⁴⁴ *Ibid*, 22.

⁴⁵ *Ibid*, 22-23.

⁴⁶ Donald Hoffman, *The Meanings of Architecture: Buildings and Writings* (New York: Horizon Press, 1967) 12.

⁴⁷ *Ibid*.

⁴⁸ Monroe, *John Wellborn Root*, 23.

⁴⁹ *Ibid*.

⁵⁰ Donald Hoffmann, *The Architecture of John Wellborn Root* (London: The John Hopkins University Press, 1973),

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At the same time, another young architect, Daniel Hudson Burnham, more a promoter than designer-engineer-architect, sought Root's help on an early project, and, based on the results, quickly proposed a partnership.⁵¹ In Burnham's words,

"I remember how John looked...as he stood before a large drawing-board with his sleeves rolled up to his elbows. From the first he pleased me; the strength of his muscles, the babyish whiteness of his skin, his frank smile and manner appealed to me, and we became great cronies."⁵²

Root died in 1891, at age 41 of pneumonia.⁵³ He was in the midst of designing the landscaping and grounds of the Columbian Exposition, also leaving scores of other projects at various stages on his drawing boards.

Upon the death, Robert Craik McLean, editor of *Inland Architect*, commented,

"...we have thought him our greatest architect, both in achievement and promise."⁵⁴

Frank Lloyd Wright in the 1930's wrote,

"Of them, the men were Louis Sullivan and John Root...Of Root it might be said that Sullivan was slightly envious because the two firms, Adler-and-Sullivan and Burnham-and-Root, were in direct competition, the latter having the best of it."⁵⁵

Louis Sullivan writing in third person in his autobiography spoke of Root,

"Louis saw the man of power, recognized him, had faith in him and took joy in him as a prospective and real stimulant in rivalry, as a mind with which it would be well worth while to clash wits in the promotion of an essential common cause...John Root had it in him to be great... Louis missed him sadly."⁵⁶

As late as 1964, Francis Barry Byrne stated,

"Mr. Wright always stated his appreciation of John Root's talent and on one occasion spoke of him as showing potentialities that would, had he lived and continued his later courses, have made him the greatest of them all."⁵⁷

THE FIRM

In July 1873, the partnership was formed, which was literally to change the face of (and the building techniques in) Chicago first, then the nation.⁵⁸ But immediately upon the onset of the partnership, the Panic of 1873 began, killing temporarily most of the new partnership's expected projects.⁵⁹

During the first few lean years, both partners hired themselves out to other firms to make ends meet.⁶⁰ However, by 1882, a commission came to Root via his father-in-law, James M. Walker, president of the Union Stock Yard & Transit Company, and former president and current attorney for the Chicago, Burlington and Quincy Railroad, to design and

⁵¹ Monroe, *John Wellborn Root*, 23.

⁵² Ibid, 23-24.

⁵³ Ibid, 261.

⁵⁴ Hoffmann, *The Architecture of John Wellborn Root*, 11.

⁵⁵ Ibid.

⁵⁶ Ibid.

⁵⁷ Ibid, 12.

⁵⁸ Ibid, 24. Note: Since Burnham was a few years older than Root, his name took precedence in the title of their firm.

Source: Ibid, 24.

⁵⁹ Ibid, 25.

⁶⁰ Ibid, 26. Note: To make a little more money, Root started playing the organ at the First Presbyterian Church.

Source: Ibid, 27.

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engineer the general office building for the railroad, also in downtown Chicago.⁶¹ For this specific project, Root developed the concept that a speculative commercial office building – which was also a corporate headquarters – should project the corporation itself, should have an advertising value as a "suitable architectural expression of a great and stable railway corporation."⁶²

Completed in 1883, the C.B. & Q. Building on the northeast corner of Franklin and Adams in Chicago, combined the characteristics of banks and office blocks that Root had known in Victorian England with the palazzo of the Renaissance in Italy.⁶³ Offices were built around a center light court, or atrium, topped with glass (much as a train shed, such as Grand Central Station).⁶⁴ Every office was lighted from the outside and from the interior of the building.⁶⁵ The floor of the atrium was white marble and all the court's walls were painted white; the corridors were cantilevered galleries, and even the elevator had two walls mirrored and two of glass.⁶⁶ Light was a theme. It was said that the building's exterior combined structural elements, which suggested tracks and ties and the clatter of train heels in the overall rhythm of the fenestration and cornice treatments.⁶⁷

After the completion of the C.B. & Q. Office Building, twenty other railroad commissions came to the Burnham and Root partnership, but none as monumental in design as in Burlington, Iowa, completed in 1883.⁶⁸ Like all of Root's stations, the Burlington depot was oriented alongside the tracks, forming an elongated rectangle. Its triple-arched entry also resembled some porches later done by H.H. Richardson.⁶⁹

The Burlington Depot served as many as six railroads, was 254-feet in length, with a spire 117-feet high.⁷⁰ At the north end was a polygonal dining room with a kitchen forming a north flank; south of the dining area were the separate men's and women's waiting rooms, above which were offices on two levels.⁷¹ South of the waiting rooms was the baggage room, then the mail room, then the express and freight rooms.⁷² Corbel table motifs were frequently used on the building, which had steep hipped tiled roofs.⁷³ Unfortunately, in January of 1943, the depot had to be razed due to a fire. However, "this created the opportunity to construct a modern depot, even in the middle of a war. The new Burlington CB&Q depot [designed by Holabird, Root and Burgee] (NRHP) set the standard for others constructed after the war."⁷⁴

In 1882, Root designed a 300 room hotel in the Shingle style in Las Vegas Hot Springs, New Mexico, for the Atchison, Topeka, & Santa Fe Railroad.⁷⁵ In 1883, he worked on a plan for another hotel for the Santa Fe, this one in Guaymas, Mexico.⁷⁶ The hotel was described in the 1883 October issue of *Inland Architect* as a courtyard surrounded by "Moorish" potici with heavy concrete walls for protection against vermin and the sun.⁷⁷

Also in 1883-84, Root designed an office building in Topeka, Kansas for the Santa Fe.⁷⁸ The building carried a resemblance to the exterior rail theme and rhythm he had incorporated in the C.B. & Q. headquarters, but at the same time reflected the symmetry of the Kansas State House directly across the street.

⁶¹ Louise Carroll Wade, *Burnham and Root's Stockyards Connection* (Chicago: Chicago History Museum, Fall 1975), 142.

⁶² Hoffmann, *The Architecture of John Wellborn Root*, 30-31.

⁶³ Olivier Zunz, *Making America Corporate-1870-1920* (Chicago: University of Chicago Press, 1990), 107.

⁶⁴ Ibid.

⁶⁵ Ibid.

⁶⁶ Ibid, 107-108.

⁶⁷ Hoffmann, *The Architecture of John Wellborn Root*, 31-32.

⁶⁸ Ibid, 32.

⁶⁹ Ibid.

⁷⁰ Ibid.

⁷¹ Ibid, 32-33.

⁷² Ibid, 33.

⁷³ Ibid.

⁷⁴ Molly Myers Naumann, *National Register of Historic Places Burlington Depot*, October 08, 2008.

⁷⁵ Ibid, 35. Note: The hotel referred to in the text is the Montezuma Hotel.

⁷⁶ Ibid.

⁷⁷ Ibid.

⁷⁸ Making of America Project, "Building Intelligence," *The Manufacturer and Builder*, February 1884, 32.

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Considered by some to be the most notable of several 1883 C.B. & Q. railroad stations designed by Root was the Union Depot in Galesburg, Illinois.⁷⁹ Designed as a variation on the theme Root used in the Burlington, Iowa depot, the tower was narrower and taller and surmounted by a weather vane with a locomotive finial. Again, the steep roofs were hipped and some eyebrow dormers (suggestive of Richardson) and segmental arched windows were repeated. The Galesburg depot was a major two-story building with a 120-foot tower and lateral wings at its east end.⁸⁰ Unfortunately, this station was razed in 1911 due to a fire.⁸¹

Other railroad commissions that Root completed were stations in; Kewanee, Illinois (C.B. & Q., 1887, razed in 1915); Ottumwa, Iowa (NRHP 2008) (C.B. & Q., 1887-89. This building was partially razed in 1950 for a new train depot designed by the Chicago architectural firm of Holabird, Root and Burgee.⁸² However, "plans for the present building utilized the limestone foundation and exterior brick walls of the older building."⁸³); Fort Scott, Kansas (Kansas City, Ft. Scott & Gulf, 1885, razed); and others.⁸⁴

Due to improvements in efficiency of the railroads between the years of 1920 and 1940, a new architectural style began to emerge. For example, "*the CB&Q became famous for their streamlined Zephyrs that whisked people from point to point in modern, up to date cars. With the streamlined appearance of the trains, CB&Q officials made plans to build modern, streamlined passenger stations as well.*"⁸⁵ This resulted in many razed or partially razed turn-of-the century train depots, leaving very few of these depots unaltered.

Developmental history/additional historic context information (if appropriate)

The Keokuk Union depot lost its last two passenger trains in 1967, which marked the end of Keokuk's "110-year-old railroad era that has intense lights and shadows in four generations of patronage."⁸⁶ 1916 marked the peak in railroad passenger business; however, "deterioration of railroad passengers service everywhere began to manifest itself in the early 1950's."⁸⁷

As stated in the 1967 article written by Ray Garrison, "*the nation's vast railroad system, built with such stirring sound effects as the ping of the sledge on spike is shrinking quietly.*"⁸⁸

⁷⁹ Hoffmann, *The Architecture of John Wellborn Root*, 39.

⁸⁰ Ibid.

⁸¹ "Revitalizing America's Train Stations," *The Great American Train Stations*,
<http://www.greatamericanstations.com/Stations/GBB>.

⁸² Molly Myers Naumann, *National Register of Historic Places Burlington Depot*, October 08, 2008.

⁸³ Ibid.

⁸⁴ Monore, *John Wellborn Root*, 152.

⁸⁵ Molly Myers Naumann, *National Register of Historic Places Burlington Depot*, October 08, 2008.

⁸⁶ Ray Garrison, "110-Year-Old Railroad Era Ending in Keokuk This Week," *The Daily Gate City*, April 4, 1967.

⁸⁷ Ibid.

⁸⁸ Ibid.

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9. Major Bibliographical References

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Zunz, Olivier. *Making America Corporate-1870-1920.* Chicago: University of Chicago Press, 1990.

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

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

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property 1.0
(Do not include previously listed resource acreage.)

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

1	15	637400	4472160	3		
Zone		Easting	Northing	Zone	Easting	Northing
2				4		
Zone		Easting	Northing	Zone	Easting	Northing

Verbal Boundary Description (Describe the boundaries of the property.)

Lots 7-8-9-10 of Block 228 and Lots 8-9-10-11 of Block 229 of Original Town plat of Keokuk, Iowa. From Johnson Street on the north to Bank Street on the south and from the west side of Chicago, Burlington, & Quincy railroad tracks to the west side of Exchange Street.

Boundary Justification (Explain why the boundaries were selected.)

This boundary describes the area originally dedicated by ordinance to the Keokuk Union Depot property. This area includes the depot building and canopy, as well as the aprons and promenades accompanying the depot. See Figure 9 on page 26.

Keokuk Union Depot
Name of Property

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11. Form Prepared By

name/title Christen A. Sundquist
organization _____ date November 06, 2012
street & number 1101 S. State Street Unit 805 telephone (920) 382 - 5227
city or town Chicago state IL zip code 60605
e-mail sundquist.christen@gmail.com

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Keokuk Union Depot

City or Vicinity: Keokuk

County: Lee State: Iowa

Photographer: Christen Sundquist and Neal Vogel

Date Photographed: February and April 2011

Description of Photograph(s) and number:

- 1 of 9. East façade looking northwest, CD image 0004
- 2 of 9. East façade looking north, CD image 0007
- 3 of 9. West façade looking northeast, CD image 0001
- 4 of 9. East façade looking south, CD image 0006
- 5 of 9. Steel canopy looking north, CD image 0008
- 6 of 9. Original clay tile for roof, CD image 0005
- 7 of 9. Interior of waiting room looking north, CD image 0009
- 8 of 9. Ticket booth looking east, CD image 0002
- 9 of 9. Interior of waiting room looking south, CD image 0003

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Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name City of Keokuk
street & number 415 Blondeau Street telephone (319) 524 - 2050
city or town Keokuk state IA zip code 52632

name Pioneer Railcorp.
street & number 1318 S. Johanson Rd. telephone (309) 697 - 1400
city or town Peoria state IL zip code 61607

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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Figure 1: Bird's eye view looking southeast, 1907, photographer: F. J. Bandholtz, Rob Adams Collection



Figure 2: Looking at North and East façade of depot, c. 1920, Rob Adams Collection

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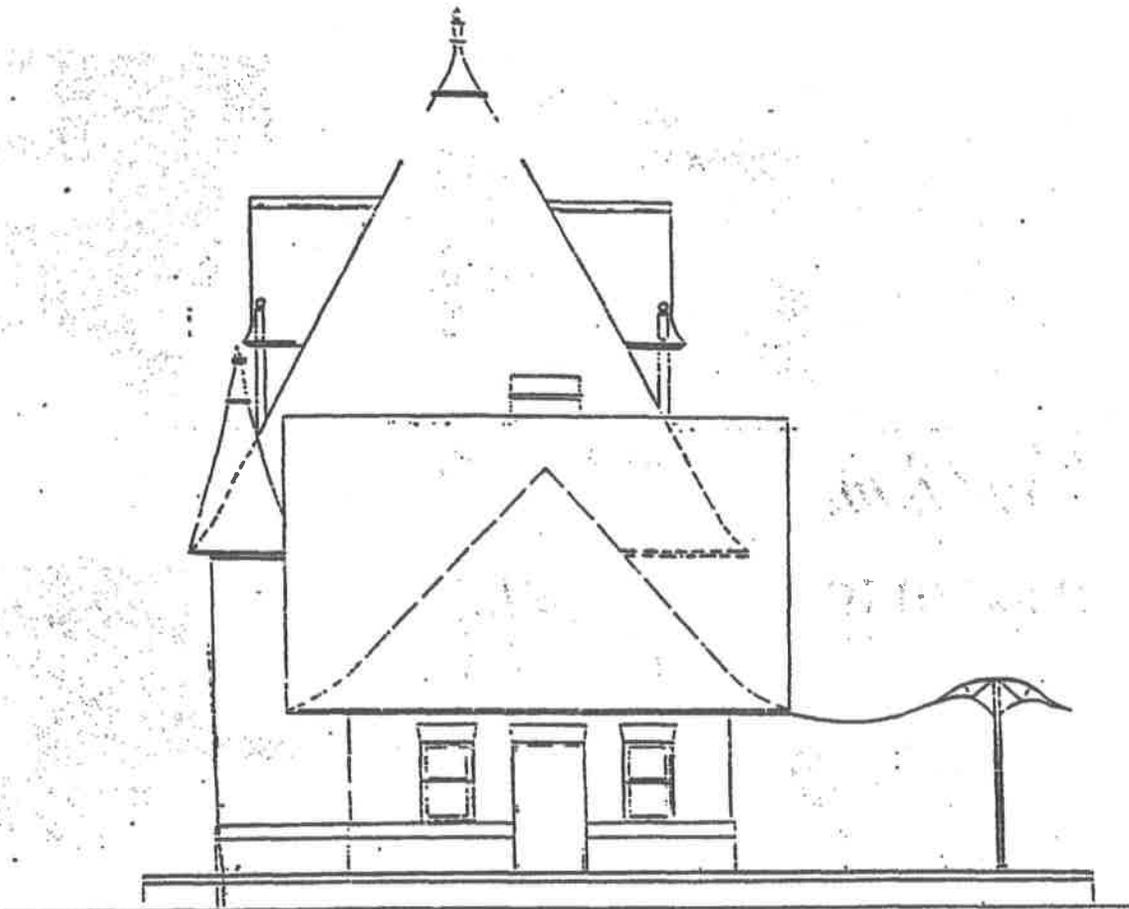
Figure 3: Looking at North and East façade of depot, 1962, Rob Adams Collection

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END ELEVATION
SCALE: 1/4"=1'-0"

South elevation of Keokuk Union Depot, looking north; Door facing is door to boiler room; view shows relationship of canopy to depot main block; canopy roof is symmetrical, with extension to building only over passenger doors.

C · B · & · Q · R · R
 HANNIBAL DIVISION
 KEOKUK, IOWA
 PASSENGER STATION
 SCALE: AS NOTED JAN. 23, 1948
 DRAWING N^o 90519 DRAWER-34
 TRACED BY H.O. CHECKED BY

United States Department of the Interior
National Park Service

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Figure 4: Redrawing of South Elevation, 1948, Chicago, Burlington & Quincy Railroad Archives
Not to Scale

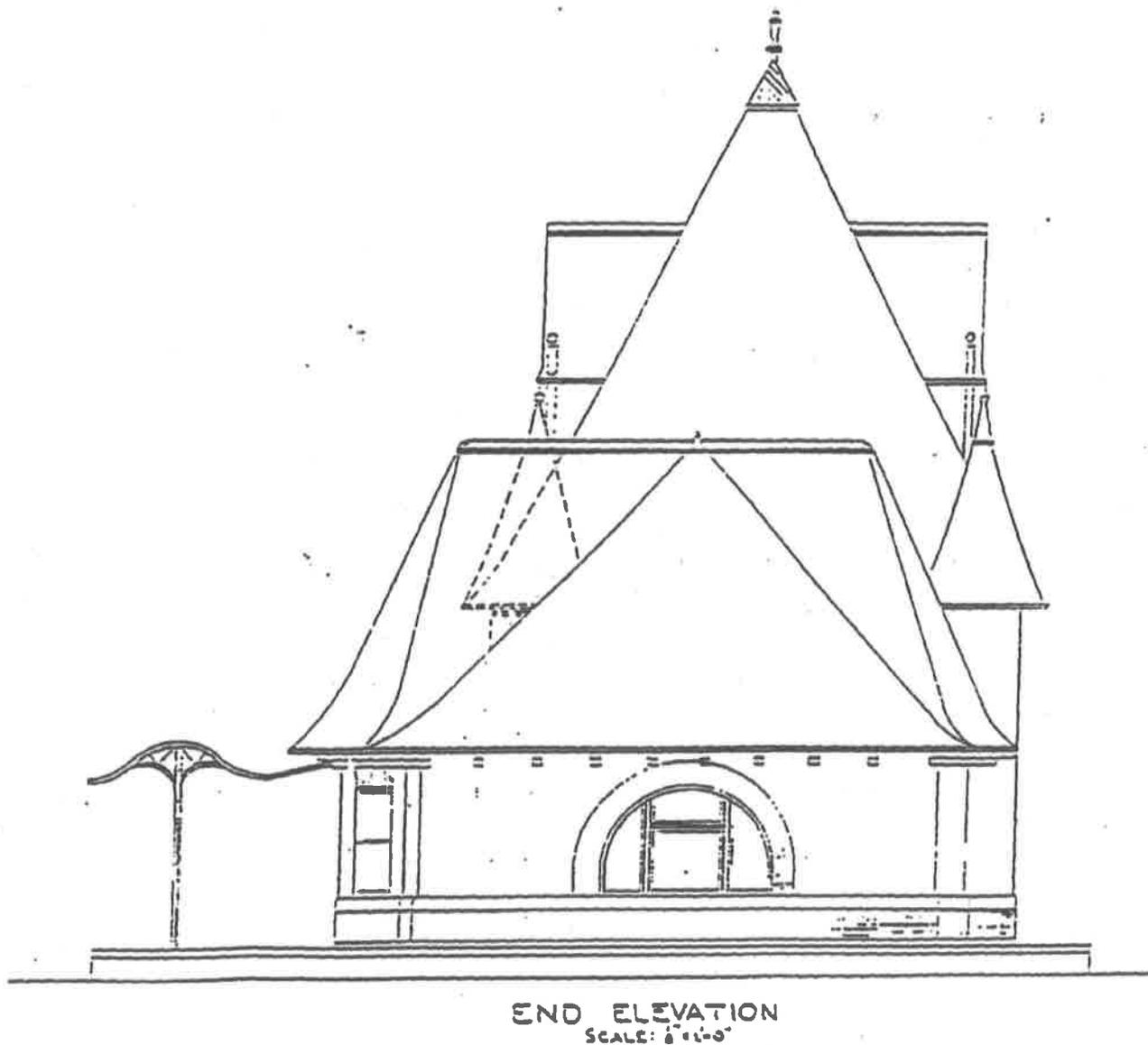


Figure 5: Redrawing of North Elevation, 1948, Chicago, Burlington & Quincy Railroad Archives
Not to Scale

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Section view of waiting room of Keokuk Union Depot, looking south to north interior of north wall. Electroliers hung from truss pendants.

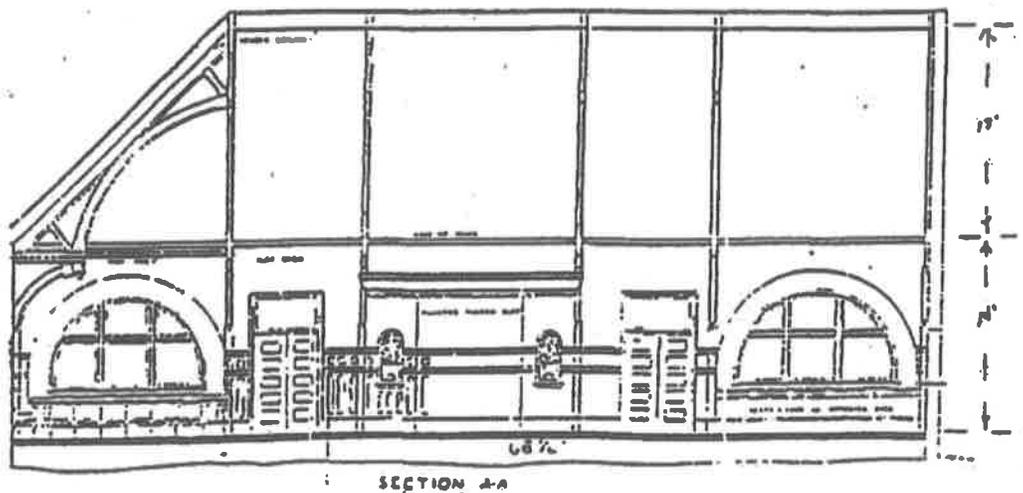
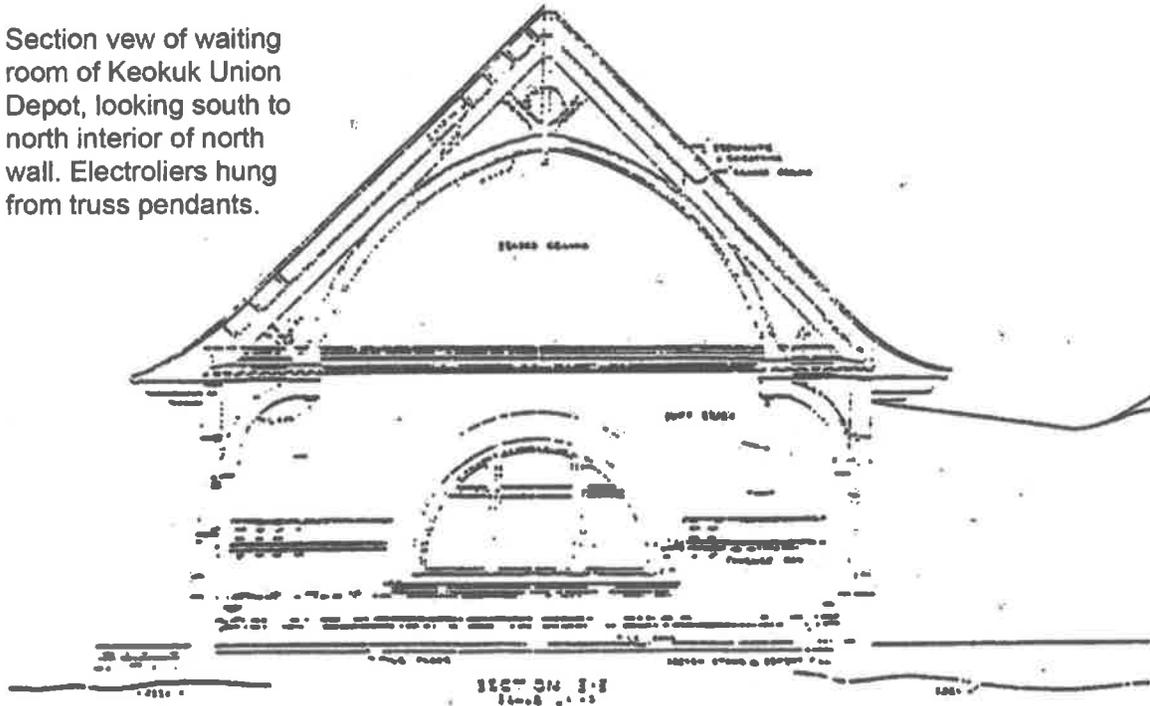


Figure 6: Redrawing of transverse and longitudinal section of Waiting Room, 1948, Chicago, Burlington & Quincy Railroad Archives
Not to Scale

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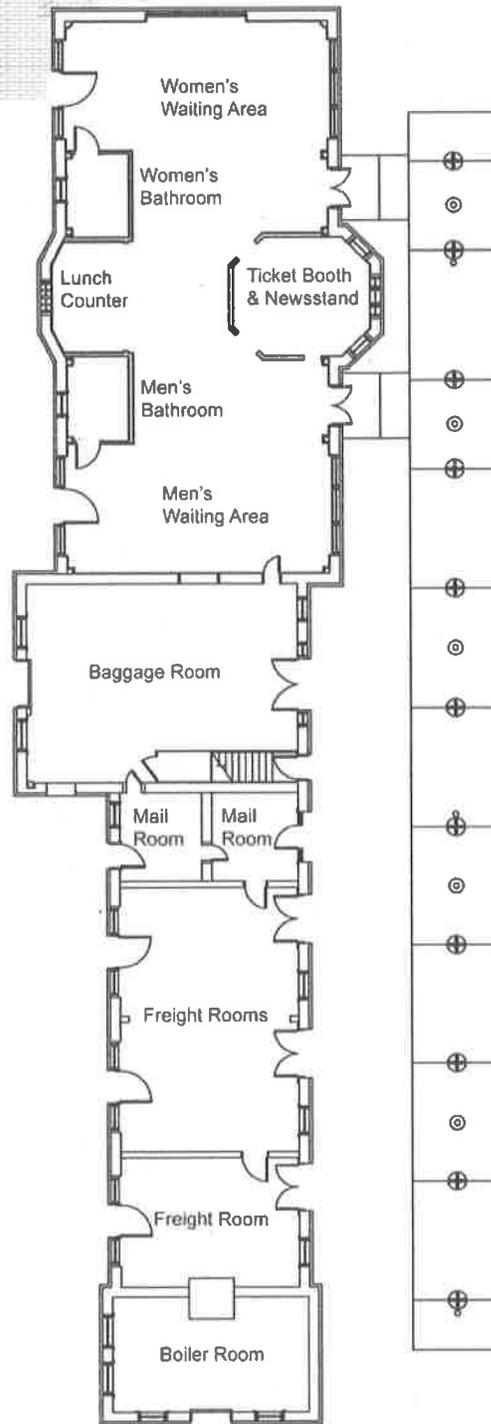


Figure 7: First Floor Plan of Keokuk Union Depot, 2011, Drawn by: Christen Sundquist, Scale: 1" = 20'-0"

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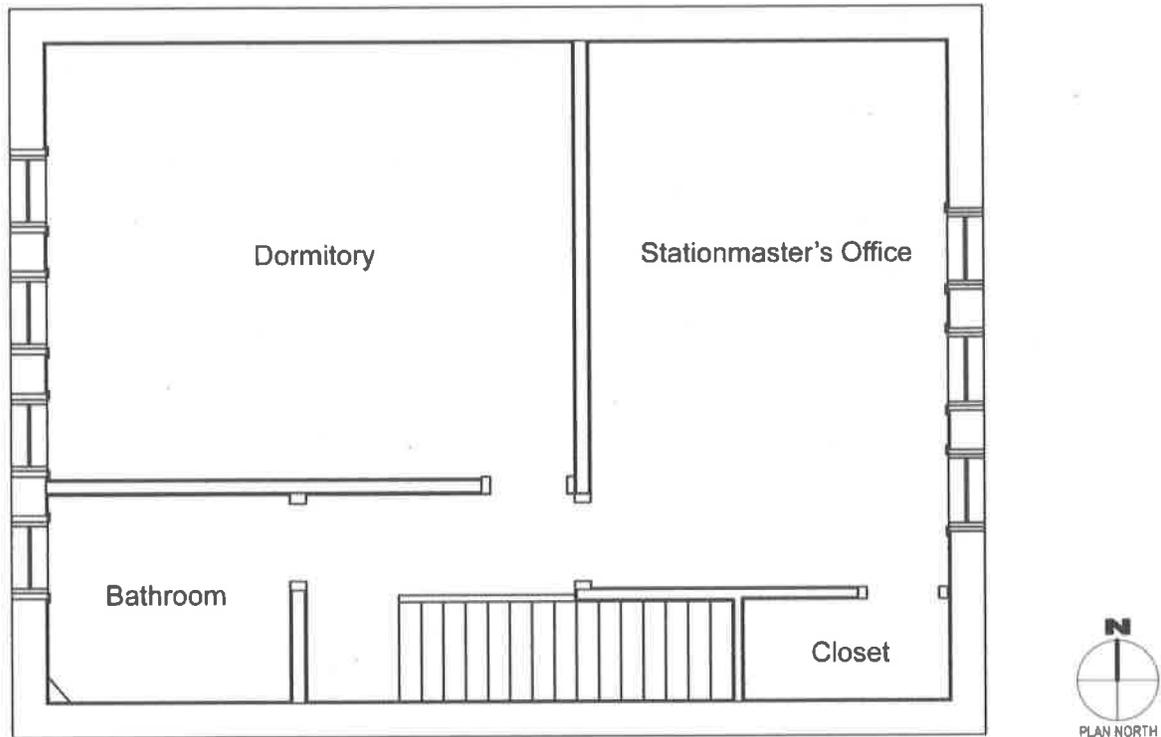


Figure 8: Second Floor Plan of Keokuk Union Depot, 2011,
Drawn by: Christen Sundquist, Scale: 1" = 6'-0"

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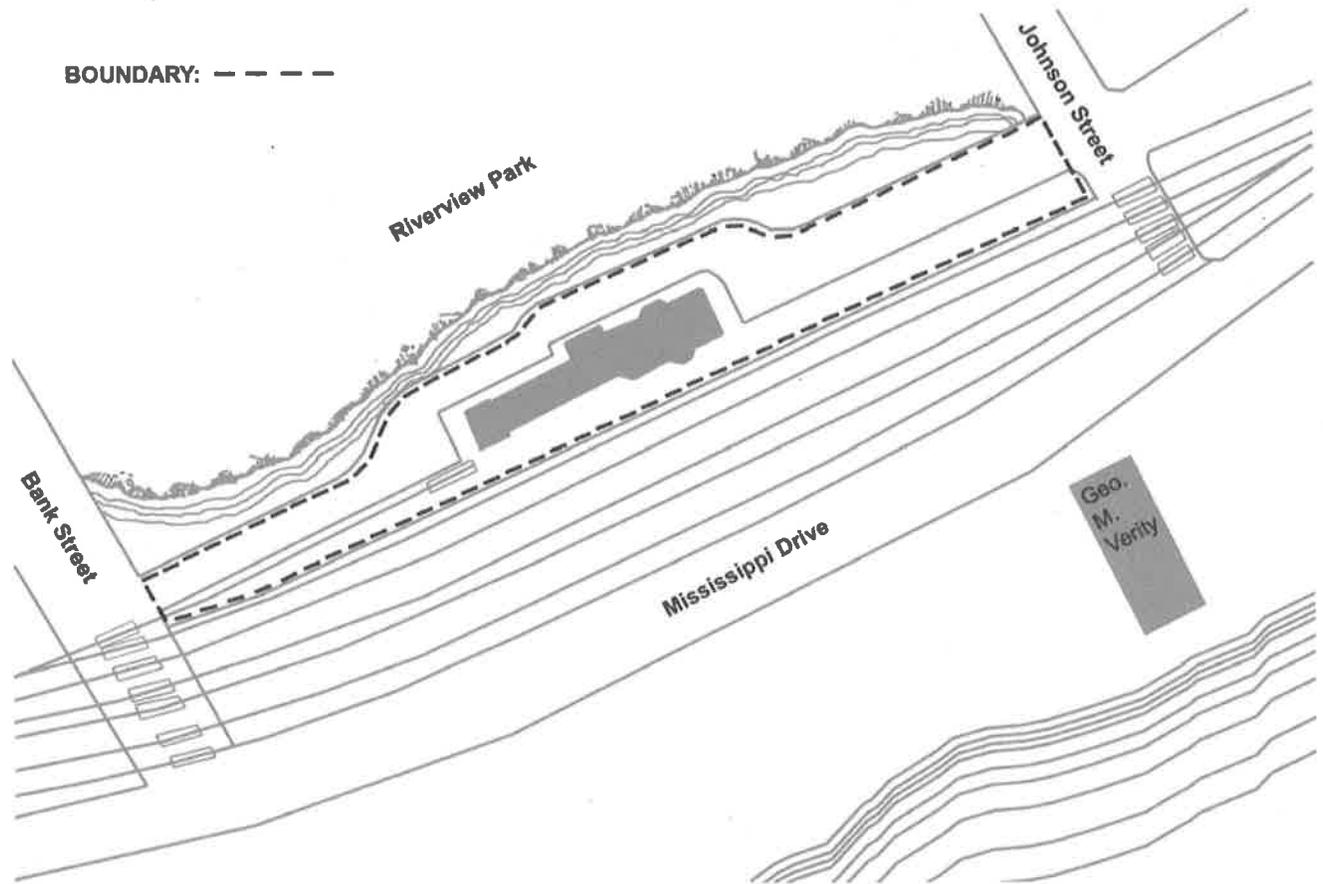
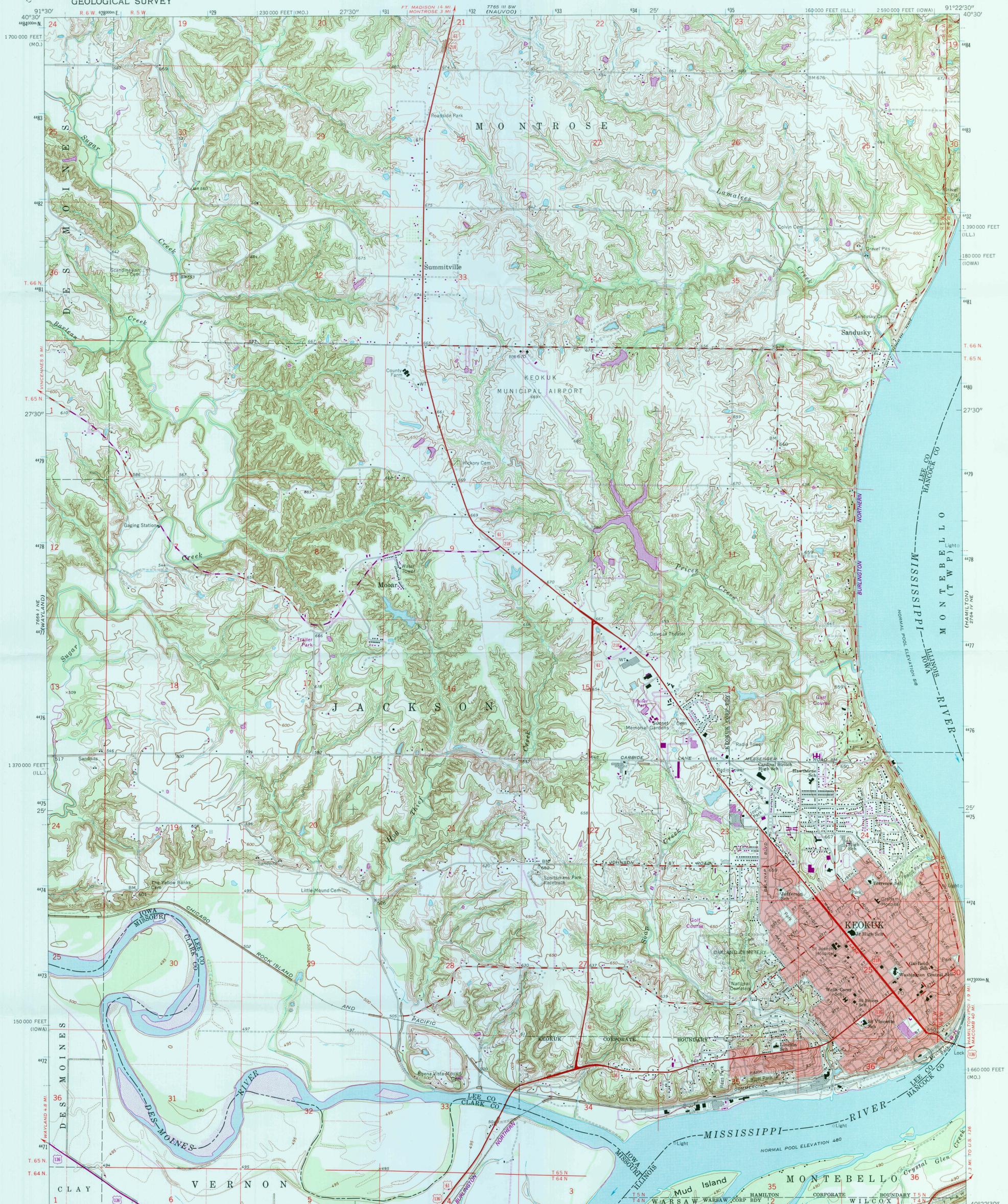
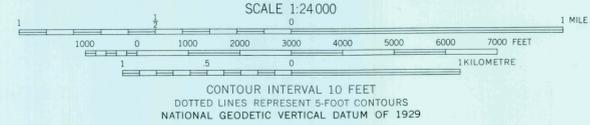
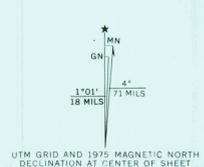


Figure 9: Site Plan, 2011, Drawn by: Christen Sundquist, Not to Scale



Maped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1962. Field checked 1964
Polyconic projection. 1927 North American datum
10,000-foot grids based on Iowa coordinate system, south zone,
Missouri coordinate system, east zone, and Illinois
coordinate system, west zone
1000-metre Universal Transverse Mercator grid ticks,
zone 15, shown in blue
Red tint indicates area in which only landmark buildings are shown
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked
Revisions shown in purple compiled from aerial photographs
taken 1975. This information not field checked



ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
U.S. Route	State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
THE IOWA GEOLOGICAL SURVEY, IOWA CITY, IOWA 52240,
AND BY THE DIVISION OF RESEARCH AND TECHNICAL INFORMATION
MISSOURI DEPARTMENT OF NATURAL RESOURCES, ROLLA, MISSOURI 65401
AND BY THE STATE GEOLOGICAL SURVEY, URBANA, ILLINOIS 61801
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

KEOKUK, IOWA-MO.-ILL.
N4022.5-W9122.5/7.5
1964
PHOTOREVISED 1975
AMS 2764 IV NW-SERIES V863















33264
4.4.2
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51220R

NO PARKING
FIRE DEPARTMENT



TILX 170086

LD LMT 201500 LB 91400 KG
LT WT 61500 LB 27900 KG NEW 3-92

