

NR listed National Register DOC
 11/14/85 82-010-353 7/28/83

ARCHITECTURAL/HISTORICAL SURVEY

DAVENPORT, IOWA

The Architects Office
 Wehner, Nowysz, Pottschiull and Pfiffner
 901 day building Iowa city Iowa 52240

DAVENPORT COMMUNITY DEVELOPMENT DEPARTMENT
 IOWA DIVISION OF HISTORIC PRESERVATION

SITE # 82-10- RP-S102 MAP # 1

HIST. DIST. _____

NAME Chicago, Milwaukee, St. Paul & Pacific ^(H) C
 Freight House

ADDRESS 102 S. Ripley Street

LEGAL DES. Original Town 17
SUB-DIVISION BLOCK PARCEL SUB-PARCEL

UTM 15 7102100101451911110 ACREAGE 2 ZONE C-4
EASTING NORTHING

OWNER Chicago, Milwaukee, St. Paul & Pacific R.R. Co.
 Union Station, 516 W. Jackson Blvd., Chicago, IL

TITLE H. City of Davenport - Levee Comm. 60606
(IF DIFF) of Land (Tract G)



MAP

(See continuation sheet)

SITE SHEET

DESCRIPTION

FORM 2-story office block at one end of long 1-story loading dock CONST. DATE 1917
 MATERIALS Concrete floors, columns, brick walls ARCH STYLE _____
 FENESTRATION 3/1 D.H.S. in simple brick surrounds
 DIST. FEATURES none of significance
 ALTERATIONS none of significance
 SITE & RELATED STR. on levee south of Central Business District

STATEMENT

This building is significant chiefly as a well-preserved and still functioning example of its type. The form and plan are wholly typical: 2 story office block at one end of a long, low freight warehouse and loading dock. It is architecture at its most functional, each element appropriate to its use.

ARCHITECTURE

SOURCES

SIGNIFICANCE The C.M., St. P. and P. RR Freight Station is associated with an expansive period in Davenport's railroad freight industry. Because of its central levee location, the freight station chiefly served the city's large retail and wholesale businesses. Freight stations of the CB and Q and CRI and P RR also remain, but do not continue their rail freight uses.

DESCRIPTION The CMSt.P and P freight station was built in 1917 in response to the growing freight traffic in the city before the first world war. Station construction followed erection of the Crescent RR Bridge in 1901 which served the CMSt.P and P RR, as well as the CB and Q RR.

The railroad freight business was a major factor in Davenport's wholesale and retail commercial vitality from the 1890's on. The City's location meant favorable eastern rates and western rates could be used, giving the city a distinct advantage over instate communities.

Siting and design of the freight station demonstrate the functions of such a rail facility. Located between rail siding and the street, cargo could be easily transferred from one transportation system to another.

- SOURCES**
- * City Directories, 1916-1919
 - * Railway Age Gazette (July 20, 1917) p. 127
 - * Espenshade, E. B., "Urban Development at the Upper Rapids of the Mississippi," Chicago, Illinois, 1944.
 - * Christiansen, Thomas P., "An Industrial History of Scott County, IA." Annals of Iowa (July, 1940)

ARCHITECTURAL HISTORIAN: Martha Bowers HISTORIAN: MARLYS SVENDSEN - ROESLER SURVEY COMP 1981

EVALUATION

ARCHITECTURAL

I. ARCH. EVALUATION Local

II. ENVIR. STATURE Supportive

III. INT OF CONTEXT Poor

IV. INT. OF FABRIC 1

LEVEL OF SIGNIFICANCE:

NAT. STATE LOCAL N ELIG.

HISTORICAL

I. THEME(S) OF SIGNIFICANCE

A PRIMARY Transportation

B SECONDARY Railroad

II. LEVEL OF SIGNIFICANCE

NAT. STATE LOCAL

III NRHP

ELIGIBLE NOT ELIGIBLE

HISTORIC DISTRICT CLASSIFICATION

A B C

FOR DIVISION OF HISTORIC PRESERVATION USE ONLY

1 DATE RECEIVED _____

2 DATE OF STAFF EVALUATION _____

	A ARCHITECTURAL	B. HISTORICAL
ELIGIBLE FOR NRHP.	<input type="checkbox"/>	<input type="checkbox"/>
NOT ELIGIBLE FOR NRHP.	<input type="checkbox"/>	<input type="checkbox"/>

3 NRHP ACTION

A STATE REVIEW COMM. APP. DISAPP. TABLED DATE _____

B FEDERAL REVIEW APP. DISAPP. TABLED DATE _____

4 D.H.P. SOURCES

COUNTY RESOURCES DET. OF ELIGIBILITY

W'SHIELD SURVEY R. B. C. _____

NRHP DAVENPORT A/H SURVEY

GRANT _____ _____

5 SUBJECT TRACES

6 PHOTO

1604-7,8



Chicago, Milwaukee, St. Paul
and Pacific Railroad Company

RECEIVED FEB 18 1983

516 West Jackson Boulevard
Chicago, Illinois 60606
Phone 312/648-3000

February 15, 1983

Dr. Adrian D. Anderson
State Historic Preservation Officer
Office of Historic Preservation
Historical Building
East 12th and Grand Avenue
Des Moines, Iowa 50319

Re: Statement of Objection to National Register Listing

Dear Dr. Anderson:

I am in receipt of a letter dated January 25, 1983 from Mr. James E. Jacobsen, National Register Coordinator, informing us that Chicago, Milwaukee, St. Paul & Pacific Freight House, Davenport, Iowa, will be considered by the State Review Board for nomination to the National Register of Historic Places. This letter will confirm that Richard B. Ogilvie, Trustee of the property of Chicago, Milwaukee, St. Paul and Pacific Railroad Company, Debtor, is aware that said property which we fully own may be eligible for listing in the National Register of Historic Places. We also recognize that said property is scheduled for nomination at the forthcoming National Register State Review Committee meeting. We are further aware that various property and tax-related benefits are associated with National Register status.

On behalf of Richard B. Ogilvie, Trustee of the property of Chicago, Milwaukee, St. Paul and Pacific Railroad Company, Debtor, I am hereby exercising our right to object to the proposed listing in the National Register of our property located at 102 S. Ripley Street, Davenport, Iowa. I attach my signature along with a notarized signature and seal.

Yours truly,

N. E. Smith

N. E. Smith
Assistant Vice President-Chief Engineer

NES/mef

Subscribed and sworn to before me by *N. E. Smith*,
this 16th day of February, 1983.

Jane E. Kot
Notary Public in and for the State of Illinois.

My commission expires:

July 17, 1983

IOWA STATE HISTORICAL DEPARTMENT
OFFICE OF HISTORIC PRESERVATION

ADRIAN D. ANDERSON, Executive Director
STATE HISTORIC PRESERVATION OFFICER

RE: Chicago, Milwaukee, St. Paul & Pacific Railroad Freight House
102 S. Ripley
Davenport, Iowa

27 May 1983

Chicago, Milwaukee, St. Paul & Pacific R.R. Co.
Union Station
516 W. Jackson Blvd.
Chicago, Illinois 60606

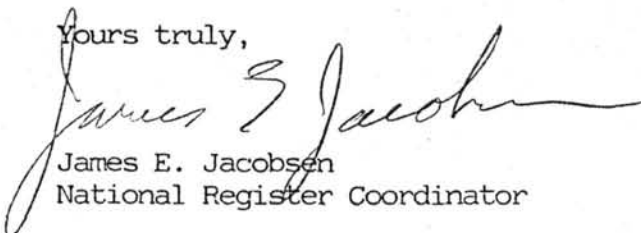
Dear Friends;

The property listed above was approved for submission to the National Park Service for a determination of eligibility for nomination to the National Register of Historic Places by the State Nominations Review Committee at its May 24 meeting.

As I noted in an earlier letter to you, a determination of eligibility is not the same as placement on the National Register. Our Committee can not recommend placement because of owner opposition to such a listing. A determination of eligibility simply means that a property has been deemed eligible and that sufficient documentation has been submitted to support that eligibility. In the event that an owner or a future owner changes his/her mind about listing a property, a determination of eligibility can be readily processed without further action on your or our part into a Registered property.

The National Park Service will have 45 days in which to review and accept this property for DOE status. Our office will submit your property in the very near future, and I will advise you by letter if and when your property is accepted.

Yours truly,



James E. Jacobsen
National Register Coordinator

OCT 14 1985

George Gleason Architect
918 East Tenth Street
Davenport Iowa 52803
(319) 323-9336

September 17, 1985

The Keeper of the National
Register of Historic Places
National Park Service
Department of the Interior
Washington, D.C.

Dear Sir:

This letter is to inform you of the fact that I am now the owner of the Chicago, Milwaukee, St. Paul and Pacific Freight House located at 102 South Ripley Street, Davenport, Iowa. This building was determined to be eligible for the Register on July 23, 1983.

I am aware of the incentives related to a listing on the National Register and therefore wish to remove the previous objections to listing and hereby approve that the building be entered on the National Register of Historic Places.

Please notify me at your earliest convenience as to the date of listing.

Thank-you

Sincerely yours,


George Gleason, Architect

GG:tr

Kris Hazlett



Iowa State Historical Department

East 12th and Grand Avenue, Des Moines, Iowa 50319
(515) 281-5111

3 April 1986

The Honorable Patrick J. Deluhery
State Senate
State Capitol
L O C A L

Dear Senator Deluhery:

It is my pleasure to inform you that the following property has been listed on the National Register of Historic Places as of 14 November 1985:

✓ Chicago, Milwaukee, St. Paul and Pacific Freight House (George Gadson)
Davenport, Scott County *102 S Ripley*

We are delighted to help identify and list Iowa's significant historical, architectural, and archaeological sites on the National Register and appreciate the participation and support of the individuals in your area. National Register listing is a distinct honor not to be taken lightly and reflects highly upon both the historical quality and interest in your district. We commend the participants and welcome future participation.

With all best wishes, I am,

Sincerely,

A handwritten signature in cursive script that reads "David Crosson". The signature is written in dark ink and is positioned above the typed name.

David Crosson
Executive Director
State Historic Preservation Officer

DC/jr

cc: Mr. George Gadson

**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

Continuation sheet Historical Context

Item number

8B

Page 1

In 1832 the U.S. government concluded a treaty with the Sauk and Mesquakie tribes that opened to white settlement a 50-mile-wide strip of land on the west side of the Mississippi, between the Yellow River on the north and the Des Moines River on the south. One of the beneficiaries of the Black Hawk Treaty was Antoine LeClaire, a French-Indian trader who acted as interpreter during the treaty negotiations. For his services, LeClaire was granted two tracts of land, one at each end of the Mississippi's Upper Rapids. When land was officially available for purchase, LeClaire acquired additional land adjacent to his lower tract. Three years later, in 1836, LeClaire was one of eight men, among them Indian Agent George Davenport, who laid out the first plat of the future city of Davenport. The town was incorporated by special charter in 1839, and the following year became Scott County seat.

By 1840 there were some 600 people in the new community, most emigrants from Ohio, Pennsylvania and New York. Ten years later, the population had increased threefold, and included the first wave of German immigrants who soon dominated much of Davenport's commercial and social life. By 1860 Davenport's population stood at 11,267, and the once struggling village was well on the way to becoming a major city.

Davenport's early growth was in large part a function of its location. In the city's first decades, the Mississippi was one of the nation's primary transportation routes. Davenport acquired its share of population, goods and merchandise moving west down the Ohio and north from New Orleans and St. Louis. In turn, as settlement in the Iowa interior increased, the city became a logical point from which farmers shipped produce back east. Looking to the future, however, Davenport businessmen, among them Antoine LeClaire, Hiram Price, James Grant and Ambrose Fulton began in the late 1840's to contribute money and time to railroad development: the Chicago, Rock Island Railroad from the east, and the Mississippi and Missouri Railroad west from Davenport to Council Bluffs. The lines were connected by the Mississippi River's first railroad bridge, completed in 1856.

After the Civil War, railroads replaced the rivers as the principal arteries of transportation in the midwest. In Davenport, this development was reflected in the increasing number of rail lines, freight stations and other support structures, and in the gradual reorientation of the central business district, and particularly the hotels, away from the waterfront. With the exception of sawmill owners, for whom the river remained an important aspect of their business, most people in Davenport began to see the Mississippi primarily as a barrier to be crossed. The first railroad bridge was replaced in 1872 with a double deck "combined" bridge (for both rail and wagon traffic) and yet again in 1895, when the U.S. Army Corps of Engineers gave Ralph Modjeski his first major bridge commission. In 1900 the Davenport, Rock Island and Northwestern Railroad built the Crescent Bridge, subsequently acquired by the Chicago, Milwaukee and St. Paul, and the Chicago, Burlington and Quincy Railroads, bringing the latter line to the city for the first time.