

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED **JAN 30 1979**

DATE ENTERED **MAR 21 1979**

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC **Trinity and Brazos Valley Railroad Depot and Office Building**

AND/OR COMMON **Burlington - Rock Island Railroad Museum
(nickname: Boll Weevil Railway, Turnip and Bean Vine Railway)**

2 LOCATION

STREET & NUMBER **208 S. 3rd Ave.**

CITY, TOWN **Teague** NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

STATE **Texas** VICINITY OF **2** COUNTY **Freestone** CODE **161**

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input checked="" type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME **See continuation sheet.**

STREET & NUMBER

CITY, TOWN STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. **Freestone County Courthouse**

STREET & NUMBER **Fairfield** Texas

CITY, TOWN STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE **Recorded Texas Historic Landmark**

DATE **1970** FEDERAL **STATE** COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS **Texas Historical Commission**

CITY, TOWN **Austin** STATE **Texas**

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The principal stylistic influence evidenced in the plan and overall design of the Teague depot is that of Spanish architecture. Like other depots of its era and region such as those at San Antonio and Austin, the design is a regional restatement of Renaissance revival.

The structure is two stories in height, with its long axis running north-south paralleling the railroad tracks which are on the west side. Crossing at right angles to the spaces comprising the bulk of the building are two wings arranged so as to form minor cross axes. In the spaces comprising and adjoining the north minor axis, the crossing is an octagonal rotunda which was the main ticketing area; the "transepts" and "chancel" were waiting rooms. In the original plan the three waiting rooms were designated for "Ladies" (west), "Gents" (north), and "Colored" (east). Connecting these rooms to the rotunda are wide, open-arched doorways. On the south side of the rotunda was the ticket window, which opened into the ticket office. Continuing through the building in a southerly direction, beyond the ticket office was the baggage room, followed by the south minor axis. In this minor axis the crossing and transepts form one continuous east-west rectangular space which was the dining hall. South of this area, in the "narthex", was the kitchen. Situated on the east and west sides of the building, there are porticos with arcades, centered distyle in antis between the two minor projecting wings or transepts.

At the inside corners of the north end of the depot are placed two porticoed entrances with open arches. Each of these entrances lead by way of arched doorways into vestibules through each of which, passengers could enter two of the waiting rooms and the rotunda. The round arches in these porticos match the arches in the central arcades in shape and in the decorative brickwork in the surround of each arch. The northeast entry portico is prostyle, forming a balcony for the second storey corner room above it. The northeast entry portico appears prostyle in plan, but extends upwards into a tower capped by a square cupola, the dominant element in the building.

The second floor was used for offices, access by an enclosed stairway leading up from a door off the central portico on the west side. The stairway is a dog-leg consisting of 2 flights, broken by a landing. There are wooden handrails along each flight and a wooden newel at the second floor level.

In addition to centralized interior spaces arranged symmetrically along axes, Spanish influence is also present exteriorly in the tile-covered hipped roof, wide eaves, and the central arcades. The roofing tiles are not in the standard round-topped Spanish style, however, but are closer to a French style, consisting of wide, flat slabs, with two flat ridges and two flat grooves each, the ridges flat-topped and bevel-edged rather than rounded. The large tiles on the hips are the round-topped Spanish style with ornamental knobs protruding from the exposed ends of each tile.

The building is brick bearing wall construction, buff bricks trimmed with contrasting bands of horizontal red brick. Arches are emphasized with red brick pattern work. A red-brick chimney projects from the south, second storey slope of the roof. The bricks are pressed brick, manufactured

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The land the depot occupies is owned by:

Fort Worth and Denver Railway Company ✓
Fort Worth Club Bldg.
306 W. 7th St.
f Fort Worth, Texas 76102

The Railway Company has leased the land to the City of Teague, which owns the building itself outright:

City of Teague ✓
City Hall
Teague, Texas 75860

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in Elgin. The red roofing tiles were made to order for this building, but their origin is unknown.

The exterior architectural treatment reflects simple masonry building techniques common to the early twentieth century. The buff bricks are laid entirely in stretcher courses, while the red brick foundation and horizontal bands have some header courses.

Except for the second storey tower and balcony windows, which are one over one with a transom, windows are double-hung, nine light sashes over one light sashes. Window heads are flat in the upper storey, though segmental arches occur above window heads on the first floor. The dominant fenestration is trinitary, with a group of three first floor windows echoed by three windows above them in the second storey. In the second storey triads located in the east and west elevations of the projecting wings, the central element is a blind window, bricked in.

There is a basement beneath the building which was originally a boiler room, but is not now in use.

The interior of the building was plain with plastered walls, concrete floor downstairs and wood floor upstairs. Most of the original drop lighting fixtures were double-globed chandeliers, with a few single-globed ones. The globes in all these fixtures are round whited glass, topped by shades. All original lighting fixtures are in situ.

The interiors have remained substantially unchanged since construction. Walls were replastered and repainted when the museum took over in 1970. Some of the wood floors have been refinished by sanding and varnishing, while some have been carpeted over and some painted. Some upstairs rooms have been sheetrocked.

Heavy wire screens have been installed in some windows, both upstairs and down, for vandalproofing purposes.

The major structural changes from the original design have occurred in the east portico. All of the three outer arches have been closed in, one with brick, two with wood. The north arch of these three is bricked in, the new wall perforated by a window. This addition along with a partition wall running east-west across the portico have made a separate room out of the north end of the portico. This room was present when the railroad sold the building to the city, and so could have been done any time between 1907 and 1966, when the building was vacated.

The other two arches were walled in with wood to house expanding museum exhibits since 1970. These have no windows, but in the south opening there are huge wooden double doors rather than a wall.

Outdoors, alongside the northwest corner of the building is exhibited a

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Baldwin ("Big Mike") railroad engine and coal car. On the south is located a 125-year-old log cabin, moved and rebuilt here as a 1976 Bicentennial project. It was originally near the Freestone County community of Dew. It is roofed with handhewn shingles, has a fieldstone fireplace and chimney, dovetailed corners, and is furnished with period furniture.

There is a large parking area on the north of the museum, originally used by personnel and customers of the railroad.

The entire museum site, exclusive of parking lot but including the engine and log cabin is enclosed by a high cyclone fence topped with barbed wire, a safety measure required by the railroad company upon leasing the land to Teague.

All of the original furnishings acquired during the railroad years were turned over to Teague along with the building in 1969. The waiting room benches have been restored, and they, along with all other original furnishings are in use today, in keeping with the museum's railroad theme.

Future renovation plans include replacement of wood in eaves and other leak-proofing work, and replastering and repainting the walls. The basement catches water, causing excessive moisture in the building. Despite constant use of a pump to expell water from the basement, residual moisture accelerates decomposition of the plaster and paint throughout the building, necessitating more frequent renewal than has been financially possible.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1907-present

BUILDER/ARCHITECT C.H. Page, Jr., Architect, Austin.
 Jess F. Denning, Mexia and

STATEMENT OF SIGNIFICANCE

Jake Wattinger, Austin, Contractors.

The Trinity and Brazos Valley Railroad Depot and Office Building has been since its construction one of the most notable buildings in Teague. The structure, strongly influenced by Spanish/Renaissance revival architecture, was one of the first brick buildings in Teague, and the company which built it has had a profound influence on the life and development of the city. The Teague depot was the main passenger stop between Waxahachie and Houston on the Valley Road (as the T&BV came to be called), and Teague was the principal one of sixteen townsites which was promoted and developed for settlement as a direct result of the coming of the Valley Road.

This building housed the main offices for the T&BV Railroad, which had come through Teague, then named Brewer, in 1906. Its design and durability indicate the confidence with which the new company began its operations and the importance which the railroad company once placed on its passenger business. The town incorporated as the City of Teague in 1907, months after completion of the depot. The name "Teague" was a family name of Benjamin F. Yoakum, an official of the T&BV and a native Texan with familial ties in Freestone County. Yoakum, two other Texas investors, and Col. Edward M. House, advisor to Woodrow Wilson, had founded the T&BV in 1902. At its completion the road formed a new connection from Ft. Worth through Dallas to Houston and Galveston. Teague was the division point where the branch line from Cleburne and Mexia joined the main north-south line from Ft. Worth.

The Valley Road has been a main artery connecting north and central Texas cotton producers and grain storage areas with the Gulf, a function which once gave rise to the nickname "Boll Weevil Railway." The building of this railway partially coincides with the building of the Panama Canal, which was begun in 1907 after years of planning, and completed in 1914, stimulating commercial interests in Texas and the South with prime access to new world markets. The Valley Road, later owned by the Ft. Worth and Denver, and the Chicago, Rock Island and Pacific Railways, has been during most of its existence a part of the national system of the Burlington and Rock Island lines. The T&BV introduced diesel passenger streamliners to Texas, and the company has always been the principal employer in Teague.

The Teague depot served passengers for 59 years, from 1907 until 1966 when passenger service was discontinued. Two years later, in 1968, the railroad offices were moved. In 1969 the depot was sold to the City of Teague and in 1970 became the Burlington and Rock Island Railroad Museum.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

"Architectural description of Railroad Depot and Office Building," Eugene George, AIA, Austin, TX., MS., filed at Texas Historical Cmsn.

"History of the Trinity and Brazos Valley Railroad Depot and Office Building at Teague, Texas," Dorothy McVey, Curator, B-RI Museum, Teague, TX., MS., filed at Texas Historical Cmsn.

Telephone Interview, Dorothy McVey and Mallory B. Randle, Oct. 10, 1978.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one

QUADRANGLE NAME Teague North, Texas

QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A 14 757520 3501940

B

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

(See continuation sheet).

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

Mallory B. Randle

ORGANIZATION

Texas Historical Commision

DATE

STREET & NUMBER

P.O.Box 12276

TELEPHONE

475-3094

CITY OR TOWN

Austin, TX. 78711

STATE

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL x

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 National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE State Historic Preservation Officer

DATE January 25, 1979

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I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

for Charles O'Herny
KEEPER OF THE NATIONAL REGISTER

DATE 3-21-79

ATTEST: Marella
CHIEF OF REGISTRATION

DATE 3-21-79

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Texas railroading is the main theme of the museum, which includes in its exhibits a railroad engine and several rooms of historical items and memorabilia connected with the railroad. The entire files of the T&BV Railroad Company are housed here. Exhibits have now been extended to include other items of historical and general interest including a log cabin, a Cottrell newspaper printing press, motor cars, and displays concerning Early Texas and local history. Some former office rooms upstairs are now used as meeting halls, exhibition areas, and offices by local groups such as armed services veterans, the Boy Scouts of America, and the City Art League.

After some uncertain times at the end of the railroad years, the Teague depot has been renewed as a place of importance and a source of local pride.

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Verbal boundary description:

The nominated property consists of the 52' x 95' building only. The land it occupies is described as "720 feet in length and 133 feet, 4 inches in width, on the west side of Block 108, City of Teague, County of Freestone, State of Texas, between Elm and Oak Streets, bordering Lots 15, 16, 17, 18, 19, and 20."

Property TRINITY AND BRAZOS VALLEY RAILROAD DEPOT AND OFFICE BUILDING

State Tx.

Working Number 1.30.79.189

79002940

TECHNICAL

Photos 6
Maps 1

CONTROL

OK 2.1.79

Property significant for its association with/use by the single local RR line that influenced development of area. Town developed around this rail stop.

HISTORIAN

Sheffy
3-12-79
accept

Boundaries encompass only depot - which is more appropriate than including the moved structures. Good interiors/furnishings contribute

the bldg was one of the first brick structures in the town and is of the Spanish Ren Revival style. Building is remarkable for its lack of significant alterations and for the survival of its interior integrity.

Buggen 3/20/79 accept

ARCHEOLOGIST

OTHER

HAER

Inventory _____
Review _____

REVIEW UNIT CHIEF

significance as described above

Sheffy
3-21-79
accept

BRANCH CHIEF

KEEPER

National Register Write-up _____
Federal Register Entry _____

4-3-79

Send-back _____
Re-submit _____

Entered AR 21 1979



MAR 21 1979

Trinity and Brazos Valley Railroad Depot and
Office Building
208 S. 3rd Ave.
Teague, Freestone County, Texas

Photo courtesy of B-RI Railroad Museum, 1978

Depot under construction, circa 1907

Photo #1

JAN 30 1979



PASSENGER DEPOT LEAGUE, TEXAS.

MAR 21 1979

Trinity and Brazos Valley Railroad Depot and
Office Building
208 S. 3rd Ave.
Teague, Freestone County, Texas

Photo courtesy of B-RI Railroad Museum , 1978

Date unknown , circa 1910(?)

Photo #2

JAN 30 1979



west side

MAR 21 1979

Trinity and Brazos Valley Railroad Depot and
Office Building
208 S. 3rd Ave.
Teague, Freestone County, Texas

Photo courtesy of B-RI Museum, 1978

West facade

Photo #3

JAN 30 1979



north side

MAR 21 1979

Trinity and Brazos Valley Railroad Depot and
Office Building
208 S. 3rd Ave.
Teague, Freestone County, Texas

Photo courtesy of B-RI Museum, 1978

North facade

Photo #4

JAN 30 1979



east side

MAR 21 1979

Trinity and Brazos Valley Railroad Depot and
Office Building
208 S. 3rd Ave.
Teague, Freestone County, Texas

Photo courtesy of B-RI Museum, 1978

Southeast oblique

Photo #5

JAN 30 1979



South Facade - Burlington - Rock Island
Railroad Museum,
Teague, Freestone County, Texas
(1906 Railroad Depot & Division Point Office)

Note: The two-room log house was
originally built near Dew, Freestone
County Community about 7 miles east
of Teague, in the early 1850's by
Colonel Benjamin A. Philcott.

MAR 21 1979

Trinity and Brazos Valley Railroad Depot and
Office Building
208 S. 3rd Ave.
Teague, Freestone County, Texas

Photo courtesy of B-RI Museum, 1978

South facade (Log house is not included in
nomination).

Photo #6

JAN 30 1979

Heritage '76
National
Teague.

ENTRIES IN THE NATIONAL REGISTER

STATE TEXAS

Date Entered MAR 21 1979

<u>Name</u>	<u>Location</u>
Galveston Orphans Home	Galveston Galveston County
Trinity and Brazos Valley Railroad Depot and Office Building	Teague Freestone County

Also Notified

Honorable Lloyd M. Bentsen

Honorable John G. Tower
Honorable Jack Brooks
Honorable Charles Wilson

State Historic Preservation Officer
Mr. Truett Latimer
Executive Director
Texas State Historical Commission
P.O. Box 12276, Capitol Station
Austin, Texas 78711

NR Byers/bjr 3/23/79

For further information, please call the National Register at (202)343-6401.

NATIONAL REGISTER DATA SHEET

① NAME as it appears on federal register: Trinity and Brazos Valley Railroad Depot and Office Building
 ② OTHER NAMES: see reverse
 ③ date of entry: MAR 21 1979
 ④ county code: 161

⑤ LOCATION street & number: 208 S. 3rd Ave.
 city / town: Teague
 vicinity of: _____
 state: TX
 county: Freestone
 ⑥ NPS REGION: S Central

⑦ OWNER PRIVATE STATE MUNICIPAL COUNTY MULTIPLE FEDERAL (agency name): _____
 ⑧ ADMINISTRATOR: _____

⑨ EXISTING SURVEYS HABS HAER NHL
 ⑩ FUNDED? YES NO
 ⑪ CONGRESS. DISTRICT: 2
 ⑫ SOURCE of NOMINATION STATE FEDERAL
 if state who prepared form? _____

⑬ WITHIN NATIONAL REGISTER HISTORIC DISTRICT? YES, NAME: _____ NO
 ⑭ WITHIN NATIONAL HISTORIC LANDMARK? YES, NAME: _____ NO
 ⑮ ACREAGE: _____
 LOCAL PRIVATE ORGANIZATION

⑯ CONDITION deteriorated altered original site
 excellent ruins unaltered moved
 good unexposed reconstructed unknown
 fair unexcavated excavated
 ⑰ features: INTERIOR SUBSTANTIALLY INTACT-1 SUBSTANTIALLY INTACT-2 SUBSTANTIALLY INTACT-3
 NOT INTACT-0 NOT INTACT-0 NOT INTACT-0
 UNKNOWN-4 UNKNOWN-5 UNKNOWN-6
 NOT APPLICABLE-7 NOT APPLICABLE-8 NOT APPLICABLE-9
 EXTERIOR ENVIRONS

⑱ ACCESS YES-Restricted YES-Unrestricted No Access Unknown
 ⑲ ADAPTIVE USE YES NO
 ⑳ SAVED? YES
 ㉑ IS PROPERTY A HISTORIC DISTRICT? yes no

㉒ AREAS OF SIGNIFICANCE: ENGINEERING-11 LANDSCAPE ARCH.-15 POLITICS/GOVT.-21 RECREATION-28
 ARCHEOLOGY-prehistoric-2 COMMERCE-6 ENTERTAINMENT-26 LAW-16 RELIGION-22 SETTLEMENT-29
 ARCHEOLOGY-historic-1 COMMUNICATIONS-7 EXPLORATION-12 LITERATURE-17 SCIENCE-23 URBAN PLANNING-31
 AGRICULTURE-3 CONSERVATION-8 HEALTH-27 MILITARY-18 SOCIAL/HUMANITARIAN-24 OTHER (SPECIFY) _____
 ARCHITECTURE-4 ECONOMICS-9 INDUSTRY-13 MUSIC-19 SOCIAL/CULTURAL-30
 ART-5 EDUCATION-10 INVENTION-14 PHILOSOPHY-20 TRANSPORTATION-25
 ㉓ CLAIMS: explain
 'first'
 'oldest'
 'only'

㉔ functions WHEN HISTORICALLY SIGNIFICANT: _____ CURRENTLY: _____
 ㉕ dates of initial construction: _____ major alterations: _____ historic events: _____
 ㉖ ETHNIC GROUP ASSOCIATION: _____

㉗ architectural style(s): _____ ㉘ architect: _____ ㉙ master builder: _____ ㉚ engineer: _____

㉛ landscape architect / garden designer: _____ ㉜ interior decorator: _____ ㉝ artist: _____ ㉞ artisan: _____ ㉟ builder/contractor: _____

㊱ NAMES give role & date
 PERSONAL:
 EVENTS:
 INSTITUTIONAL:

㊲ NATIONAL REGISTER WRITE-UP

Burlington - Rock Island Railroad Museum

nickname: Boll Weevil Railway, Turnip and Bean Vine Railway