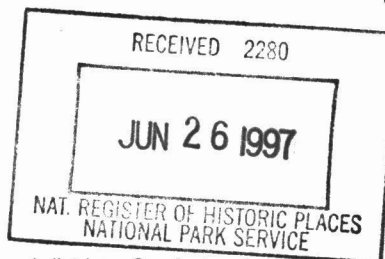


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



817

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Chicago, Burlington, & Quincy Railroad Depot

other names/site number _____

2. Location

street & number 400 Collins Street not for publication

city or town Oregon vicinity

state Illinois code IL county Ogle code 141 zip code 61061

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Willie Lake, SHO 6-23-97
Signature of certifying official/Title Date

Illinois Historic Preservation Agency
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Edson K. Beall
Signature of the Keeper

7/25/97
Date of Action

Chicago, Burlington, &
Quincy Railroad Depot
Name of Property

Ogle, Illinois
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	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	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

n/a

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions

(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th and Early 20th Century American Movements

Materials

(Enter categories from instructions)

foundation CONCRETE

walls BRICK

STONE

roof CERAMIC TILE

other STUCCO

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Chicago, Burlington, and Quincy Railroad Depot

Description

The Chicago, Burlington, & Quincy Railroad Depot is a one-story, passenger railroad station located on the south side of Collins Street, along the southeastern edge of the Oregon, Illinois, city limits in Ogle County. The depot is located in a residential neighborhood near the west bank of the Rock River. The brick and stucco building stands on property covering about 24,750 square feet. The site is currently an inactive portion of an active railway route. Complete with a ceramic tile roof and brick walkway surrounding the building, it is 100 feet long and 34 feet wide at its extreme width. The depot retains its original appearance except for some modernization of mechanical systems, plumbing, doorways, and interior work spaces. No structural changes have been made to the building. Constructed in 1913, the depot served as the city's focal point of passenger railroad transportation to and from Chicago, and west across the Rock River and the greater Rock River Valley.

The railroad depot has a rectangular plan that can best be described as a "barbell" or "I" shape. The building is 100 feet long (running east and west) and 34 feet wide (running north and south) at its extreme width. The center of the depot, the general waiting room, has exterior dimensions of 24 feet wide by 50 feet long. The general waiting room is fully integrated into the structure as a whole. It is simply narrower than the east and west ends of the depot, hence the "I" shape.

The depot's foundation is concrete. The concrete slab foundation supports an exterior of red-colored face brick with an 18-inch gray limestone base, brick corner piers, and red brick on the lower one-third of the exterior walls. All exterior steps are also made of gray limestone, which, judging by the color and other characteristics of the pieces, had not been cut from the same quarry as the pieces used for the base trimming. The upper two-thirds of the exterior walls, up to the roof area, are made of common brick covered by stucco. On the east and west gabled sections of the depot, courses of red brick forms a cornice below the roof line above the stucco. Ceramic tile covers the roof. A stone stringcourse, running under the building's windows, wraps around the building's entire perimeter. The east end and west end of the building each have a distinct gabled roof with vertical false half-timbering, forming a double, cross-gabled roof over the entire structure. The apex of the general waiting room's roof is perpendicular to those of the east and west ends of the building. The roof also provides a closed overhang of approximately 3 feet around the

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National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 2

Chicago, Burlington, and Quincy Railroad Depot

perimeter of the building. The overhang is supported on the north and south sides by pairs of decorative wood eave brackets. These eave brackets are found over the exterior of the general waiting room portion of the building and not on the east and west ends.

The north side of the building has the building's main entrance from Collins Street. The main door, centrally located on the north side of the building, leads directly into the general waiting room. Once a double-door entry, a single, basic wooden door was installed after the depot was closed. A transom rests on the top of this central door. On each side of the central doorway, one finds a grouping of three, four-over-one, double-hung windows abutting one another. These six windows are all on the exterior portion of the depot's general waiting room area. Some of the building's exterior windows have been broken, boarded up, or painted, but none of the windows have been filled in or otherwise eliminated. On the east end is a group of four, three-over-one, double-hung windows. The same group of four windows is also present on the west end. In 1930, the group of four windows on the west end of the building's north side were replaced with four new windows. The old windows were smaller than the replacements. The "new" windows are identical in size to the old windows on the rest of the building. All of the building's exterior and interior doors and windows are lined with a wooden molding. All of the building's external window sill areas are trimmed with gray limestone, matching the limestone trim at the base of the building.

The east side of the building has two pairs of equidistantly placed, non-abutting, three-over-one, double-hung windows. No doors are present on this side of the building.

The south side of the building, with one exception, is identical to the north side of the building. At the points where the building widens on its east and west ends, one finds additional, single windows facing the centrally-located south entryway. These windows afford a view of the tracks to the east and west.

The depot's west side has two doorways and one double-hung window. On the left half of the building's west side is a double door leading to the baggage room. An eight-lite transom is located above the doorway. On the right half is a single door and a three-over-one window. The doorway leads directly into the ticket office. The single window is approximately one foot to the right of the ticket office doorway. Centered on the roof over the west end of the general waiting room area is a masonry chimney. The chimney is

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 3

Chicago, Burlington, and Quincy Railroad Depot

constructed with red-colored face brick and stucco trim matching the depot's exterior walls. The top of the chimney is not intact. Many of the chimney bricks have fallen away, leaving behind a jagged chimney top.

The depot's interior has wire lathe with plaster on the interior walls and ceilings. In addition, the general waiting room has beamed ceilings. The floors are covered with one foot marble squares. A twelve-inch, synthetic marble base runs throughout the building. Additionally, the lower one-third of the interior walls are covered by an off-white ceramic tile wainscoting. Each tile measures 4 inches high by 12 inches long by ½ inch thick. Interior changes in the general waiting room include wood and drywall partitions used to create three office spaces. These partitions are not permanent fixtures and can be removed easily. The ceiling height is about 15 feet throughout the majority of the building. Fluorescent ceiling light fixtures run throughout the building, replacing the depot's original electrical light fixtures.

Standing in the main waiting room area facing south, one finds the ticket office and ticket window in the southwest corner (to the right), the baggage room entrance in the northwest corner (to the right), the door leading to the women's rest room facilities in the northeast corner (to the left), and entrance to the men's rest room/smoking room in the southeast corner (to the left). One is unable to gain entry into the ticket office from the general waiting area. In order to enter the ticket office, one must first go through the baggage room and enter through a door on the south wall of the baggage room. The women's toilet facilities are in the southeast corner of the rest room, while the men's toilet is in the northeast corner of the rest room. As a result, the toilet facilities are side-by-side, separated by a wall.

The baggage room is somewhat different from the rest of the building in that it has a concrete floor, a narrow tongue-and-groove wood sheathing for the ceiling, and lacks a wainscot. In addition, it lacks any ornamental base trim. The baggage room also has a single entry into the building's boiler room in the basement. This is the only entryway into the basement. The boiler is about 20 years old and in excellent working order. Outside, the building is surrounded by a red-colored brick walkway set in a herringbone pattern. The walkway rests on a 6 inch cinder base and the bricks are not mortared. The walkway has become uneven in many places.

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**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 4

Chicago, Burlington, and Quincy Railroad Depot

The original freight depot stood to the west of the passenger depot. This structure is no longer standing and no other rail-related buildings remain in Oregon. A single track to the south of the depot, used for boarding passengers, has been partially removed. Additionally, a single track that ran to the north of the depot has also been removed. The only tracks that remain entirely intact are four sets to the south of the structure that are still used by the Burlington Northern Railroad.

The building is easily visible from the overpass of Illinois Highway 2 to the west and is distinctive at its location on Collins Street. It is accessible directly from Collins Street and has a large open dirt area that is used for parking and train watching. The depot is isolated from all other buildings in the area.

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 of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

Period of Significance

1913-1947

Significant Dates

1913

Significant Person

(Complete if Criterion B is marked above)

n/a

Cultural Affiliation

n/a

Architect/Builder

T. S. Leake & Co., Builder

Primary location of additional data:

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

Name of repository:

Name of Property

County and State

10. Geographical Data

Acreage of Property less than one

UTM References

(Place additional UTM references on a continuation sheet.)

1	1 6	4 3 1 8 1 0	4 6 3 6 9 4 0
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Frank R. Novak

organization _____ date March 22, 1997

street & number 300 Jefferson St. telephone (815) 732-2724

city or town Oregon state IL zip code 61061

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

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

name City of Oregon

street & number 115 N. Third Street telephone 815-732-6321

city or town Oregon state IL zip code 61061

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. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 5

Chicago, Burlington, and Quincy Railroad Depot

Statement of Significance

The Chicago, Burlington, & Quincy Railroad Depot is locally significant for Criterion A for transportation because of its long role as Oregon's rail-related transportation hub. Beginning with its construction in 1913, the depot was, for decades, the single most important transportation-related structure in the city, serving as a point of entry and departure for tourists, soldiers, politicians, and many other groups of people (not to mention freight, as well) between Oregon and the rest of the world. The brick and stone structure, structurally sound and entirely intact, ties the city to its past with simple elegance and understated beauty. The period of significance is 1913, when the depot was completed, to 1947, the fifty-year cutoff for the National Register.

Historical background and significance:

Oregon, Illinois, the Ogle County seat, is located approximately 25 miles south of Rockford, Illinois. Traversed by the Rock River, Oregon is currently home to almost 4,500 people. Founded in 1836, Oregon City, as it was originally known, had a population of 225 people. In 1843, the city changed its name to Oregon and by 1870, it had grown to over 1,000 inhabitants. By 1920, the city's population rose to 2,227. As the city grew, so grew the demand for transportation to the large urban centers to the east and contact with settlements to the west.

On April 18, 1871, the first passenger train coming to Oregon arrived on the east side of the Rock River. In October of 1871, Oregon's first railroad bridge crossed the Rock River. It was a covered bridge. Oregon's first depot was a wood frame structure built in 1872. It was consumed by fire in 1910 and no remnants from that building remain today. The present depot was built by the Chicago, Burlington, & Quincy Railroad (C, B, & Q) in 1913.

Passenger trains were very important to Oregon's early development. As early as 1890, the "Burlington Route" promoted the City of Oregon as a resort town with qualities comparable to those of nationally-known travel destinations in Colorado, Wisconsin, and Minnesota. Around 1890, the Chicago, Burlington, & Quincy and Chicago & Iowa Railroads produced a 33 page travel booklet extolling the virtues of Oregon, Illinois. The booklet makes light of the fact that this place "with good and ample hostelries, numbers of

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Continuation Sheet

Section number 8 Page 6

Chicago, Burlington, and Quincy Railroad Depot

springs gushing forth pure, health-giving water, a beautiful river, towering hills, massive rocks and rolling prairie” was less than four hours from Chicago. The railroad circulated this and other booklets to potential tourists in St. Louis, Peoria, and other locations as well. In its booklets, the Burlington Route offered directions to Oregon from points other than Chicago. The Burlington Route states in its Oregon booklet, “We are firmly convinced that we can offer the public a resort capable of fulfilling their desire to the utmost extent, and recommend to their consideration, therefore, Oregon, Illinois; and we only ask that it be favored with a trial visit, feeling sure that we shall ever afterward be supported in our opinions.”

After arriving on the train, visitors frequently stayed at the Sinnissippi House, a hotel with 40 rooms. Others chose to stay at the American House, a hotel with 15 rooms. Neither the Sinnissippi nor the American stand today. In addition to these hotels, tourists had many private houses from which to choose. Rooms available at these private boarding houses varied from as few as three to as many as twelve.

Two C, B, & Q, Chicago-based trains arrived at and departed from Oregon daily. Three ticket agents were available twenty-four hours a day to handle the passenger use of the trains traveling east to Chicago in the morning and west to Oregon at night. In 1934-1936, Burlington introduced the Zephyr; a new, streamlined, transcontinental passenger train. These trains also passed through Oregon, in addition to the regular train traffic. It took passengers only one hour and twenty-six minutes to go from Chicago to Oregon aboard the Zephyr. The Pioneer Zephyr, in fact, made a demonstration run from Denver to Chicago at an average speed of 77.6 miles per hour.

Some of the more famous visitors passing through the depot included: Frank O. Lowden, Governor of Illinois and Presidential contender; Lorado Taft, famous sculptor; Carter Harrison, Mayor of Chicago; Albert A. Michelson, Nobel Prize winner; Dr. James Henry Breasted, famous archaeologist; W. Somerset Maugham, author; Ella Peattie, first female reporter for the Chicago Tribune; and Donald Culross Peattie, American naturalist and author.

Tourists and visitors to the area relied on the railroad to bring them to Oregon. The Eagles Nest Colony, a summer artist camp, owned by sculptor Lorado Taft on the east side of the Rock River, brought many Chicago artists, business leaders, and visitors to

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National Park Service

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Continuation Sheet

Section number 8 Page 7

Chicago, Burlington, and Quincy Railroad Depot

Oregon. In 1911, Taft erected and dedicated his concrete statue, "American Indian" on the east banks of the Rock River, which became a popular attraction. In 1927, White Pines State Park was established west of town.

A few politicians and business leaders had summer homes in the Oregon area including Medill McCormick, Governor Frank Lowden's Sinnissippi Farms, and Stronghold, the summer home of Chicago Daily News owner and publisher, Walter A. Strong. Visitors would often take the railroad from Chicago to Oregon to meet with the McCormicks, Lowdens, and Strongs.

The Chicago, Burlington, & Quincy Depot functioned as more than just a stop for tourists. The depot served as a place at which to find current information. The depot housed the telegraph, a key source of important national and international news. Citizens commonly waited at the depot to learn about national election results. Oregon's depot was also the place where soldiers began their long journeys, going off to both World Wars and returning to Oregon at war's end. Soldiers leaving Oregon would travel on to larger metropolitan areas for military processing. Soldiers and military supplies would also pass through Oregon during the wars on the railroad.

The railroad also brought industry to Oregon. As a result of the railroad's entry into Oregon, an oatmeal mill, a furniture factory, and a flour mill sprang up in Oregon. These businesses did not last long, but other businesses did manage to survive with the help of the railroad. The Paragon Foundry, for example, was a business that struggled early in its history. It improved its distribution of goods with the help of the railroad, however, becoming quite profitable during World War I. This Oregon foundry stayed in business until the 1960's.

In 1895, the City of Oregon witnessed the beginning of the E. D. Etnyre Company. E. D. Etnyre also benefited from the railroad. Etnyre was originally dedicated to the manufacturing of automatic hog watering machines. By 1900, the company began to manufacture a thresher tank to supply water and fuel for steam-operated threshing machines, as well as water sprinklers for dusty streets and roads. In the early 1910's, the Etnyre Company attempted to develop a motor car business. This, however, was not successful, the company having produced only about a dozen touring cars. The company went on to develop and distribute oil sprinklers, asphalt distributors, and street flushers.

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**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 8

Chicago, Burlington, and Quincy Railroad Depot

By the 1920's, the asphalt distributor was Etnyre's primary product. The company earned the Army and Navy "E" award in 1944 for its manufacturing performance during World War II.

Other businesses with close ties to railroad transportation in Oregon were those of local piano makers. Rice-Macey Company was the first piano maker in Oregon. Frederick G. Jones began constructing pianos and took over the Rice-Macey factory. Jones expanded its facilities and became the Schiller Piano Company, producing and shipping 5,000 pianos annually. Eventually, the Schiller Piano Company merged with the Cable Company and the piano manufacturer became known as Schiller-Cable. Schiller-Cable became the Connover-Cable Company, and that business, in turn, became part of the Aeolian Corporation, a well-known manufacturer of pianos and organs.

The Carnation Company milk condensing plant opened for business in Oregon in 1911. The company made evaporated milk, much of which was shipped on the C. B. & Q. Railroad. The National Silica Company also was headquartered in Oregon. The company shipped sand and flint. A railroad spur was built to the company in 1909. During World War I, 20 to 25 railroad cars of sand and flint were shipped daily by the company.

These and other businesses relied heavily on the railroad to ship their goods nationally. Local industry would not have blossomed without rail transportation and the depot. Oregon would not have grown without local industry.

Local shops, farmers, and citizens of Oregon also used the depot for the shipping of packages, receiving manufactured goods, and the shipment of grain and livestock to larger cities, including Chicago.

The Chicago, Burlington, & Quincy Depot was a significant part of Oregon's history. Although it is now vacant, the depot and the rumble of daily freight trains remind one of the role that the railroad played in shaping Oregon's industrial and cultural character. Although the depot has changed little physically since its construction in 1913, many have forgotten its importance to Oregon's past. Little more than minor repairs have been made to the building, the costs of which have been picked up by the city and community volunteers. The depot is the single physical entity remaining in Oregon that links citizens and visitors with rail travel of the past. It is a community treasure that simply needs to

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Continuation Sheet

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Chicago, Burlington, and Quincy Railroad Depot

picked up, polished off, and displayed to all as a jewel of the past. It is an unmistakable landmark of the impact that the railroad had on the small, northern Illinois community of Oregon.

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National Register of Historic Places
Continuation Sheet

Section number 9 Page 10

Chicago, Burlington, and Quincy Railroad Depot

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**National Register of Historic Places
Continuation Sheet**

Section number 10 Page 11

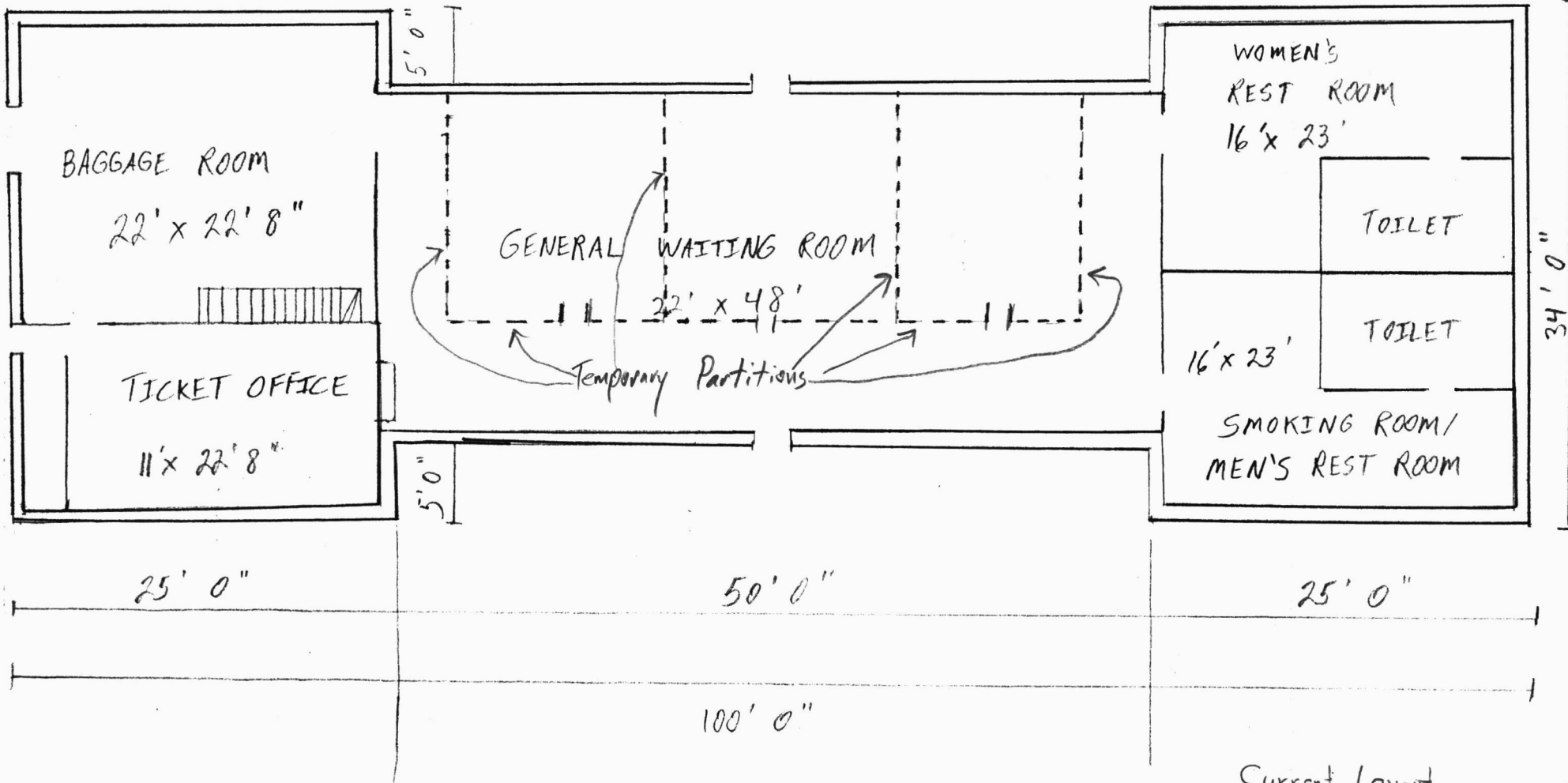
Chicago, Burlington, and Quincy Railroad Depot

Verbal Boundary Description

All that portion of Burlington Northern Railroad Company's (formerly Chicago, Burlington & Quincy Railroad Company) Depot Grounds at Oregon, Ogle County, Illinois situated in the East ½ of the Northwest ¼ of the Northwest ¼ of Section 10, Township 23 North, Range 10 East of the 4th Principal Meridian bounded on the North by the South line of 70.0 foot wide "C" Street, according to the recorded plat thereof, of the City of Oregon, Illinois, on the South by a line drawn parallel with and distant 55.0 feet Southerly of, as measured at right angles to, said South line of "C" Street, and lying between two lines drawn Southerly of and at right angles to said South line of "C" Street and distant respectively 90.0 feet and 360.0 feet Easterly of the Southerly extension of the East line of 80.0 foot wide Fifth Street of the City of Oregon, Illinois as measured along said South line of "C" Street.

Verbal Boundary Justification

The boundary includes the depot and immediate surrounding land that have historically been part of the Chicago, Burlington, & Quincy Railroad Depot and that maintain historical integrity.



Current Layout
C, B, & Q R.R.
Depot
Oregon, Illinois

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Chicago, Burlington, and Quincy Railroad Depot
NAME:

MULTIPLE
NAME:

STATE & COUNTY: ILLINOIS, Ogle

DATE RECEIVED: 6/26/97 DATE OF PENDING LIST: 7/09/97
DATE OF 16TH DAY: 7/25/97 DATE OF 45TH DAY: 8/10/97
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 97000817

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 7/25/97 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



OREGON

Chicago, Burlington, & Quincy Railroad Depot
Ogle County, Illinois

Jim Barnes, photographer

Date: August 1994

Location of Negative: City of Oregon, City Hall

View: East-end elevation, camera facing southwest.

Photo #1



Chicago, Burlington, & Quincy Railroad Depot

Oregon, Ogle County, IL

Jim Barnes, photographer

March 1997

Oregon City Hall, Oregon, IL

Looking NE at South facade

#2



Chicago, Burlington, & Quincy Railroad Depot

Oregon, Ogle County, IL

Jim Barnes, photographer

March 1997

Oregon City Hall, Oregon, IL

Looking NE at South facade

#3



Chicago, Burlington, & Quincy Railroad Depot

Oregon, Osle County, IL

Jim Barnes, photographer

March 1997

Oregon City Hall, Oregon, IL

Looking SE at North Faecde

#4



Chicago, Burlington, & Quincy Railroad Depot

Oregon, Ogle County, IL

Jim Barnes

March 1991

Oregon City Hall, Oregon, IL

Looking SE at North facade

#5



Chicago, Burlington, + Quincy Railroad Depot

Oregon, Ogle County, IL

Jim Barnes

March 1997

Oregon City Hall, Oregon, IL

Look northwest at north wall, entry of waiting room

#5



Chicago, Burlington, & Quincy Railroad Depot
Oregon, Ogle County, IL

Jim Barnes

March 1997

Oregon City Hall, Oregon, IL

Looking NE at North facade entryway

#7



TICKET

Chicago, Burlington, + Quincy Railroad Depot
Oregon, Ogle County, IL

Jim Barnes

March 1997

Oregon City Hall, Oregon, IL

Looking SW at ticket window from waiting room

8



Chicago, Burlington, & Quincy Railroad Depot
Oregon, Ogle County, IL

Jim Barnes

March 1997

Oregon City Hall, Oregon, IL

Looking NE in waiting room towards the women's restroom
#9



Chicago, Burlington, & Quincy Railroad Depot

Oregon, Ogle County, IL

Jim Barnes

March 1997

Oregon City Hall, Oregon, IL

Looking NE at beamed ceiling in waiting room

#10



Chicago, Burlington, & Quincy Railroad Depot

Oregon, Ogle County, IL

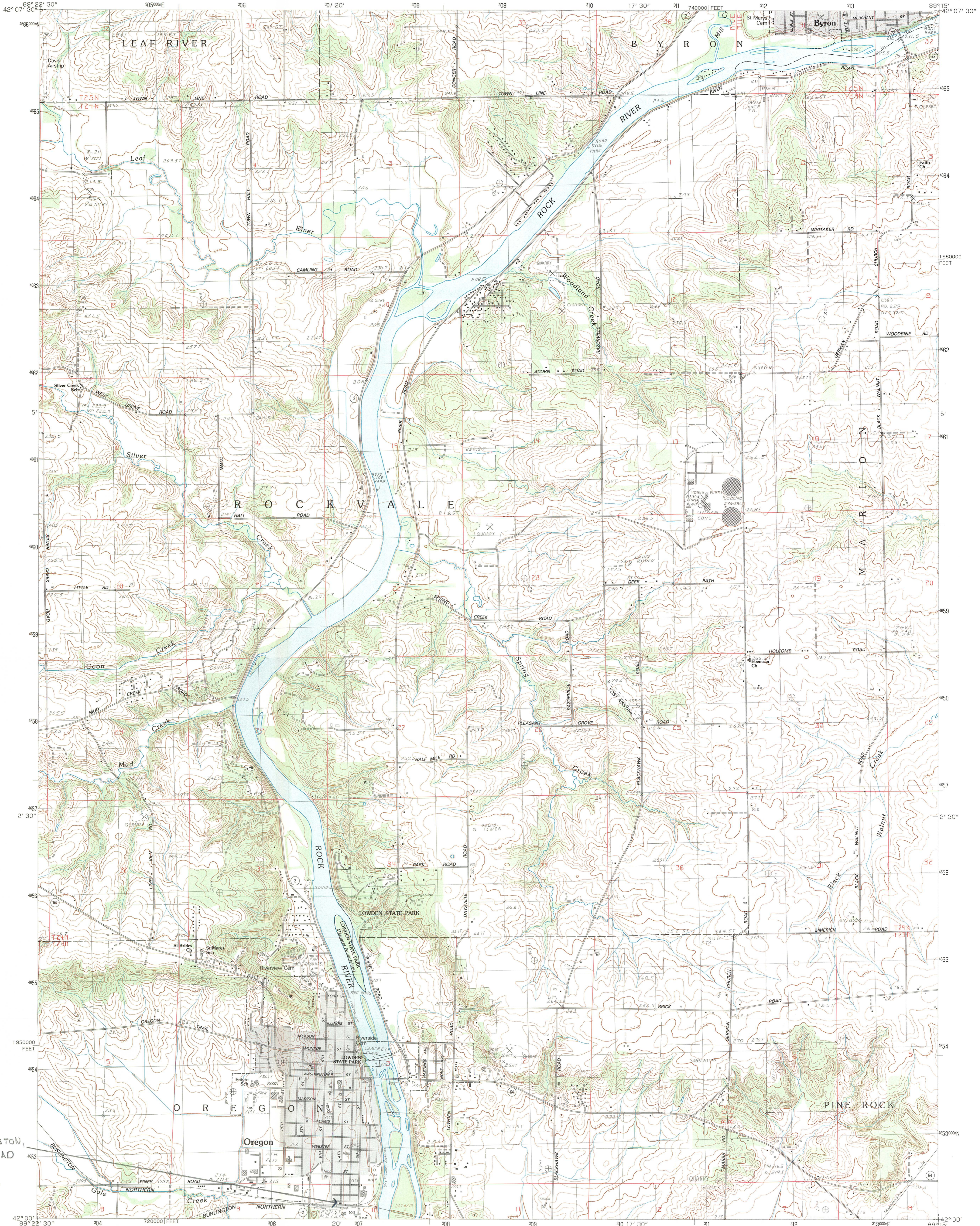
Jim Barnes

March 1997

Oregon City Hall, Oregon, IL

Looking East along north wall from baggage room
into the waiting room

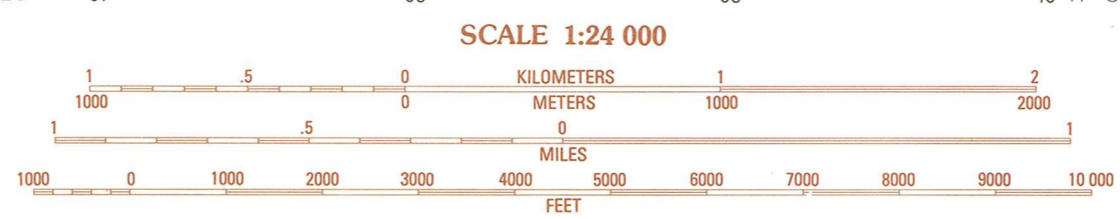
#11



CHICAGO, BURLINGTON
& QUINCY RAILROAD
DEPT
COOK COUNTY, IL
ZONE 16
E 431810
N 4636940

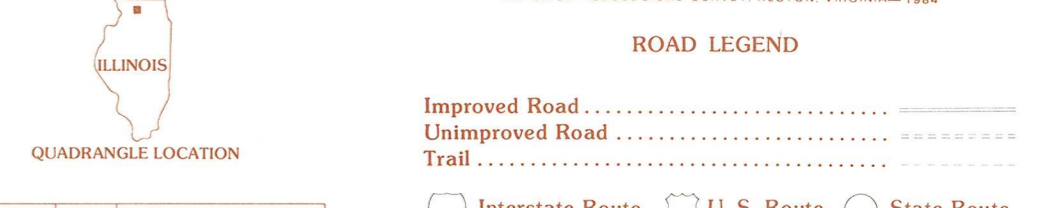
PRODUCED BY THE UNITED STATES GEOLOGICAL SURVEY
CONTROL BY USGS AND NOS/NOAA
COMPILED FROM AERIAL PHOTOGRAPHS TAKEN 1977
FIELD CHECKED 1981. MAP EDITED 1983
PROJECTION UNIVERSAL TRANSVERSE MERCATOR
UTM 1000-METER UNIVERSAL TRANSVERSE MERCATOR ZONE 16
10,000-FOOT STATE GRID TICKS ILLINOIS, WEST ZONE
GRID DECLINATION 1750 WEST
1983 MAGNETIC NORTH DECLINATION 1100 EAST
VERTICAL DATUM NATIONAL GEODETIC VERTICAL DATUM OF 1929
HORIZONTAL DATUM 1927 NORTH AMERICAN DATUM
To place on the predicted North American Datum of 1983,
move the projection lines as shown by dashed corner ticks
(3 meters north and 8 meters east)
There may be private inholdings within the boundaries of any
Federal and State reservations shown on this map
Gray tint indicates area in which selected buildings are shown

PROVISIONAL MAP
Produced from original
manuscript drawings. Informa-
tion shown as of date of
field check.



CONTOUR INTERVAL 3 METERS
CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER
To convert meters to feet multiply by 3.2808
To convert feet to meters multiply by .3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
AND THE STATE GEOLOGICAL SURVEY, CHAMPAIGN, ILLINOIS 61820



1	2	3	1 German Valley
			2 Seward
			3 Kishwaukee
4	5		4 Mount Morris
			5 Stillman Valley
			6 Grand Detour
6	7	8	7 Daysville
			8 Channahon

OREGON, ILLINOIS
PROVISIONAL EDITION 1983

42089-A3-TM-024