

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

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

1 NAME

HISTORIC

C. B. & Q. ROUNDHOUSE AND LOCOMOTIVE SHOP, C. 1855

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Broadway and Spring Street

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Aurora

VICINITY OF

15th

STATE

CODE

COUNTY

CODE

Illinois

Kane

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" 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 checked="" type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input checked="" type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES UNRESTRICTED	<input checked="" type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME

Burlington Northern Railroad

STREET & NUMBER

176 East Fifth Street

CITY, TOWN

STATE

St. Paul

VICINITY OF

Minnesota 55101

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Eleanor Jungles, Kane County Recorder of Deeds

STREET & NUMBER

719 S. Batavia Avenue, Building B

CITY, TOWN

STATE

Geneva

Illinois

60134

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Illinois Historic Structure Survey

DATE

1974

 FEDERAL STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS

State Department of Conservation

CITY, TOWN

Springfield,

STATE
Illinois

7 DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Structurally, the Roundhouse is 264 feet, four inches in diameter. The precisely cut exterior stone wall and an elegant iron loggia around the interior court support the extremely complex truss arrangement. The walls are built of area cut limestone. The roof consists of steel three-hinged trusses supporting steel roof rafters which in turn support a wood sheathing skin. Tar paper is nailed to the sheathing. The iron posts (Jackson-Wiley, Detroit) of the inner wall support hinges for the doors of each stall in addition to containing masonry for support. While there are presently forty stalls, it is reported that 22 stalls were used initially for locomotive steam engines with eight more added shortly after completion. Besides these stalls, attached to the Roundhouse is a Locomotive Shop, originally for rebuilding engines.

Incidentally, the term "roundhouse" is actually a misnomer, as the building is actually a carefully designed 40-sided structure. Further, the truss system is often mistakenly cited as being of wood construction due to heavy wood "beams" being attached to the underside of the trusses. Operations in the Roundhouse ceased in 1974.

Initially, the Locomotive Shop which is attached to the Roundhouse on the north side, was the principal building of the two because of its massive size. It is an edifice of hewn stone, 50 x 180 feet, two stories high, and sixteen feet each story. It is reported in May of 1857 that 200 hands were employed in the locomotive department.

In summary, the physical appearance can be described as substantially deteriorated as shown in photos. However, the buildings are structurally sound and have great potential for adaptive reuse.

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CONTINUATION SHEET

ITEM NUMBER

PAGE

ADDENDUM TO DESCRIPTION (7) -- INTEGRITY

- A. Mr. David Warren, a local architect has "checked" the roof trusses. While not a student of civil engineering history, Mr. Warren noted that on the exterior of the inner courtyard wall there is a special fine limestone cut block built into the masonry. Upon this block rests the "knuckle" which is hinged to the main truss member. The block is strategically placed directly over the iron posts. We feel these were put in place in 1856, as construction began in the fall of 1855. The fine cut limestone of the outer wall of the Roundhouse was locally mined at the South Broadway (at Washington Street) Quarry which opened in 1850.
- B. Regarding the number of stalls and pits for locomotives, a May, 1857 publication reports that when the "whole circle of the round house is finished, there will be, in all, forty stalls and pits." At that time, only twenty two stalls and pits for locomotives were completed. (Chicago Magazine for May, 1857, "Burlington Shops are Large.")
- We can only assume that the remaining 18 stalls were built shortly thereafter as uniformity of architecture prevails throughout the existing structure.

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 checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input 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 ¹⁸⁵⁵⁻ 1856 BUILDER/ARCHITECT *Levi Hull Waterhouse, C. F. Allen
R. J. Coulter Builders

STATEMENT OF SIGNIFICANCE

The Chicago, Burlington, and Quincy (C,B, & Q) Railroad Roundhouse is a building richly steeped in Aurora history. Its story is as follows: As the fledgling Aurora Branch Railroad (later C,B & Q) desired to advance further westward in the middle 1800's it felt the need for their own shops for the manufacture of new equipment and the maintenance of existing machinery and rolling stock, as the shops that the Railroad was leasing in Chicago were inadequate. Construction began on the Roundhouse, one of these shops, in the fall of 1855, and was finished in the fall of 1856. *It was designed by Levi Hull Waterhouse, who also was involved in the design or construction of other Aurora landmarks. The building was built by R. J. Coulter Builders under the supervision of the architect, C. F. Allen.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Alasco D. Brigham, ed. Aurora City Directory and Business Advertiser for 1858 & 1859. Aurora: Alasco D. Brigham, 1858

Overton, Richard C. Burlington Route A History of the Burlington Lines. New York: Alfred A. Knopf, 1965.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 56

UTM REFERENCES

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING	NORTHING
C	<input type="text"/>	<input type="text"/>	<input type="text"/>

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING	NORTHING
D	<input type="text"/>	<input type="text"/>	<input type="text"/>

VERBAL BOUNDARY DESCRIPTION

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

Dick Bales, Lisabeth Cosgrove, John Messmer, Dave Warren August 10, 1977

ORGANIZATION

DATE

Aurora Historical Society

312-859-1300

STREET & NUMBER

TELEPHONE

305 Oak Street

CITY OR TOWN

STATE

Aurora

Illinois

60506

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

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

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER