INTERIOR

The Depot floor plan on the following page has been restored to the original room, window and door configuration and labeled according to historic articles and floorplans identifying room use at the time of the grand opening **[Fig 50.]**. The striking aspect of the original plan is the highly controlled people and freight circulation through the Depot reflecting the "union" aspect of multiple owners and functions under one roof. All of the freight rooms, mail room, boiler room and second floor were restricted to transverse circulation with outside entry and egress only; there was no longitudinal circulation through the building. This allowed each express company to secure their goods within their walls, the postmaster to restrict access to private mail, and ensured station control and employee privacy on the second floor. Restoring this restricted access to its original state will not be conducive to flexible programming or the adaptive re-use of the building. The floor finishes are pochéd to show that the waiting room was pink Tennessee marble and quarry tile, the second floor was all wood flooring except for the bath (which was also Tennessee marble), and the remaining rooms were all raw, smooth-finished concrete.

After World War I, railroad and express company mergers dissolved the "union" arrangement that led to the original construction of the Depot. By World War II, the CB&Q had sole control of the building. The wall between the former American Express and U.S. & Pacific Express freight rooms was demolished and rough door openings were cut into the former Adams Express freight room, U.S. mail room and conductor's equipment room to provide longitudinal circulation through the building without going outside. A narrow doorway was cut into the waiting room/baggage room wall to connect these spaces as well. The precise dates of these alterations are difficult to verify but generally occurred between the World Wars. CB&Q remodeling plans for the waiting room from 1948 appear to indicate some of the doorway and wall alterations but do not clearly note whether they are part of the planned work or previously completed. Several different doors with mixed hardware and minimal finishes are found in these uncased openings that are period to the 1920s through the 1940s. However, some are odd sizes and they were possibly used or salvaged doors when they were installed (or installed at different times).

Waiting Room

Upriver of the two-story central building core is a one-story hipped-roof waiting room containing the Depot's public space. Men's and women's waiting areas, washrooms, the ticket office, a newsstand and lunch counter were all accommodated in this expansive 32' x 68' space which features a soaring 30'-6" wooden cathedral ceiling carried by arch-braced hammer-beam timber trusses. The waiting room is a warm, inviting, earthy-colored space that represents the singular design Burnham and Root perfected in this era. It has a virtual scale and feeling of a Gothic sanctuary—perhaps a residual instinct from Root's days touring English churches or working for the great American church architect James Renwick in New York. The truss collar braces are proportionately larger than the hammer-beam braces, imparting a graceful arched appearance **[Fig 51.]**. Each hammer-beam sits on an engaged brick buttress 9'-7" above the floor. Connected to each hammer-beam, iron tie-rods with decorative end caps prevent the trusses from spreading. Below the bead-board ceiling and 12" wood cornice, the 13'-10" walls and buttresses are constructed of buff pressed-brick veneer. The bricks are laid in a running bond with thin mortar joints and a pigmented buff mortar to harmonize with the brick. A paneled 5'-6" oak wainscot encircles the room above original 10½" Tennessee pink marble baseboards.

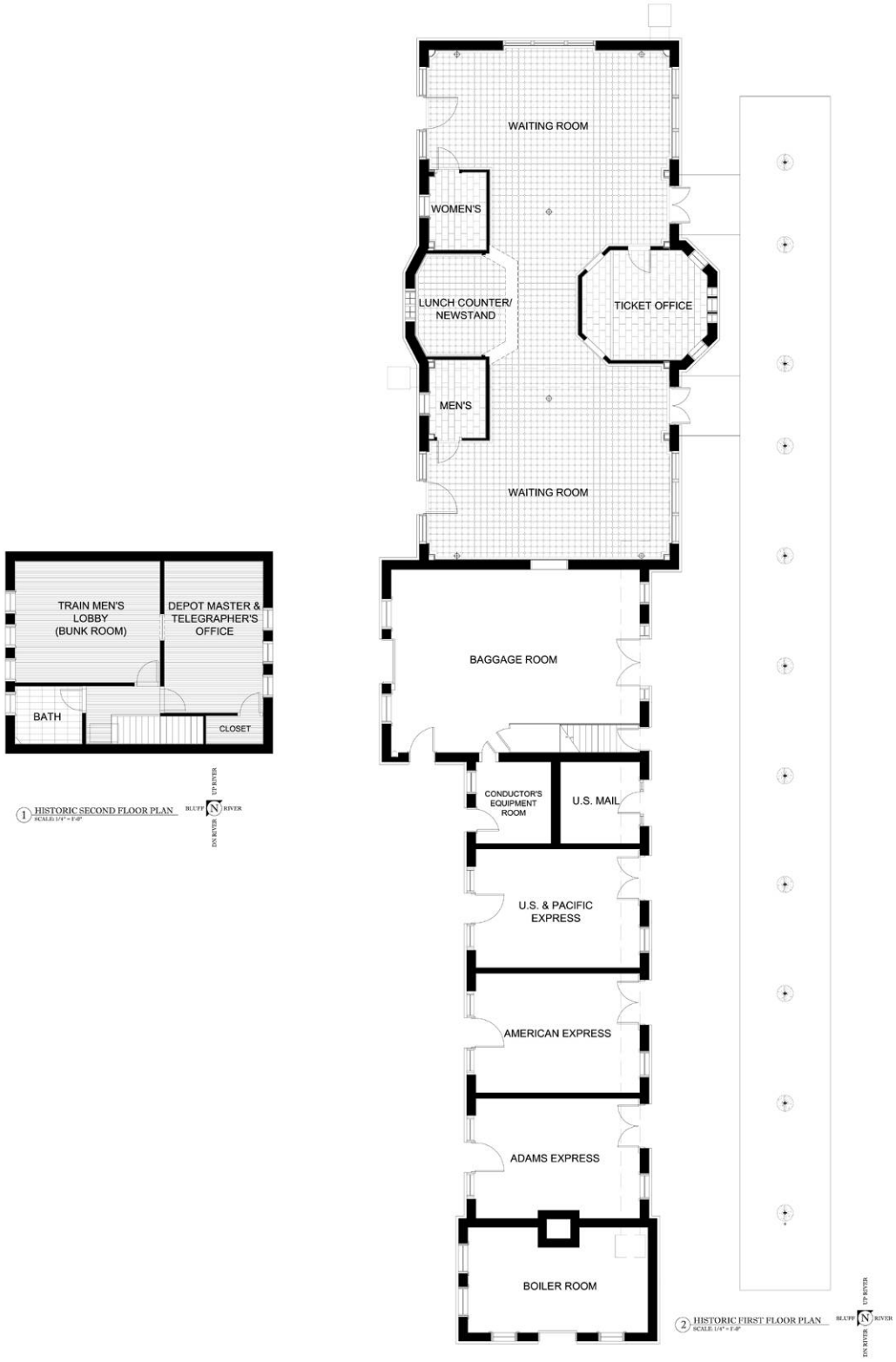


Fig 50. Original floor plan denoting original usage and floor finishes.

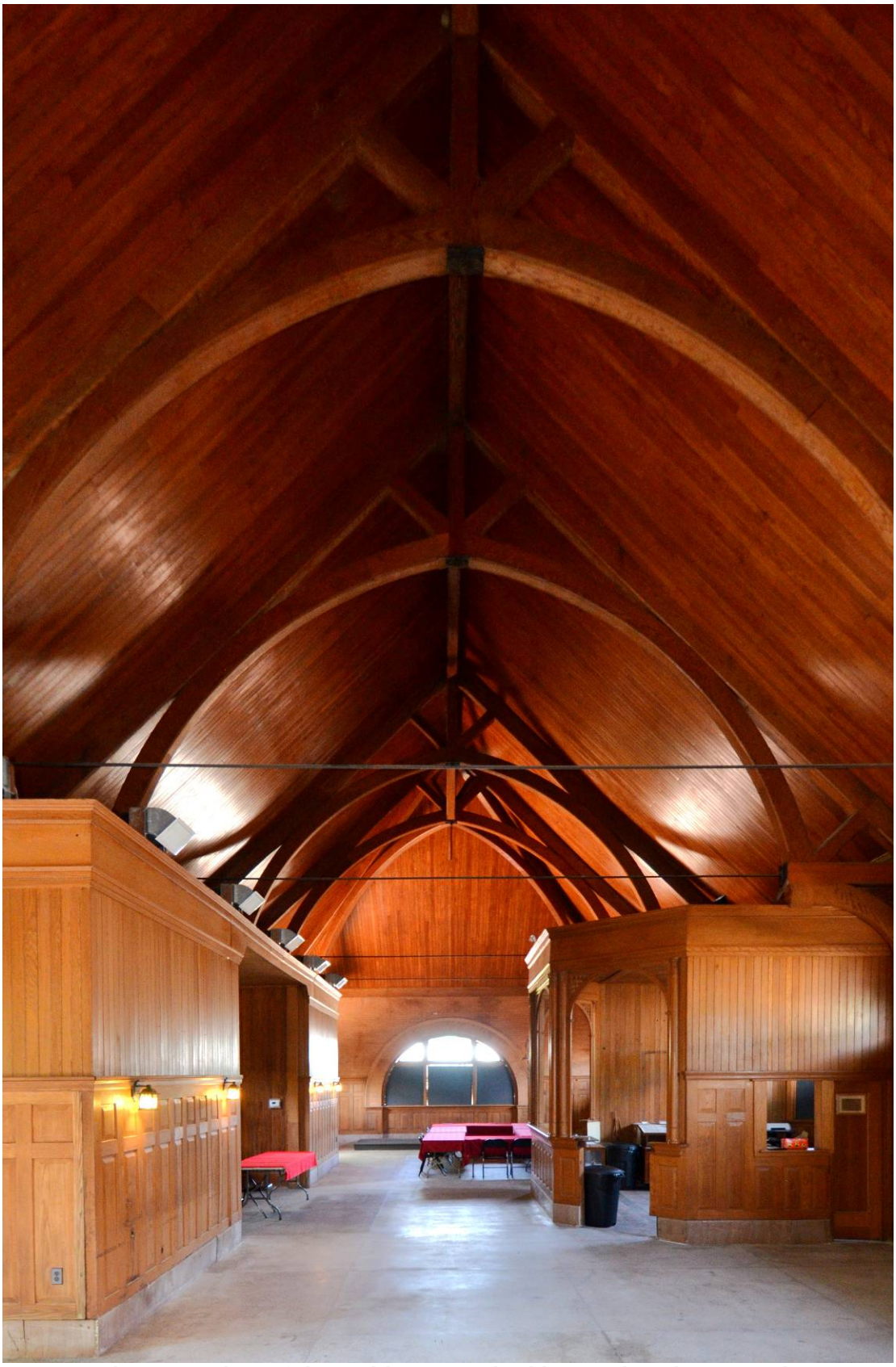


Fig 51. A view of the waiting room looking upriver (May 2014).

The original waiting room floor was elongated octagonal Tennessee pink honed-marble tiles accented with small red quarry tiles at the truncated corners **[Fig 52.]**. This floor was the most pronounced pattern found anywhere in the Keokuk Depot. A similar floor has been preserved in the Ozaukee County Courthouse (1901) in Port Washington, Wisconsin **[Fig 53.].** Geometric stone and encaustic-tile floors were popular throughout the late 19th century in civic and institutional buildings as well as entry vestibules in private homes as championed by Charles Eastlake and other late 19th-century interior design trend-setters.

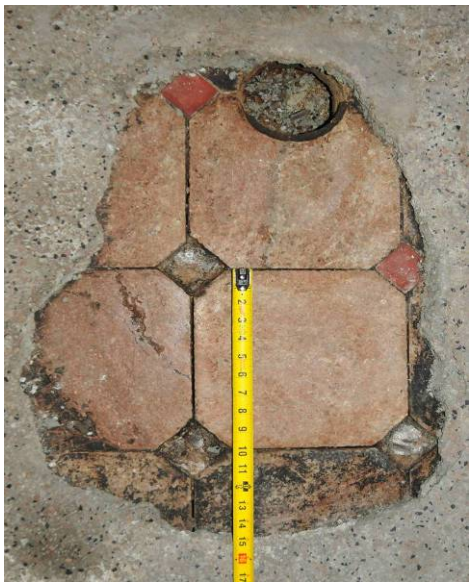


Fig 52. Original waiting room floor.

Fig 53. A preserved floor from 1901.

CB&Q remodeling drawings from 1948 note a "new marblette floor" that was installed everywhere except the ticket booth by circa 1949 or soon after. Marblette was actually a mid-century trade name for a man-made tile product, but this was likely just a draftsman's misnomer and almost certainly referred to the terrazzo floor that is still found in the waiting room and washrooms today. The ¾" thick terrazzo is light grayish-white with, black, buff and tan marble chips which has a similar tonal value to the original floor. It is poured in slabs up to six feet square—eliminating the distinct pattern of the original marble and quarry tiles. The terrazzo is stained and heavily worn from decades of foot traffic and damaged in a few areas but remains serviceable today.

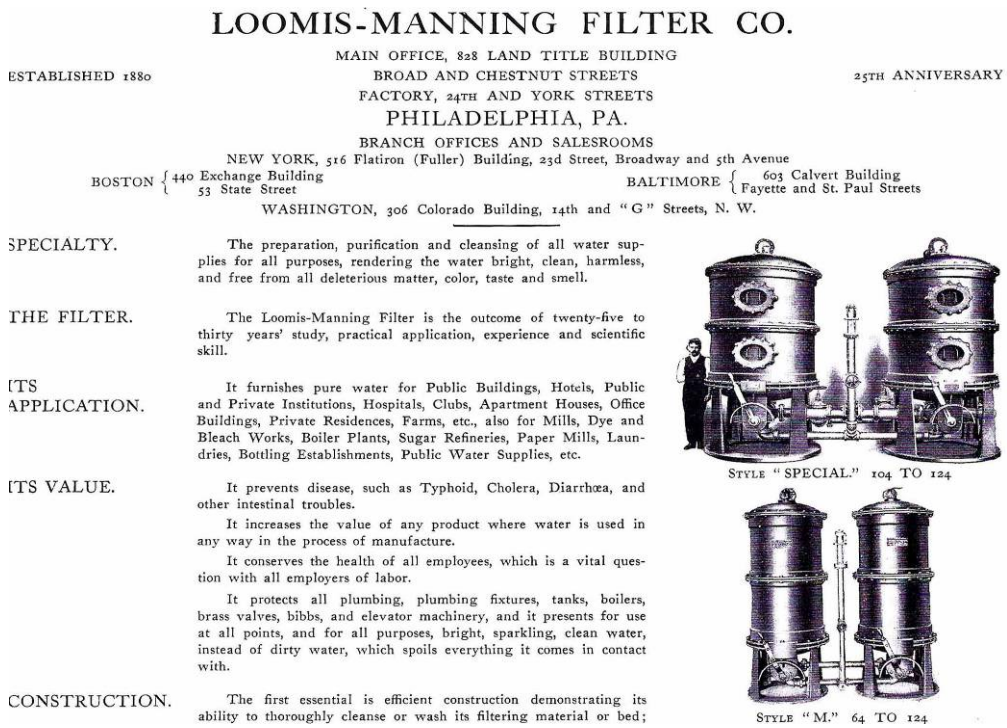
Restoring or reproducing the original marble flooring is an important aspect of restoring the original waiting room interior. This will be an expensive/disruptive endeavor that must be coordinated with the potential bathroom relocation and radiant–floor geothermal projects covered later in this section and under the MEP section. A mock-up effort to remove the terrazzo and restore the original marble must be weighed against the comfort, energy and lower maintenance performance advantages of a geothermal radiant floor. The original marble floor must be completely removed as well for radiant heating and salvage will likely prove cost-prohibitive beyond a small representative area for posterity. While there were many varieties of Tennessee marble in the late 19th century, most of the quarries are no longer in production. However, light and dark rose marbles are still available from a quarry in Friendsville, Tennessee that may prove to be a reasonable match to the original floor, if it cannot be salvaged. The red quarry tile insets are still readily available.

The tripartite wood window and door assemblies are set in large segmental-arch brick openings trimmed with pressed-brick headers and terra cotta lintels. The arched windows have five fixed sashes around a center-pivot ventilator, while the two north elevation assemblies incorporate wide six-panel oak doors **[Fig. 54]**. Flanking the ticket booth, two pairs of doors with overhead transoms lead south out of each waiting area and onto the train platform. All of the swing doors for the waiting room swung toward the tracks to aid late arrivals in their mad-dash for departing trains. The door and window casing and trim are simple, flat square stock with small stop-moldings fixing the window sashes. Original ball-tip hinges and bronze door hardware with rope-twist handles remain on many of the waiting room doors. While modern closers are installed on some doors, historic articles note that "all doors are provided with air cushions to prevent slamming."[44]

Fig 54. An arched door and window assembly on the north wall of the waiting room.

No original light fixtures remain in the space. Historic newspaper articles note that a "strikingly handsome combination electrolier and gas chandelier of antique bronze" was hung in the center of each waiting area. It had six incandescent electric globes and six gas burners. A third (presumably matching) chandelier was centered between the ticket booth and newsstand. Combination gas-electric wall sconces were also installed around the room.[45] Gas pipe studs survive in the wainscot and ridge beam to clearly reveal these previous fixture locations. Each waiting area was originally equipped with the latest appliances and fixtures including "gilded" ornamental cast iron radiators (stored in the freight rooms), corner drinking fountains in a nickel finish served by a Loomis water filter system, and modern restrooms. Loomis tanks came in many sizes and were marketed to prevent "Typhoid, Cholera, Diarrhea and other intestinal troubles" **[Fig. 55].** The tank was located in the baggage room.

[44] Ibid.
[45] Ibid.



LOOMIS-MANNING FILTER CO.

ESTABLISHED 1880

MAIN OFFICE, 828 LAND TITLE BUILDING
BROAD AND CHESTNUT STREETS
FACTORY, 24TH AND YORK STREETS
PHILADELPHIA, PA.

25TH ANNIVERSARY

BRANCH OFFICES AND SALESROOMS
NEW YORK, 516 Flatiron (Fuller) Building, 23d Street, Broadway and 5th Avenue
BOSTON { 440 Exchange Building, 53 State Street
BALTIMORE { 603 Calvert Building, Fayette and St. Paul Streets
WASHINGTON, 306 Colorado Building, 14th and "G" Streets, N. W.

SPECIALTY. The preparation, purification and cleansing of all water supplies for all purposes, rendering the water bright, clean, harmless, and free from all deleterious matter, color, taste and smell.

THE FILTER. The Loomis-Manning Filter is the outcome of twenty-five to thirty years' study, practical application, experience and scientific skill.

ITS APPLICATION. It furnishes pure water for Public Buildings, Hotels, Public and Private Institutions, Hospitals, Clubs, Apartment Houses, Office Buildings, Private Residences, Farms, etc., also for Mills, Dye and Bleach Works, Boiler Plants, Sugar Refineries, Paper Mills, Laundries, Bottling Establishments, Public Water Supplies, etc.

ITS VALUE. It prevents disease, such as Typhoid, Cholera, Diarrhœa, and other intestinal troubles.

It increases the value of any product where water is used in any way in the process of manufacture.

It conserves the health of all employees, which is a vital question with all employers of labor.

It protects all plumbing, plumbing fixtures, tanks, boilers, brass valves, bibbs, and elevator machinery, and it presents for use at all points, and for all purposes, bright, sparkling, clean water, instead of dirty water, which spoils everything it comes in contact with.

CONSTRUCTION. The first essential is efficient construction demonstrating its ability to thoroughly cleanse or wash its filtering material or bed;

STYLE "SPECIAL." 104 TO 124

STYLE "M." 64 TO 124

Fig 55. 1906 Sweet's Architectural Catalog advertisement for Loomis water filters.

The waiting room featured "oak settees with the words 'Keokuk Union Depot' perforated in the back" as described from the grand opening. A circa 1969 historic photograph shows that some benches remained in the waiting room; although the seats and backs were painted green by that point, they were undoubtedly a natural finish originally **[Fig 56.]**.

Fig 56. Original waiting room benches (David W. Steele, 2004).

There are no known historic photographs showing the KUD waiting room interior before the circa 1949 remodeling, however, an internet search yielded historic images of the Union Station interior in Portland, Maine[46] built at the same time that resembles the scale and some styling aspects of the Keokuk Union Depot. Designed by the Boston firm of Van Brunt and Howe, the Portland station image below shows how a comparable depot interior of the same era was lit, finished and furnished. The exposed trusses with tie-rods, ticket office bay centered in the room, ganged benches, wainscot, steam radiators and what appears to be a marble floor, establishes an excellent historical context to guide the restoration of the Keokuk Union Depot waiting room in similar period fashion **[Fig 57.]**. The gas-electric combination chandeliers and sconces in particular could serve as models for the missing waiting room fixtures, if historic photos of the actual fixtures do not turn up when their design and fabrication are contracted. Restoric acquired a high-resolution image for this report that can be zoomed and enlarged to reveal the intricate details of these fixtures.

Fig. 57. The waiting room of Portland's Union Station, Van Brunt and Howe circa 1890.

All the brick and woodwork, including the ceiling and trusses, were painted off-white at some time, probably in circa 1949 when the terrazzo floor was presumably installed as well. The woodwork was stripped, stained and varnished during a 1991 restoration, partially funded by a Historical Resource Development Program grant from SHSI.

[46] *Waiting room, Union Station, Portland, ca. 1890.* Photograph. ca. 1890. Main Memory Network. http://www.mainememory.net/artifact/10756. Web. Date of access. March 19, 2014.

The waiting room was historically described as two separate rooms, a men's waiting "room" and a women's waiting "room," but it was apparently rhetorical; no evidence has been uncovered of a physical partition or wall. It is divided into two distinct and equally sized areas by the centrally located ticket office, newsstand alcove and washrooms. These form a bottleneck in the center of the room. Each gender had clear circulation through their designated space; from separate doors off of Water Street they could enter their waiting room area, buy a ticket from a separate window, use their designated washroom, and exit through a door opposite their entry onto the train platform. Mingling would only occur at the newsstand or lunch counter. All combined, the original organization within the space minimized any mixing of the genders in the waiting room.

Centered on the trackside of the waiting room is the octagonal ticket office, which has a 13'-6" oak bead-board ceiling and paneled walls as found throughout the waiting room. Multiple holes are drilled through the ceiling for the original communication lines into the office and a ceiling fan is installed in the center where there was once a light fixture (based on knob & tube wiring that survives atop the ticket office). A window bay projects onto the train platform between the men's and women's entrances with double-hung windows flanking a centered, single-hung ticket window with sidelights and a transom. Five sides of the ticket office extend into the waiting room. The truncated corners would have facilitated people movement around the booth in the heyday of passenger rail.

Historic photographs from the late 1960s show the original ticket office configuration with ticket windows that featured polished granite ticket exchange countertops supported by small wooden counters with decorative brackets, as well as ornamental iron window grilles **[Figs 58. & 59.]**. Sections of paneling have been altered, and these ticket window assemblies are long gone. However, the larger openings are still framed from counter height to cornice with clustered wood columns and latticework. The ticket office floor was slightly higher than the waiting room floor (before the terrazzo was added) and is laid with original 10" x 20" Tennessee marble tiles.

The ticket office was remodeled at least three times: first by the CB&Q in circa 1949 when a new train schedule case and phone booth were added on the waiting room sides (1948 drawings already show the small door added on the downriver side of the booth); secondly by Burlington Northern after 1969; and finally, when it was altered for its conversion into a concession stand during the partial restoration in 1991.

Situated across from the ticket office, in a 9'-9" x 13'-6" alcove, between the men's and women's restrooms, was the lunch counter and newsstand. The Railroad News Company concessionaire was operating the stand in circa 1940 and had a limited menu of cold-cut sandwiches, baked beans, doughnuts or pie…all for a dime or less. The alcove bay on the bluff side was presumably a single-hung window with a transom, but casement windows are found there today. Historic newspaper articles suggest that the lunch counter projected past the bathroom walls, creating a narrowed passage between it and the ticket office. Articles also note that it was "fitted with all conveniences and is illuminated with a combination electrolier."[47] Electric lighting remained a novel and unreliable invention in 1891 and was typically combined with gas lighting as a back-up system. This fixture may have matched the other two chandeliers (as seen in the Portland station) **[Fig 57.]**. The 1948 CB&Q remodeling plan shows the lunch counter relocated to the northwest corner of the waiting room leaving an empty alcove between the bathrooms.

[47] "All Aboard!" *The Gate City*. June 30, 1891.

Fig 58. Ticket office, 1969.

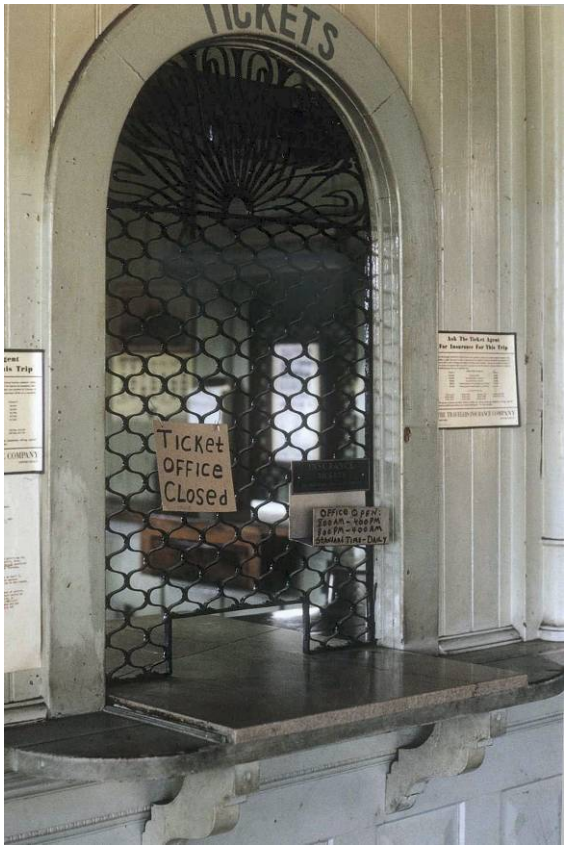


Fig 59. Ticket window, 1969.

This room configuration presumably stayed the same through the end of passenger traffic in 1967. When the bead-board ceiling and alcove walls were partially restored in 1991, wood baseboards were installed and areas were patched with Dutchman repairs to match the surrounding paneling. This paneling was evidently harvested from the depot master's office on the second floor.

Newspaper articles note that the washrooms, labeled in the latest fashion "For Men" and "For Women" (as opposed to "Ladies" and "Gents"), were fitted with Vermont marble wash basins and partitions, nickel fixtures and "elegant" (perhaps beveled) plate glass mirrors.[48] While each 10'-6" x 7'-6" room remains in its original size and location, they have undergone extensive remodeling. When the lunch counter was relocated in 1949, the original washroom doors were moved to the alcove walls and toilet fixtures were removed (the original door locations were restored in 1991). These repairs also utilized salvage bead-board from the depot master's office. The washrooms have been ravaged by alterations and abuse but some vestiges remain to guide their restoration or provide design cues for reproduction washrooms to be moved downriver into the freight rooms. This would open up the waiting room for better sightlines and bigger events **[Figs 60. & 61.]**

Centered on the downriver wall of the waiting room is an original arched baggage claim window. Trimmed with wood and brick headers like the window and door assemblies, the counter sits 3'-10" above the floor. Toward the trackside of the waiting room on the downriver wall, a section of paneling was removed (prior to 1948) to insert a small 2' x 6' door into the baggage room.

[48] Ibid.

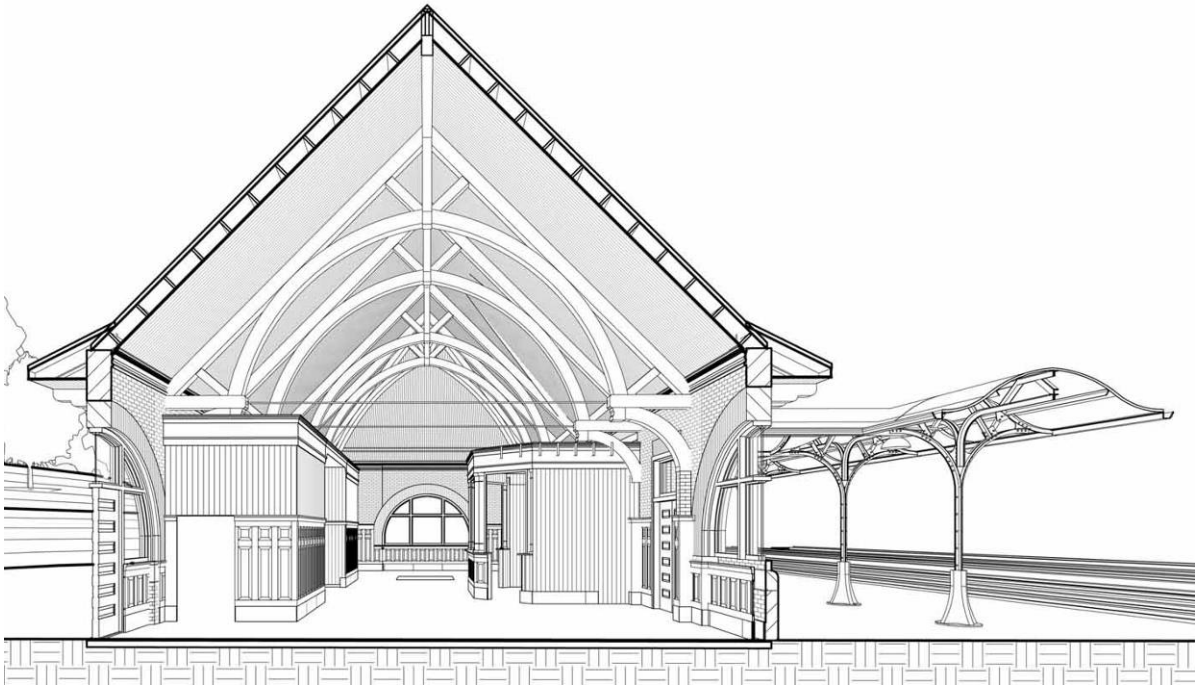


Fig 60. Interior rendering showing original washrooms on the left (Sundquist-Martin, 2012).

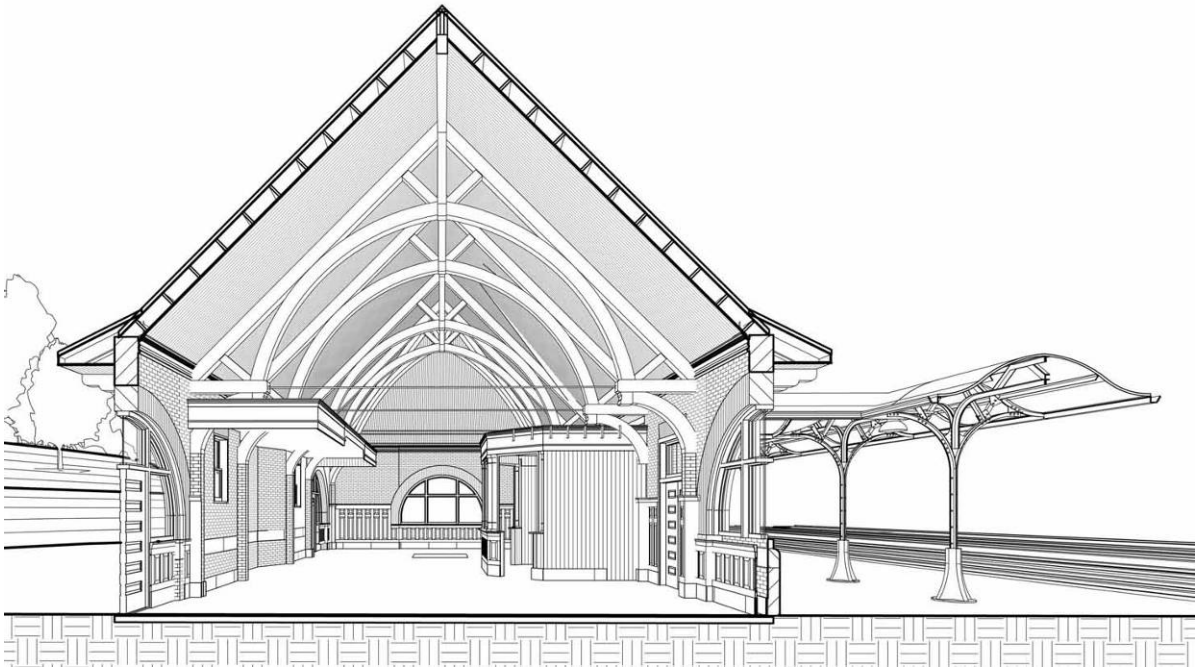


Fig 61. Interior view with the washrooms removed from the waiting room (Sundquist-Martin, 2012).

The waiting room was partially restored in 1991, but rising damp and subsequent leaks have damaged the interior masonry and woodwork on the perimeter walls, particularly in the southeast corner and upriver wall. Moreover, budgetary limits in 1991 limited the extent and quality of the work completed. The bar should be raised for future work. Considerable work is still required to restore the waiting room to its former glory including carpentry restoration, wood refinishing, marble/quarry tile floor restoration and lighting. Modern conveniences, such as improved central air conditioning, radiant heating, concealed supplemental lighting, and accessibility should be accounted for in planning any sequence of work in the waiting room.

No significant restoration work can occur until final plans are in place for the adaptive re-use of the waiting room—in particular, how the alcove/washroom and ticket office are deconstructed and restored respectively to meet the needs of a new public venue. The washrooms are completely inadequate; larger, accessible washrooms must be constructed downriver in the center freight rooms. This will open up the space considerably, even if the ceiling structure is suspended to hide mechanicals, provide historical reference and retain architectural interest **[Fig 61.]**. The ticket office can remain a focal point in the room and possibly accommodate a small elevated stage if the side walls are opened up more.

Moreover, egress and circulation decisions must be made as to whether the bluffside door swings must be reversed, exit devices installed, and the placement of new standard height doors to connect the waiting room with the baggage room and other spaces downriver. In virtually all of the adaptive re-use design scenarios explored since 2011—including the leading plan to restore the space as a community and public event venue—the washrooms are completely inadequate and seriously impede the sightlines and full utilization of the space.

Working from the top down, the bead-board ceiling and trusses are in good condition. The grooves of the bead-board should be fully stripped of paint and stained to match, but much of the ceiling and trusses merely need to be washed, de-glossed and varnished, including the crown molding. Areas above the ticket office and alcove that were not stripped in 1991 are generally out of sight and can be left as a historic trace that “tells the story” of previous alterations.

For the areas that have not had subsequent water damage, the brick walls generally just need light cleaning. However, the southwest corner of the waiting room was temporarily stabilized in 2012 and must be partially reconstructed by skilled restoration masons using matching lime mortar and clean matching face brick to harmonize with the waiting room walls.

The millwork must be de-glossed, evened out, stained and varnished. The doors and windows must be stripped and refinished; this is the one room in the entire depot where the interior of the sashes originally had a faux bois (faux grained) finish to appear as oak and harmonize with the woodwork.

The most dramatic improvement will be the removal of the terrazzo flooring and either restoration of the original marble and quarry tile floor or its reproduction as required. Even if it can be salvaged and restored, this decision may hinge on the introduction of a geothermal radiant floor (see MEP).

Installing reproduction chandeliers and sconces will also have a dramatic affect on the space. If original photos of the Keokuk Union Depot interior are not found, the image of the period fixtures in the Portland, Maine station will serve as an excellent guide **[Fig 57.]**.

Fig 62. View of baggage room toward Water Street (May 2014).

Baggage Room

Located on the first floor, under the central two-story core of the building, is the 33' x 24'-6" baggage room with an 11'-7" ceiling **[Fig 62.]**. This room has a temporary furnace and electrical panels in the north corner (see MEP). The floor is raw poured concrete, the walls are painted brick laid in a common bond, and the ceiling is ¾" x 3¼" T&G lumber (probably originally sold as subflooring). The door and window assemblies have plain, flat (i.e. "square stock") casing and trim. With the exception of the floor, the entire room has been painted with multiple coats of yellow and white paint. Paint analyses revealed that these are all modern coatings, probably an effort to brighten the room after years of dirt and coal dust accumulation—and the result of higher light-level expectations compared to the Victorian's sensitivity to interior lighting. The brick was originally unfinished and all of the ceilings and woodwork in the baggage and freight rooms had a clear varnish—described as "hard oil" in the articles at the time of the grand opening. Fred Norman Vanderwalker, a prolific Chicago author on early 20th century finishes, described hard-oil to be a thin varnish as follows[49]:

"The first methods employed for finishing wood were those by which hot or cold linseed oil was applied and rubbed into the wood, coat after coat being applied. It was a beautiful finish after years of exposure but the new jobs collected dust too much to be satisfactory. It was a soft-oil finish. So to overcome this defect oils or thin varnishes were made which dried with a hard finish while at the same time giving the effect of the soft oil rubbing. From that point on the term hard-oil took on a general meaning which includes most any kind of cheap thin varnish for interior use"

[49] Vanderwalker, F.N., Wood Finishing: Plain and Decorative. Frederick J. Drake Co., 1944. pg 165.

A microscopic paint analysis was performed on select samples of millwork from the baggage room and freight rooms with a stereo-zoom microscope (see Appendix D). This analysis confirmed the "hard-oil" description in historic articles at the time of the grand opening. The earliest finish is an oil/resin clear coating. It does not appear to be tinted but thoroughly saturated the wood grain, leaving virtually no film on the surface. However there is a waxy residue atop the surface which is presumably part of the original finishing. (It seems improbable that the railroads later waxed the high ceiling in a room reserved for employees with exposed brick walls and a raw concrete floor). The original oil finish is topped with multiple paint layers, the most recent being off-white, in later efforts to brighten the room.

Some areas of the brick walls have been re-pointed, but there is also some spalling and crumbling brick due to ongoing rising damp and freeze-thaw damage while the building is unheated or only intermittently heated. Small sections of the ceiling have been removed to incorporate temporary HVAC and electrical alterations to keep the station powered and partially heated as original or older systems were abandoned. Single bulb light sockets and hanging fluorescent fixtures have been installed on the ceiling which is today covered with exposed conduit and armored ("AC" or "BX") cables since there is no attic above and fishing the electrical would have required partial removal of the ceiling or flooring above. Historic photos show that the room once had a 10" baseboard, but this was removed to install a drywall wainscot.

Larger baggage unloaded from Water Street was transferred through the baggage room to the train platform. A central doorway with a fixed transom is found bluffside. On either side are fixed one-light sash with fixed transoms. In the doorway, a pair of five-panel wood doors (original swing doors) were joined and hung as a sliding "barn door" that crosses over one window to the side. Some of the casing and trim on this wall is missing and the two lower sashes are boarded up. One transom has been boarded up to accommodate a flue to exhaust combustion gases from the temporary furnace currently heating a volunteer workshop set up in the baggage room. The baggage claim window on the upriver wall has plain casing and no trim, but is now partially boarded up. The small doorway added prior to 1948 to pass from the baggage room to the waiting room has plain casing as well.

On the trackside wall, there is a double-hung window and an arched door and window assembly similar to those in the waiting room. However, the opening was substantially altered and the original doorway was filled in with a modern flush-panel door. The original transom was also replaced to accommodate a taller opening. In the southwest corner of the room, bead-board paneling encloses the staircase to the second floor. A small opening in the partition was cut out to provide interior access to the stairs from the baggage room in 2013. An early, if not original, storage closet is enclosed under the stairs, accessed by a five-panel door. Adjacent to this closet door is an original five-panel door to the conductor's equipment room. Finally, in the northwest corner, an original single man-door opening out to Water Street has been bricked up for decades.

Among the highest adaptive reuse priorities is converting the 800 square foot baggage room into a catering kitchen. It will be **crucial to design the new kitchen in conjunction with planning the access to new washrooms** which must be located in the freight rooms downriver. The single existing doorway in the waiting room wall must be widened to allow for wheelchair passage and increased in height for walk-through passage (the header is currently 6'). A new oak bead-board partition wall, finished with historic cues drawn from the Depot, should separate the new hallway from the kitchen.

The new hallway wall should have a wide door directly opposite the recreated trackside door to allow for summer catering or passage towards the train platform from the kitchen if desired. A new double door must also be cut into the waiting room wall on the bluff side of the original baggage claim window (which should remain for posterity and as a service window that can be opened when desired). Double-action wood doors can be installed in the new opening to allow for catering or wait staff to serve events in the waiting room.

The wooden ceiling could be stripped and restored to a natural finish to add for historical reference and the charm in the kitchen. However, a dropped ceiling may be more desirable to absorb sound and provide a chase for electrical, plumbing and mechanical systems for the new kitchen and second floor above. The walls should ideally be furred out and insulated to improve comfort, reduce and isolate kitchen noise from the waiting room, and provide chases for all the electrical that must be added to support a new working kitchen.

If the enclosed space under the stairs is insufficient to install mechanicals to heat and cool this room only, the adjacent conductor's equipment room may need to serve that function until the mechanical systems for the whole building are restored (ideally geothermal). The concrete floor can simply be cleaned and sealed or finished with epoxy for a durable, easy to clean surface for the new kitchen. The windows and doors must be retrofitted with thresholds, sweeps and weather-stripping (see **Windows and Doors**).

The new kitchen design must accommodate the interior passageway downriver to access new washrooms. This design will require new openings into the waiting room and should be carefully vetted through peer review and a restoration architect or preservation consultant to minimize alterations to the historic waiting room wall and exterior door/window openings. Despite these design caveats and small floor areas, the raw open space leaves considerable room for a creative and highly functional design.

Conductor's Equipment Room

The conductor's equipment room (also called the "train men room" on early plans) is a small 11' x 10' space with a concrete floor, 10" wood baseboards, common brick walls laid up in common bond, and a 12'-6" ceiling of painted T&G lumber with a solitary porcelain-base lamp socket. There is no evidence of original shelving or wall brackets to hold equipment in this room and the brick walls were left unpainted. Free-standing metal lockers or cabinets may have been used originally. A double-hung window and a five-panel door with an operable transom that leads to Water Street are found on the west wall. The door, window casing and trim are all plain stock and pieces of the original door hardware remain. A narrow new door opening was added through the shared brick wall of the mail room. Rising damp has caused serious spalling in the lower brick courses **[Fig 63.]**.

There are no current adaptive reuse plans to either utilize the original conductor's equipment room or display this space for historical interpretation. This tiny space may eventually be best utilized for storage (or cold-storage) or as an alternative mechanical room for the baggage room if it is remodeled for use as a kitchen to support programming in the waiting room. The lower brick walls require extensive repairs here prior to installing shelving or furring out these walls for drywall. The ceiling can simply be prepped and painted and the floor cleaned and sealed. If this room is converted for cold-storage, the window should remain with tinted black-out glass and the exterior door opening fixed as a false door and walled over inside (rather than bricking up these openings).

Fig 63. Conductor's equipment room (May 2014).

Fig 64. U.S. mail room (May 2014).

Mail Room

Trackside from the conductor's equipment room is the U.S. mail room **[Fig 64.]**. This small 11' x 10'-6" space has a raw concrete floor, 12'-6" ceilings and was originally accessible from the train platform only for the exclusive use of the U.S. Post Office. With the same materials as the Conductor's equipment room, the three-paneled door appears original with a single light and narrow sidelights with simple bulkhead panels below. A wide operable overhead transom spans the entire opening. The door glass or transom was presumably leafed "U.S. MAIL" or something similar to identify this room along the platform. A new rough opening was cut into the downriver wall leading into the freight rooms.

The walls, ceiling and woodwork were last painted silver like the adjacent freight rooms, indicating this space was still in use. However, rising damp and other freeze-thaw damage caused the "fire skins" on the lower brick courses to spall and crumble, exposing the porous red body of the bricks. If there were any original sorting bins, tables, service desk or shelving in this room, they were apparently freestanding here as well since there are no obvious anchors on the walls.

There are no current adaptive reuse plans to either utilize the original mail room or display this space for historical interpretation. This tiny room will likely need to serve as a transition space in the foreseeable future to allow traffic circulation from the waiting room and baggage room into the former American-Pacific freight rooms; particularly if the final design solution to increase the use of the waiting room includes the removal of the inadequate washrooms. Here too, the lower brick walls require extensive repairs.

This space may become part of a historic hallway or corridor where people moving from the waiting room to new washrooms would pass the restored trackside wall of the baggage room, restored stair hall to the second floor, and restored mail room. If so, the walls should be stripped and repaired by skilled masons and the ceiling should be stripped and restored with a natural finish/varnish. Period signage and lighting could be installed as desired. Alternatively, this small space could be inexpensively cleaned-up and remodeled with drywall. A temporary Space Pak HVAC installed in the attic might be installed to provide heating and cooling until the mechanical systems for the whole building are restored (ideally geothermal). The windows and doors must be retrofitted with thresholds, sweeps and weather stripping (see **Windows and Doors**).

Freight Rooms

Three once-identical freight rooms are located downriver for three once-separate rail express companies: The Adams Express Company; American Express Company; and U.S. and Pacific Express Company. Adams Express was organized in 1854 and had significant stock holdings in several Eastern railroads in the 1890s. The American Express Company was organized in 1849 in Buffalo, New York and grew to become one of the largest railroad express companies.[50] The U.S. & Pacific Express Company operated primarily west of the Mississippi. They were the chief western competition for Wells Fargo & Company until they were bought out by the American Express Company in 1914.[51]

[50] Midcontinent Railway Museum. "The Express Companies," www.midcontinent.org, April 11, 2006.
[51] Ibid.

Federal laws began to erode the influence of the major freight companies in the early 1900s. In 1913, the U.S. government enacted the Parcel Post Law which enabled the U.S. mail system to carry small packages as ordinary mail "which was a serious blow to the express companies."[52]

In 1918, the U.S. government consolidated the main freight companies including Adams, American Express and Wells Fargo into the American Railway Express Agency. The name was later shortened to the Railway Express Agency in 1929 (commonly abbreviated as "REA" in later years).[53] This dissolved the independent identities of the express companies, thereby eliminating the need for separate freight rooms. Adams Express survives today as a diversified investment firm headquartered in Baltimore, Maryland. American Express (AmEx) is one of the largest banking corporations in the country and issuer of "The Card" based in Manhattan.

The U.S. & Pacific and the American Express freight rooms were combined into one 32'-6" x 21'-9" space, presumably after their 1914 merger **[Fig 65.]**. A crude doorway was added between this room and the Adams Express room. The floors are concrete, the walls are common brick laid in common bond, and the 12'-6" ceiling is wood ¾" x 3¼" T&G. The walls and ceiling have been painted several times and the deterioration of the common brick in the lower wall is similar to the conditions found in the baggage room, conductor's equipment room and mail room. The ceiling and walls of the combined American and U.S. Express freight rooms were last coated with a silver paint that contains lead. The Adams Express room is painted mint-green color that does not contain lead **[Fig 66]**.

Fig 65. Brick plasters locate the original wall that divided the freight rooms (May 2014).

Each freight room had entrances on both the bluff side and trackside for the efficient and smooth circulation of goods from the train platform to Water Street; the door openings are centered on

[52] Ibid.
[53] Ibid.

the bluffside and slightly staggered upriver on the trackside to facilitate the organization of goods in separate arrival and departure stacks. There is a double-hung window and a pair of 9' x 2'-10" doors in each freight room trackside. The doors are hung on strap hinges for a clear span to accommodate freight carts.

There are no immediate adaptive reuse plans to utilize the combined original American-Pacific Express freight rooms or display this space for historical interpretation. It is currently being utilized for material storage to support volunteers in their efforts to repair and clean up the Depot. In the long term vision for the Depot, this space will best serve as new men's and women's accessible washrooms to support the increased use of the waiting room. In the interim, this space could be rehabilitated for use by a small start-up or boutique business to generate income once electrical and HVAC is installed, but will require considerable work prior to occupancy.

Fig. 66. Adams Express freight room (May 2014).

The ceiling should be stripped and restored to a natural finish; the silver paint in this room contains lead and must be properly stripped and disposed. The same silver paint found on the brick walls here will increase the cost to chemically strip the walls, but stripping will retain the industrial feel of the room. It will be much less expensive to simply fur out the walls to install insulation and drywall. Another option to maintain some of the industrial feel but still improve the insulation in the space is to strip the interior parting walls and simply fur out the end walls. Furring out the walls, or installing a furred out wainscot around the perimeter of the room, will provide a place to conceal the new electrical if desired. A temporary Space Pak HVAC installed in the attic could provide heating and cooling until the mechanical systems are restored to the whole building. The concrete floor can simply be cleaned or finished with epoxy as desired for the intended adaptive reuse. The windows and doors must be retrofitted with thresholds, sweeps and weather stripping.

In the northwest corner of the combined freight rooms, a storage space and office was added with stairs. The precise date of this alteration is unknown, presumably no earlier than 1914 and no later than 1949. The office partition partially covers one of the exterior door assemblies. It is

substandard construction and of no particular historic significance. Documentation and deconstruction may be considered to expand the adaptive re-use potential of this space.

The Adams Express freight room may only serve as a storage room in the foreseeable future. By installing a new secure door in the rough opening of the upriver wall, this 350 square-foot space could be rehabilitated for use by a small start-up or boutique business or office to generate income once electrical and HVAC is installed. It could possibly be split up into two very small offices as well. The opening should be retained to allow for interior access to the current washrooms in the waiting room (or the new accessible washrooms proposed for the adjacent freight rooms). Small, temporary Space Paks installed in the attic could provide heating and cooling until the mechanical systems for the whole building are restored (ideally geothermal).

The T&G ceiling is collapsing from roof leaks which must be deconstructed, stripped, refinished and reinstalled prior to the safe usage of the space. The green paint on the walls does not contain lead and would be less expensive to strip. However, the price to chemically strip the walls (see MASONRY) will be considerably more than the cost to simply fur them out to install insulation and drywall. Another option to maintain the industrial feel of the space is to strip the interior walls and simply fur out the two smaller exterior end walls. The concrete floor can be cleaned and sealed or finished as desired for the intended adaptive reuse.

Boiler Room

The boiler room is isolated on the downriver end of the building. This 14' x 24' space has a dirt floor and common brick walls laid in common bond. It was never painted so the walls and wood finishes here provide the best documentation and feel of the original freight rooms **[Fig 67.]**. The gable-end walls are 17'-9" and the roof peek reaches 30' to echo the waiting room roof height on the opposite end of the Depot. The boiler chimney stack is centered on the upriver wall separating the boiler room and the Adams Express freight room. Historic articles noted that there were "two large upright boilers" to generate the building's steam heat (see MEP section).[54]

The trackside wall has one arch-topped fixed window set high on the end gable. The downriver wall has three openings: a centered sliding "barn" door that appears original with an overhead transom flanked by two double-hung windows. The bluff side wall has two double-hung wood windows with three small fixed clerestory windows above. Window and door casings and trim are typical square stock with fewer layers of finish and ideal for paint analysis.

There are no immediate adaptive reuse plans to utilize the original boiler room or display this space for historical interpretation. The historic integrity of the boiler room remains very high and the lower brick walls should simply be repaired and cleaned per recommendations in the MASONRY section. Although this room could also serve as a "boutique" office space, it will not have interior access to washrooms and given the original access to the steam tunnel (and relative ease of isolating this space with fireproofing materials) it will best serve as the mechanical and electrical room for the rehabilitated Depot.

[54] Ibid.

A 4" concrete floor should be poured and a fire-rated ceiling should be installed just above the main floor windows (approximately 12') and just under the upper windows to isolate this space from the rest of the building. To facilitate future attic/roof inspections and repairs, a steel access ladder should be mounted on the upriver wall with a fireproof ceiling hatch. This will provide access to the entire attic over the freight rooms, conductor's equipment room, and mail room. A new steel trap door should also be installed to access the steam tunnels. (Work required in the steam tunnels is covered under the MEP section). The doors and windows should be restored as identified on the Window & Door Schedule.

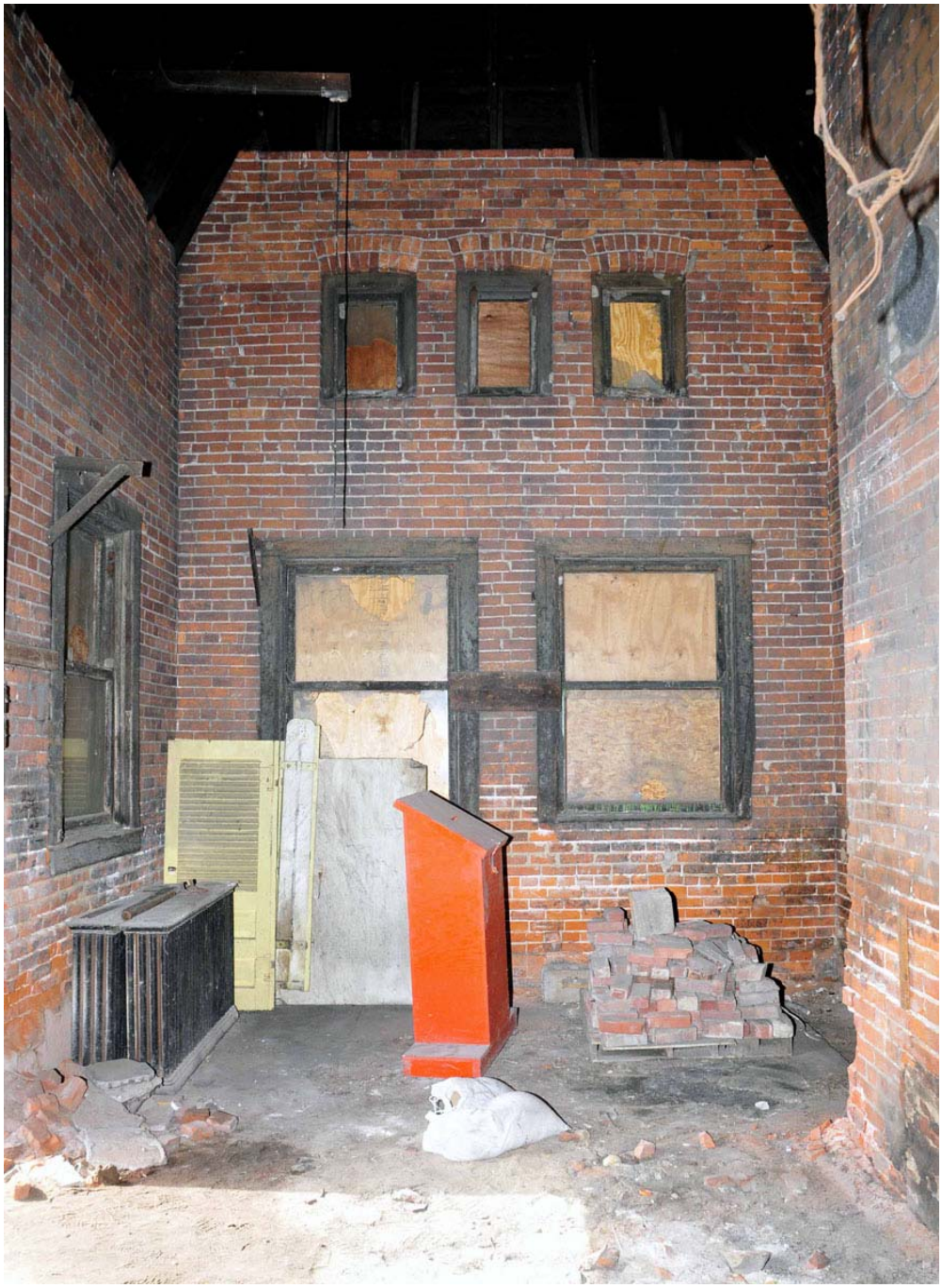


Fig 67. Bluffside wall of the Boiler Room (2013).

Stair Hall

A small vestibule off the train platform is open to stairs that lead to the station employee spaces over the baggage room. The 3'-8" wide staircase, with oak bead-board walls and ceiling, ascends up worn wooden treads to the second floor. The walls have been painted with multiple coats of paint but microscopic paint analysis revealed that, here too, a clear "hard-oil" finish was originally employed **[Fig 68.]**. The earliest finish appears to be an oil/resin clear sealer (common varnishes from this period include gum, fossil, or oil resin). It differs from the baggage room ceiling sample in that it is a film-forming finish similar to varnish. The finish was not shellac since it was not resoluble in alcohol. The clear finish was followed by multiple paint layers, the most recent is tan.

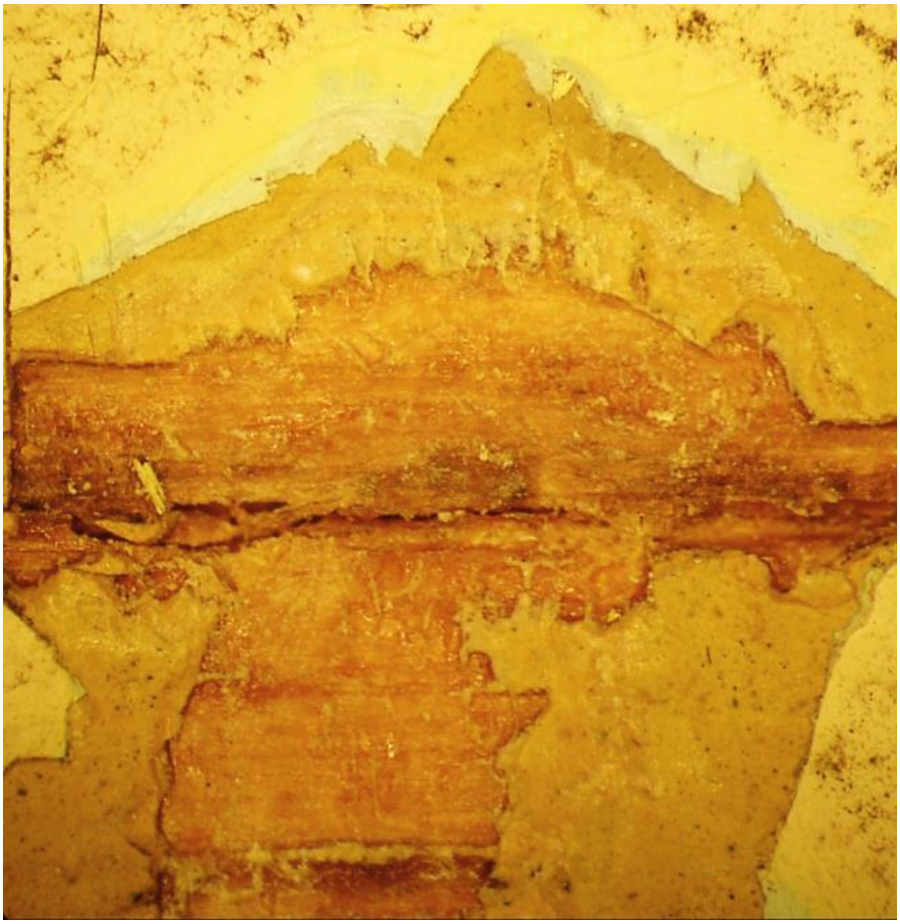


Fig 68. A photomicrograph of the clear finish beneath multiple paint layers from the stair paneling.

The stairs are listing to the upriver partition wall and must be reconstructed prior to utilizing the second floor. An original plain round handrail with decorative cast iron brackets is located on the downriver wall. The door and transom are beat up from heavy use and abuse. The glass is missing and boarded up and multiple locks have been installed on the door, evidence of many years of break-ins while the Depot was mothballed. Period transom hardware and a door closer remain, as well as the majority of the original lockset and rope-twist pull. A section of bead-board was removed in the vestibule to allow interior passage from the baggage room in 2013.

The small upper stair landing is open and relatively bright even without windows, borrowing daylight from all three transoms leading into adjacent rooms **[Fig. 69]**. The upper landing features a wooden railing with square newel post and turned balusters stained dark walnut. The newel is embellished with small dentil molding and trim, while the balusters are turned in a spindle and bobbin design, making it the most decorative element of the second floor. Depot architect John Wellborn Root had a penchant for more interesting, less common, newel and baluster turnings. One rusty, flush-mounted light socket is centered on the ceiling. Sections of bead-board are missing from the ceiling. Just above the top of the stairs, a wooden ladder leads up to a scuttle to access the upper hip roof attic.

Fig 69. Stair hall and second floor railing (May 2014).

The stair hall must remain as the only access to the second floor. However, the stairs are deteriorated and listing. They must be reconstructed and this will provide an opportunity to shift the stair case slightly as required to allow for a new hallway from the waiting room to new accessible washrooms (assuming the baggage room is rehabilitated as a kitchen and catering/serving room). This will be a challenging alteration since the stairs are already steep and the space at the landing at the top of the stairs is already small. The stair pitch may need to increase slightly or ell at the top (or a combination of both) to allow for reasonable wheelchair clearance in the hallway. This would necessitate milling a reproduction section of railing to follow the ell. This may also necessitate closing off the bathroom door and cutting a new doorway from the bunkroom to allow for sufficient room at the bottom of the stairs (including reversing the door swing here to swing out).

The bead-board is all oak and will be beautiful stripped and refinished natural as it was originally throughout. A new wooden hatch must be constructed at the top of the stairs for attic access. When the new roof is restored, windows could be installed in the dormers where the original clock-faces were designed to go (but never installed). If so, the attic will receive some daylight and a glass laylight can be installed in the attic hatch to add more daylight at the top of the stairs from the attic. The pine stair treads and risers should be reconstructed with oak and the landings patched in with original wood harvested from the depot master's office closet or other discreet location if possible. The railing should be cleaned, de-glossed, touched up and varnished and the missing newel cap replaced.

Second Floor

The second floor contains three rooms accessed from the upper stair landing: the depot master & telegrapher's office (office) with a closet, the train men's lobby (e.g. "bunkroom") and an employee bathroom with a shower stall. The landing, office and bunkroom have 2¼" tongue and groove oak wood flooring that was covered for many years with Masonite and, later, carpet. The ceilings are 11'-7"above the finished floor and all of the second floor walls and ceilings are also bead-board with plain stock baseboards and crown moldings. While oak bead-board was employed for the stair hall and depot master's office, pine or fir was used for the bunkroom. One piece of bead-board has a lumber stamp on the back incorporating the letters "CBL" **[Fig 70.]**. Research suggests that this is probably the stamp of the Council Bluffs Lumber Company which opened in 1886—a Western Iowa industry served by the same CB&Q, the major railroad backing the construction of the Depot.

Fig 70. A lumber stamp found on bead-board in the depot master's office.

The second floor is currently unused and there are no immediate adaptive reuse plans to occupy this space or utilize it for historical interpretation. It could be used for an office or even rehabilitated as a unique historic guest house experience (similar to historic lighthouses, prisons, fire-watch towers, and other unique historic guest experiences elsewhere in the country). A trackside guesthouse would be attractive to railroad fans. For someone who wants a unique office experience, and has a business that is not sensitive to train yard noise (and does not require accessibility to their business), an office use may generate more consistent, reliable income and add a certain measure of security for the Depot.

Depot Master's Office

The depot master's & telegrapher's office is situated trackside on the second floor with a full view of the tracks and Mississippi River through three double-hung windows with finger lifts **[Fig 71.]**. A small closet is located in the southwest corner of the room. Multiple wires entered the depot master's 13' x 20' office—once the hub of station management—which required the attention of two operators.[55] Many holes remain on the trackside wall that once led to telegraph poles and the semaphore (i.e. order board) signaling trains, reminders of the critical communications between operators and engineers to control the many arrivals and departures of multiple railroads during the heyday of passenger and freight traffic. A hollow metal call tube is found in the northeast corner of the room. According to former KJR employee, Keith Courtney, this tube was routed to the ticket office to allow direct communication between the ticket agent and train order operator.

Fig 71. The depot master's office overlooking the tracks and Mississippi River (May 2014).

[55] "All Aboard." *The Gate City*. June 30, 1891.

The bead-board walls and ceiling and all the woodwork have been heavily painted but originally had a natural finish. The bluffside wall was stripped of much of its bead-board, presumably salvaged to repair the bathroom walls in the waiting room during the 1991 partial rehabilitation. A simple chair rail is added to the upriver wall and hanging fluorescent light fixtures were installed at one time. The original ceiling chandelier was probably a simple combination gas-electric pendant with two to four arms. A wall sconce gas stub is found on the trackside wall in the northeast corner of the room, a plausible location for the depot master's desk.

The depot master's office is currently unused and there are no immediate adaptive reuse plans to occupy this space or utilize it for historical interpretation—though it could serve as the most interesting space to interpret historically. The depot master's office is the one space in the Depot that affords an unobstructed view of the riverfront out over the freight cars and the tracks. It could be restored as an office space or even a guest bedroom (see the Stair Hall section above). It could also serve as a Depot administrator's, event planner's or caterers' temporary office on site. Noise from the freight yard traffic immediately outside will be problematic; triple-glazed windows or laminated glass interior storms may help reduce the sound enough to make this a desirable space for the right tenant. Here too, the walls and ceiling must be stripped and refinished natural. New bead-board must be installed to replace the missing materials from previous wood harvesting efforts for the waiting room. However, an effort should be made to preserve the scars of railroad operations equipment once mounted on the walls as part of the historic authenticity and charm of the space.

The arched window opening should be restored to the bluffside interior wall, even if a new use calls for obscured glass in a historical pattern. During rehabilitation, a decision must be made to balance preserving the historic character of the floor versus eliminating tripping hazards. This might include comparing the floor conditions in the depot master's office with the bunkroom to determine which floor will best serve as a "donor" versus "receiver" to preserve the floor in one room or the other. The floor may only need to be replaced in sections and it would be helpful to have a sense of the probable furniture placement for the new use in case sections of flooring can be salvaged that will be hidden by the furniture. There is abundant room in the attic to install mechanicals to provide heating, ventilation and cooling for the second floor (see MEP).

Train Men's Lobby (Bunkroom)

The adjacent 16' x 19' bunkroom was "handsomely furnished" when the Depot opened. It was later used as an apartment, and a kitchenette was installed on the downriver wall **[Fig 72.]**. An electric wall heater was also added after the steam heat for the building was abandoned. In the shared wall between the office and the bunkroom, there was once a large arched window which may have had obscured glass.[56] The window was removed and this opening has since been covered. Three single-hung "slip-head" windows with fixed transoms face the bluff. All walls and the ceiling are covered with bead-board along with a wood floor which imparts a rustic cabin feel to the room. The bunkroom is currently unused and there are no immediate adaptive reuse plans to occupy this space or utilize it for historical interpretation. This space retains a lot of historic integrity.

It could be readily restored as an office or guest room (see depot master's office above). It could also serve as a "bride's room," "green room" or similar support space for weddings, small

[56] Ibid.

plays or other events held in the waiting room. The walls and ceiling should be washed, de-glossed, re-stained and varnished. The floor should be restored or replaced as discussed previously in conjunction with the depot master's office. Here too, the windows could be restored with triple glazed sashes or interior storms to reduce the industrial sounds of the riverfront. Depending on the final location of the stairs, and how that impacts the bathroom doorway, a new door may need to be cut into the downriver wall to access the bathroom directly from this room.

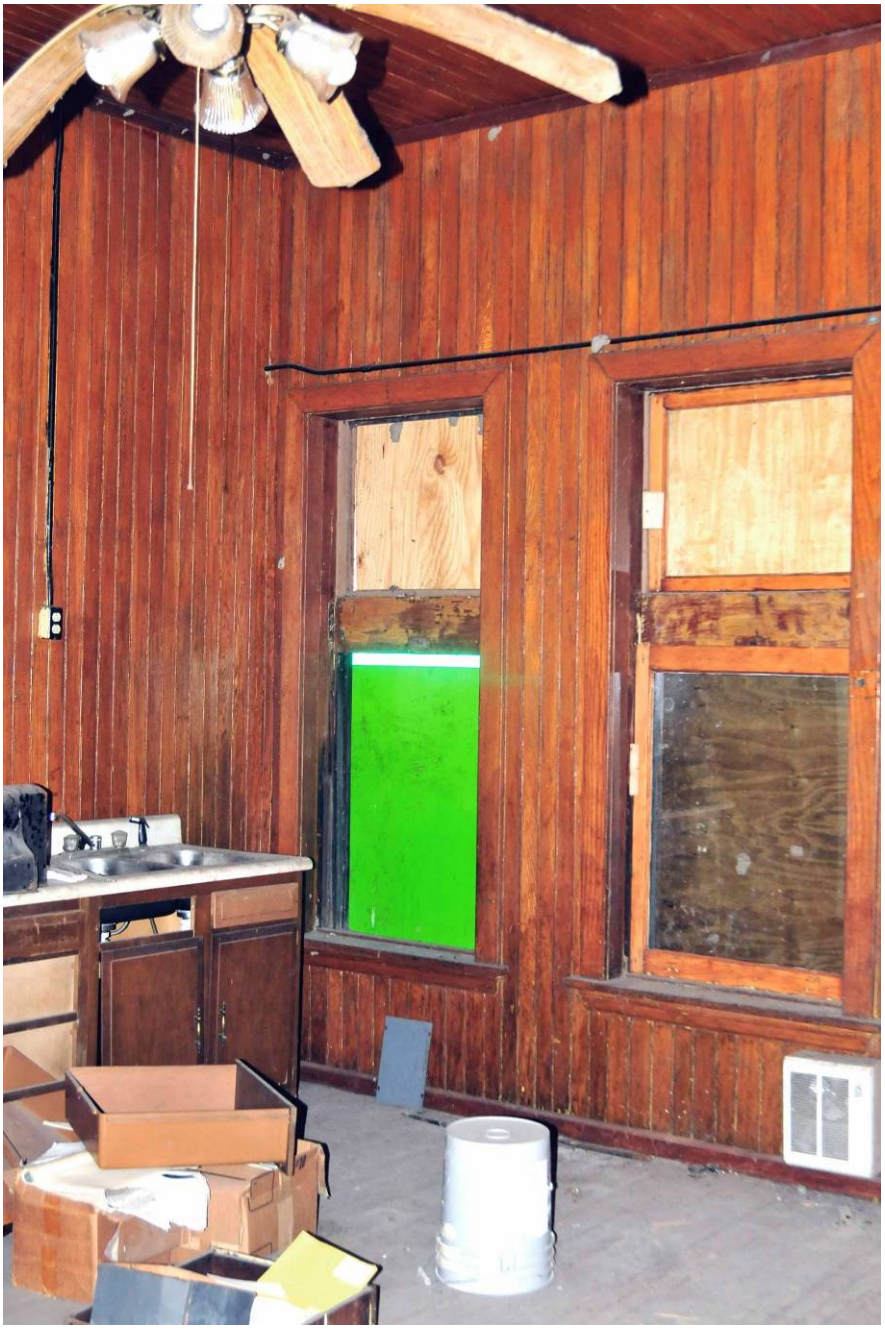


Fig 72. The bunkroom was used in the 1970s for living accommodations.

Employee Washroom

The employee washroom is a small simple space with tall proportions **[Fig 73.].** The walls and ceiling are heavily painted bead-board, the floor is 10" x 20" Tennessee marble tiles. The wall-mounted porcelain enameled cast-iron sink is cantilevered on painted cast-iron brackets. The faucets appear to be from the 1930s. In the corner, a painted bead-board stall now screens a replaced toilet fixture. A fiberglass shower stall unit is located adjacent to the toilet stall, presumably in the same location as the original shower stall. Various wall mounted shelves have been installed by the sink, as well as a beveled mirror with a reeded frame. Exposed conduit runs to power outlets and simple exposed bulb base plates that have been installed over the sink and on the ceiling. An electric wall heater was added in here as well. Historic newspaper articles note that this bathroom was once fitted similarly to those in the waiting room.

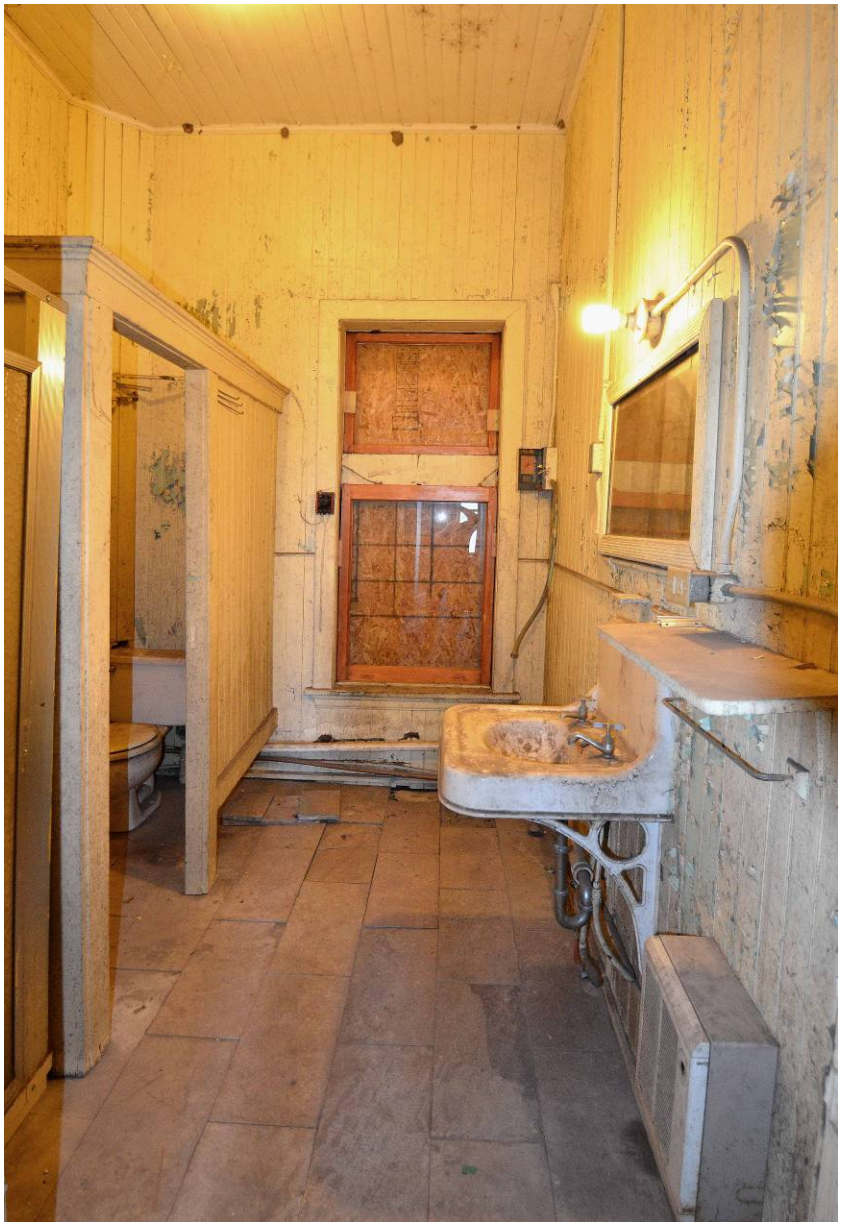


Fig 73. Employee washroom (May 2014).

The employee washroom is currently unused and there are no immediate adaptive reuse plans to refurbish this room or utilize it for historical interpretation. This room is considerably altered with only a few items worthy of salvaging including the original sink, beveled mirror, and the Tennessee marble flooring. The floor tiles might be harvested here to complete Dutchman repairs to the marble flooring in the ticket office. This bathroom could eventually be refurbished in conjunction with the depot master's office and bunkroom. If the second floor is ultimately used for office space, the bathroom can remain a half-bath; if the historic overnight guest-stay experience is pursued, a small shower could be reintroduced here as well. Virtually all other surfaces, trim and fixtures in the room must be completely stripped and repaired or replaced.

Accessibility

As typical of nearly all 19th century buildings, the Depot was not designed for wheelchairs or accessibility. The brick hardscape is uneven with drainage troughs and there are no curb cuts or ramps making it difficult to safely traverse in a wheelchair. The ample, wide exterior doors are potentially accommodating but they are heavy and there are no automatic door openers; nearly all of the thresholds are too high. The rest rooms are too small to accommodate handicapped stalls or the required five foot turning radius for wheelchairs. There are no lifts or elevators and therefore no accessibility to the second floor.

Complete, 100% "global" access is virtually impossible without seriously compromising the architectural integrity of historic buildings built a century before the Americans with Disabilities Act (ADA) in 1991. It would be costly and impractical to add accessibility to the second floor with little return; the small floor area here simply does not allow viable access. However, The Keokuk Depot Foundation should develop an accessibility plan to include improved access to the waiting room and an accessible corridor to new accessible restrooms in the freight rooms for disabled persons to fully participate in community functions at the Depot as a public venue. This planning should be carefully considered and developed in concert with adaptive rehabilitation plans for the waiting room, baggage room and freight rooms.