

# The Bulletin

## The Railroad Station Historical Society

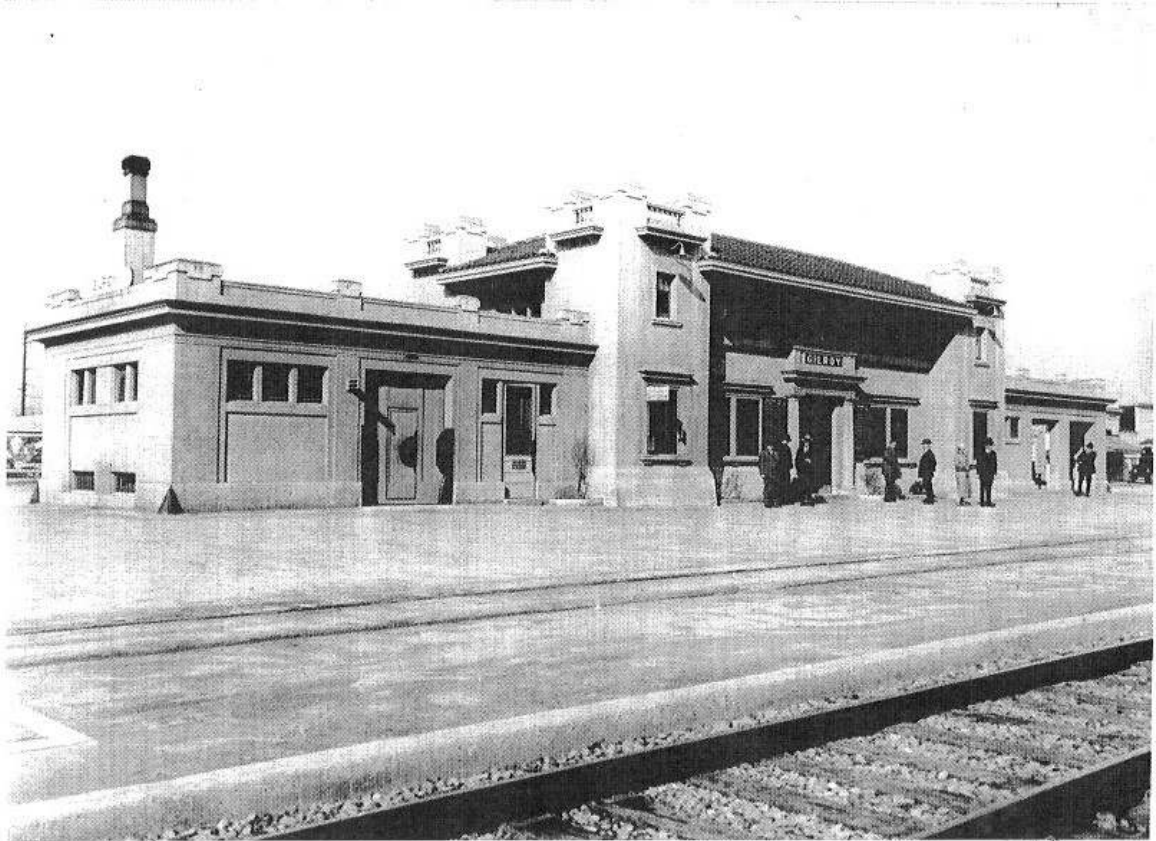
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### DEPOTS ADDED TO THE NATIONAL REGISTER OF HISTORIC PLACES - 2019

By Thornton Waite

*Gilroy's New Train Depot 1918*



**GILROY, CA Southern Pacific:** This is a 1918 photo of the then new depot. Photo: National Park Service Application for the 2019 Listing on the National Register.

## CALIFORNIA

**Gilroy - Gilroy Southern Pacific Railroad Depot, 7250 Monterey St.:** The Mediterranean style depot was built in 1918 at a cost of \$14,000 to replace the one built in 1869. It has a two story central block with one story wings on each side. The north wing was a patio for passengers who wanted to wait for the train outside, while the south wing was originally a baggage room and coal cellar. The central portion of the building was a waiting room and ticket office. The depot is redwood covered with stucco with a tile roof. It was closed by 1972 and used as an office by the SP and then boarded up and fenced off to prevent vandalism. Caltrain service to Gilroy began in 1992, and the depot was rehabilitated in 1998. It is used today by Caltrain, at the south end of its commuter line, and is part of an intermodal center.



**GILROY, CA Southern Pacific:** The waiting room with the period SP on the left and the modern Greyhound ticket agency on the right. Photos: Gilroy's application for the 2019 National Register



**GILROY, CA Southern Pacific:** Street side views of the structure Photos: Gilroy's application for the 2019 National Register

**San Francisco - Glen Park BART Station, 2901 Diamond St.:** The depot is a one story reinforced concrete building with a basement. It was designed by Ernest Born, who combined Brutalist and Bay Region Traditional styles, essentially unfinished concrete with minimal ornamentation. It was opened in 1973 on the Daly Line of the BART (Bay Area Rapid Transit) system. It is considered the crown jewel of the BART system. There is an escalator from the concourse down 60' to the tracks, with a 700' long platform that can accommodate BART trains up to ten cars long. Few changes have been made to the depot since it was opened. Although it is lightly used, ridership has increased in recent years.



**GLEN PARK, CA BART:** Left is the escalator entrance and right is a track side photo. Both photos from the 2019 applications for the National Register.



**LAMAR, CO Santa Fe:** The restored Santa Fe station is a tourist information center. Ken Lenoir photos

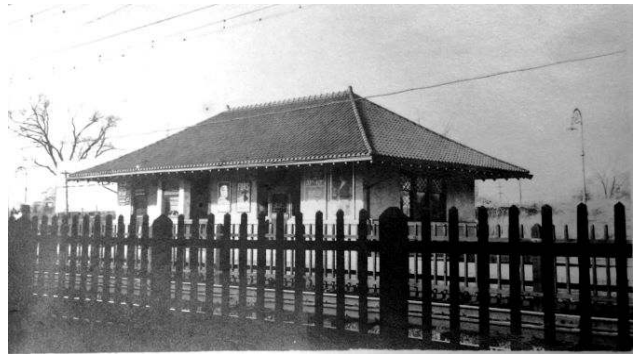
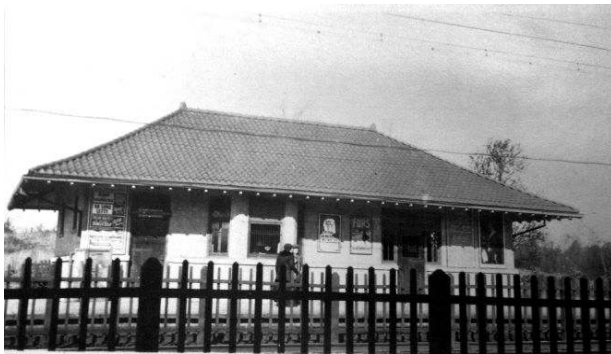
## COLORADO

**Lamar - Atchison, Topeka and Santa Fe Railway Passenger Depot, 109 E. Beech St.:** The

depot was constructed by the Santa Fe Railway in 1907 in the Prairie Style to a standard plan. The Garden City, Kansas, depot was built to the same plan. The one story brick building has 2490 square feet. The original red tile roof has been replaced by a red metal roof shaped to look like tile. It originally had a waiting room and ticket office in the west end and the express office and baggage room in the east end. The city acquired the depot in 1991 and it currently houses the Colorado Welcome Center and the Lamar Chamber of Commerce. The station is also a stop for Amtrak's *Southwest Chief*. Also on the station grounds are Santa Fe steam locomotive 1819, a windmill, and a water tank.

## CONNECTICUT

**Norwalk - Rowayton Depot Historic District, Rowayton Ave. roughly between Arnold & Witch Lanes.** This listing includes the one story Rowayton depot, which was built prior to WWI and is a stop for the Metro-North commuter trains. The railroad overpass is also part of the listing. The depot address is 299 Rowayton Avenue at 1 Belmont Place.



**ROWAYTON, CT New Haven:** 1916 Photos of the westbound waiting room from the Interstate Commerce Commission Valuation reports, National Archives (Bob Belletkie, [www.tylercitystation.info](http://www.tylercitystation.info))

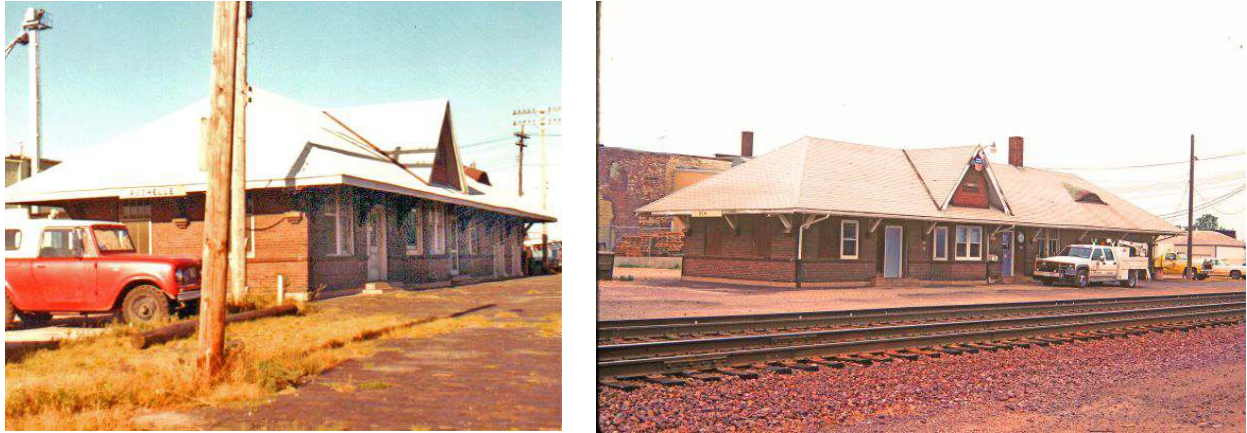
## DISTRICT OF COLUMBIA

The District of Columbia has listed a Multiple Property Listing title "Streetcar and Bus Resources of Washington, D.C., 1862-1962." The district had horse lines, cable car lines, and a variety of electric lines, many of them built by real estate developers. The first street railway was chartered by Congress in 1862, and the companies built car barns, stables, waiting stations, and power stations to operate their lines. Streetcar service ended in 1962.

**Capital Traction Company Union Station, 3600 M Street NW:** "Streetcar and Bus Resources of Washington, D.C., 1862-1962." The three story brick streetcar station was used by four different trolley companies as a union station, and is one of perhaps eight remaining trolley stations in Washington, D.C. It was designed by Waddy Butler Wood, a prominent architect of the time, built in 1894 and modified in 1910-1911. Trolley service ended in 1962, and Capitol Traction offices in the depot were closed in 1973. A fourth story was added in 1998. The building has a 140' tower which is a landmark, and the stairs were used in the filming of the 1973 film, *The Exorcist*. The station is part of the "Streetcars and Bus Resources of Washington, DC, MPS".

## ILLINOIS

**Rochelle, Illinois - Chicago & North Western Railway Depot – 214 North Main Street:** The depot is part of the Rochelle Downtown Historic District. It was built by 1922, and is a one story brick building. It is a long building with a hip roof with dormers and overhanging eaves. The Rochelle business district grew out from the depot. The railroad is now owned and operated by the Union Pacific Railroad.



**Rochelle, IL Chicago & North Western:** The 1971 photo at left during the C&NW era still has the brick platform.. The 1997 photo on the right has no platform. Both photos by Jim Nelson.

## IOWA

**Iowa City - Clinton Street and Railroad Depot Historic District –** the historic district includes the railroad depot at 109 Wright St.. It is a one story brick building built in 1898 by the Chicago, Rock Island & Pacific Railroad. The rail line is now owned by Iowa Interstate and the building is well-maintained and used for other purposes.



**IOWA CITY, IA Rock Island:** The left photo is the street side which illustrates its porticos. The

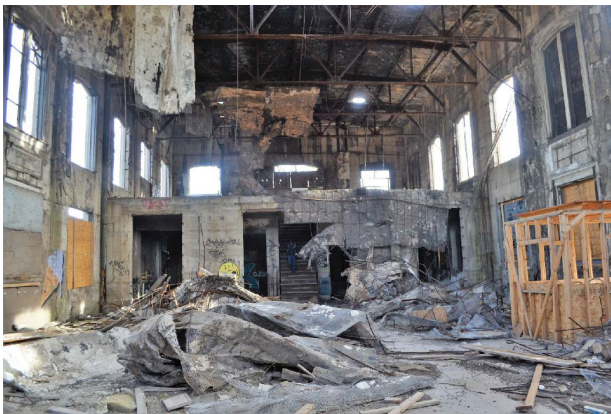
right side photo is from the baggage room end. Note the train order signal is still standing. Kent Lenoir photos.

## INDIANA

**Gary, Indiana - Gary Union Station, 251 N. Broadway:** The Gary Union Station was designed by Baltimore & Ohio architect Maurice Alvin Long and built as a gift by the United States Steel Corporation in 1910, only four years after the town was founded. It was wedged in between two sets of elevated railroad tracks, the B&O and NYC. The station included a freight depot. The two story building was made using reinforced concrete, and the freight depot is a one story building also made using reinforced concrete. The depot was closed with the advent of Amtrak and essentially abandoned it, subjecting the building to vandalism. In 2018 Decay Devils, a local non-profit, got ownership of the building and is working to revitalize it.



**GARY, IN Union Station:** The ground floor windows in the street view at left show that the lower windows are artistically boarded up. The baggage room view from track side is on the right. Both photos from Decay Devils application to place the structure on the National Register.



**GARY, IN Union Station:** These two interior photos of Union Station certainly show that it will take a large amount of funding to restore the building. On the right hand photo, one can see a large hole in the roof. This building was a stop on our Elkhart, IN convention many years ago and did not look too different then. Photos from the application to the National Park Service's National Register.



**Russellville, Indiana - Russellville Historic District** – This listing includes the Russellville Depot on Railroad Street. The station was built in 1903 following a fire in 1901 that burned down the earlier depot. The building had the standard freight room/agent off/waiting room arrangement. The tracks are gone and the depot has been modified some over the years, with metal siding and new windows and doors, but its heritage remains obvious, with a station sign on the end. Photo from application for the National Register of Historic Places.

## MISSOURI

**Appleton, Missouri - Appleton City Downtown Commercial District:** The historic district includes the original depot, built by the Tebo and Neosho Railroad Company ca. 1879. The building is a one story frame structure, still located adjacent to the tracks, and is believed to be the oldest existing MKT depot in the state. The T&N was absorbed into the Missouri, Kansas & Texas. The passenger depot closed in 1958, but the freight agency remained open. The depot was moved from its original location to its present location at 303 North Walnut Street in 1986 to prevent it from being razed. It has been restored and it is in a city park along with an MKT caboose next to it.



**APPLETON CITY, MO Missouri, Kansas & Texas:** The photo to the left was taken in 1972 when still an open agency. The photo to the right is the building after being moved and turned away from the tracks. Photos: Charlie Childs

## NORTH CAROLINA

**Lexington, North Carolina - Lexington Industrial Historic District- Roughly Bounded by East First and South Salisbury streets, the North Carolina Railroad corridor, and Wennonah Cotton Mill west lot lines** – The historic district includes the Southern Railway

freight depot, built in 1930 at 129 South Railroad Street. It is a long, one story building with brick walls on a cast stone foundation. The offices were on the east end, with the ten bay loading dock behind it. Behind the loading bays is a 120' open loading platform. The depot is now used for other purposes.



**LEXINGTON, NC Southern Freight House:** The brick structure on the left and on the right, the tracks to the structure in the distance are an echo of the importance of less than car load business in Lexington in the early 1930s. Photos from the application for the National Register of Historic Places.

#### SOUTH DAKOTA

**Midland - Midland Depot, 400 blk. of Main St.:** The two story wood framed depot was built in 1907 by the C&NW and had living quarters for the station agent on the second floor. It was moved away from the tracks and today it is part of the Midland Pioneer Museum.

#### TEXAS

**Gulf, Colorado and Santa Fe Railway Depots of Texas Multiple Property Submission (MPS) –**  
Cover documentation approved

The MPS includes:

**Alvin - Alvin Gulf, Colorado and Santa Fe Railway Passenger Depot, 200 Depot Centre Boulevard.** The concrete building is located on the mainline between Galveston and Bellville. Passenger service ended in 1968.

#### WASHINGTON

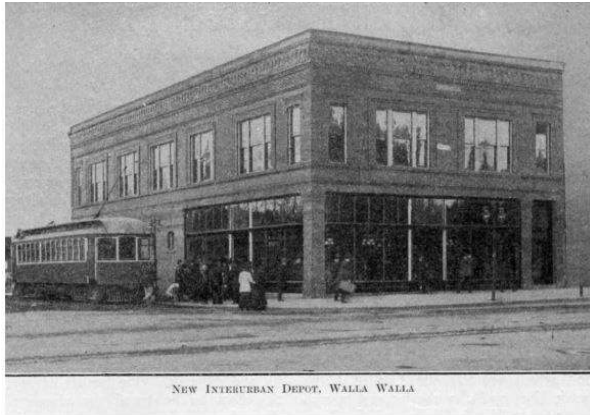


**Pullman - Northern Pacific Railway Depot, 330 N. Grand Ave.:** The one story brick depot was built in 1916 in the Flemish Revival Style, with three main sections. It is 178' long by 39' wide, and originally had a tile roof. It was built primarily to serve students at Washington State University, which is located in Pullman. Passenger service ended in 1966 and the depot closed in 1985. After going through several businesses, it is now called the "Pullman Depot Heritage Center" and is used as office space and for exhibit space by the Whitman County Historical Society. A Northern Pacific passenger car

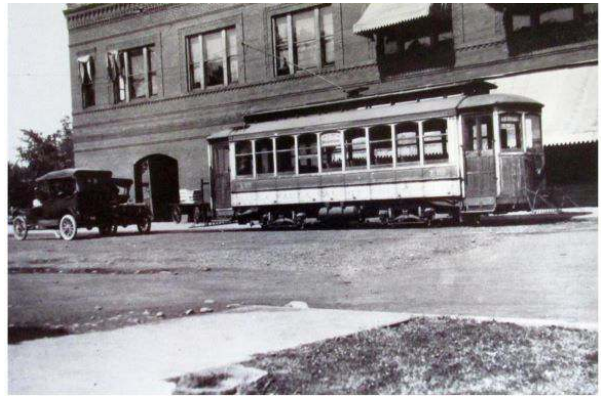


and caboose are spotted outside of the depot that are included in the listing – the two other passenger cars are considered to be non-contributing and may be removed. Thornton Waite photo.

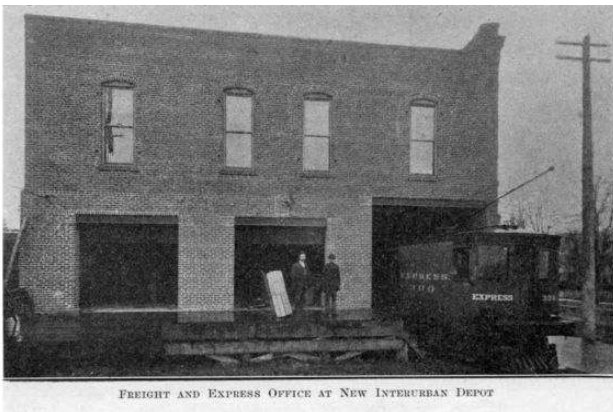
**Walla Walla - Bachtold Building-Interurban Depot, 330 W. Main St.:** The two story brick building was built in 1910 as an interurban depot. It housed the offices and a station of the Walla Walla Valley Traction Company. The interior had a waiting room, and the hardwood floors are still there, and the building also held a freight room. Trolley service ended in 1926, and most of the trolley tracks around the building have been removed. The building was then used by other businesses, while the remaining interurban lines ended up part of the Burlington Northern. The second floor is largely unaltered. Restoration started in 2018 so that it can be used for businesses, including a restaurant.



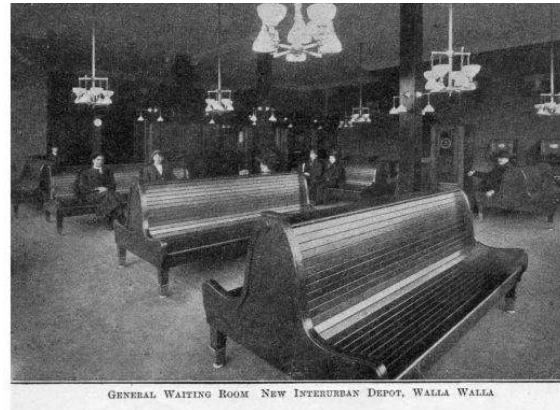
Historic Fig. 1: Walla Walla, WA—Bachtold Building-Interurban Depot. New Interurban Depot, southwest side. 1910. Source: JD.



Historic Fig. 2: Walla Walla, WA—Bachtold Building-Interurban Depot. New Interurban Depot, west side, looking east. Date unknown. Source: JD.



Historic Fig. 3: Walla Walla, WA—Bachtold Building-Interurban Depot. New Interurban Depot, north side. 1910. Source: JD.



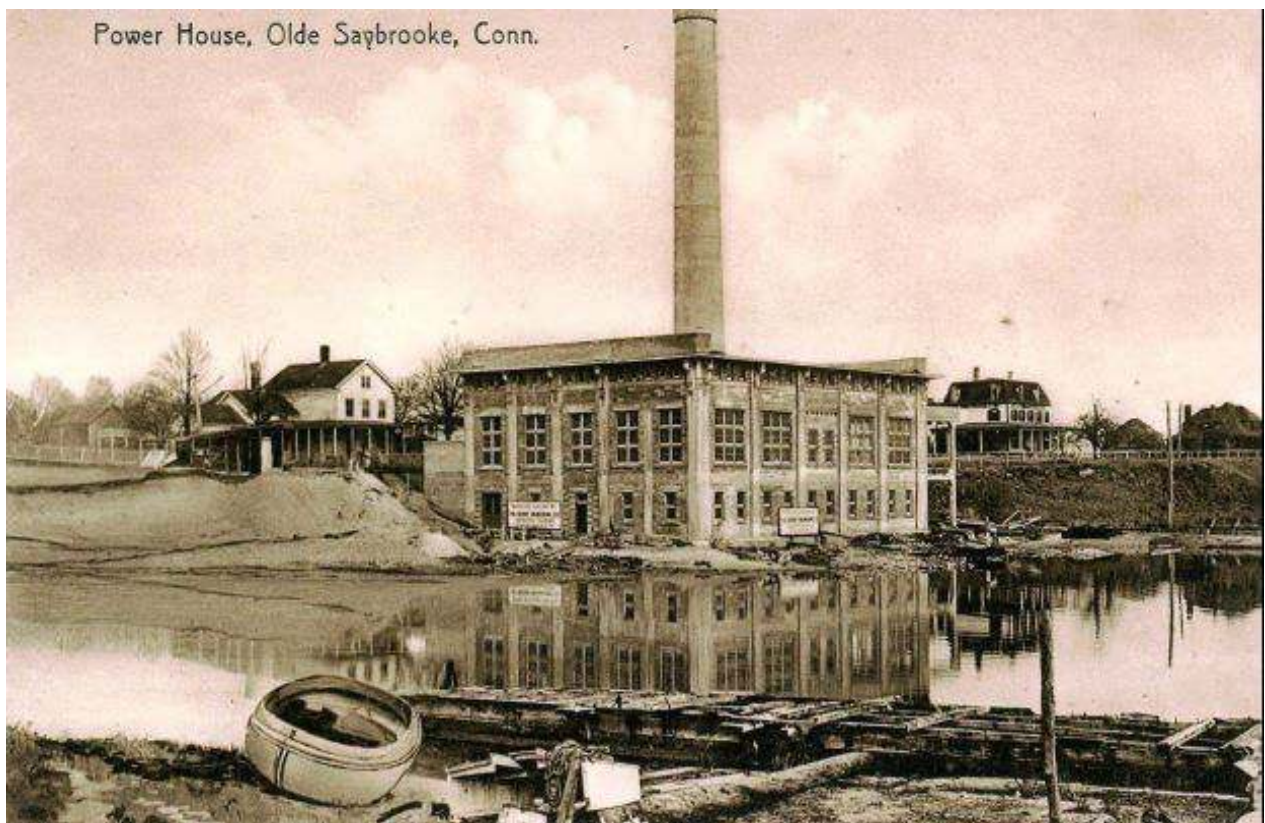
Historic Fig. 4: Walla Walla, WA—Bachtold Building-Interurban Depot. General waiting room of New Interurban Depot. 1910. Source: JD.

**WALLA WALLA, WA Walla Walla Valley Traction:** The above four historic views were used in the application for the National Register of Historic Places. This building was an extra stop at Walla Walla during the Washington State Railroad Station Historical Society Convention.

**OTHER RAILROAD-RELATED  
FACILITIES ADDED  
TO THE  
NATIONAL REGISTER OF HISTORIC PLACES  
2019**

CONNECTICUT

**Old Saybrooke -Shore Line Electric Railway Powerhouse, 2-20 Ferry Place:** The Shore Line Electric Railway Power House was a coal fired generating facility built 1908-1910 alongside the Connecticut River. It is a two story brick building constructed to provide electricity to the Shore Line Electric Railway. It had two 1500 kilowatt Curtis steam turbines. The building was sold to a firm who operated the Saybrook Yacht Yard from 1938-1946. It then became a boat repair facility until 1961, and is currently a mixed used marina and office space.



**OLD SAYBROOKE, CT Shore Line power house:** This postcard view is from the collection of Robert Belletzkic [www.tylercitystation.info](http://www.tylercitystation.info)

## NORTH CAROLINA

**Lenoir - Carolina and Northwestern Railway Freight Station, 1407 College Ave. SW:** The one story, flat-roof, brick building was constructed in 1950 by the Carolina and Northwestern Railway. Designed by the engineering staff of the Southern Railway, the Modernist style building cost \$125,000. The C&NW was a subsidiary of the Southern until it was absorbed into the Southern in 1974, which later became the Norfolk Southern. The freight station was used until 1994. The tracks are currently operated by the Caldwell County Railroad Company. The NS conveyed the property to Lenoir Depot LLC in 2018, and there are plans to rehabilitate it. It is deteriorating, although some efforts have been made to stabilize the structure.



**LENOIR, NC Carolina & Northwestern:** The street view of the building is on the left and the rear of the building on the right.



**LENOIR, NC C&NW:** The freight office is the left photo and the freight room and docks is the right photo. All four photos from the application for the National Register of Historic Places, NPS. You editor feels that the Southern built more nice brick freight houses in the late 1940s and 1950s than any other railroad.

**Lexington, North Carolina - Lexington Industrial Historic District- Roughly Bounded by East First and South Salisbury streets, the North Carolina Railroad corridor, and Wennonah Cotton Mill west lot lines** – The historic district includes the North Carolina Railroad Tunnel, built from 1923-1929, and the North Carolina Railroad Tracks, built in 1855. The double

track line of the present-day Norfolk Southern forms the south boundary of the historic district. The freight house still has some siding tracks between the building and the main line. The tunnel is a one lane road under the railroad tracks built sometime between 1924 and 1929.

## TEXAS

**Yoakum - Yoakum Commercial Historic District, roughly bounded by Nelson St., South St., Culpepper St., and Forrest St.:** The commercial district includes the railroad tracks on the east side of the district and the railroad overpasses. The railroad serving the town was the San Antonio and Aransas Pass Railroad. They later became part of the SP which closed the shops..

## WASHINGTON

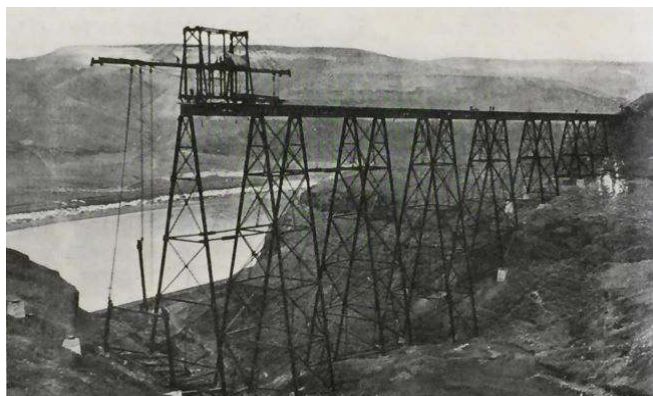
**Bridges of the Spokane, Portland & Seattle Railway Company 1906-1967** – Multiple Property Submission – Cover Documentation Approved. The MPS includes:

**Windust, Washington- Spokane, Portland & Seattle Railway Company – Box Canyon Viaduct (270.0) - Milepost 270.0 on the former Spokane, Portland & Seattle Railway Co, line** – The Box Canyon viaduct is one of four viaducts built in 1908-1909 at this location, crossing Burr, Bouvey, Wilson, and Box canyons. It has nine steel towers with a maximum height of 225' and 21 deck plate girders totaling 1245'. They are of a standard Northern Pacific design. The SP&S was merged into the Burlington Northern in 1970, and the line closed in 1987. The rails were removed and the line transferred to Washington State parks in 1991. The viaduct is now fenced off, but remains standing.

Other Bridges Listed as part of the SP&S MPS Submission:

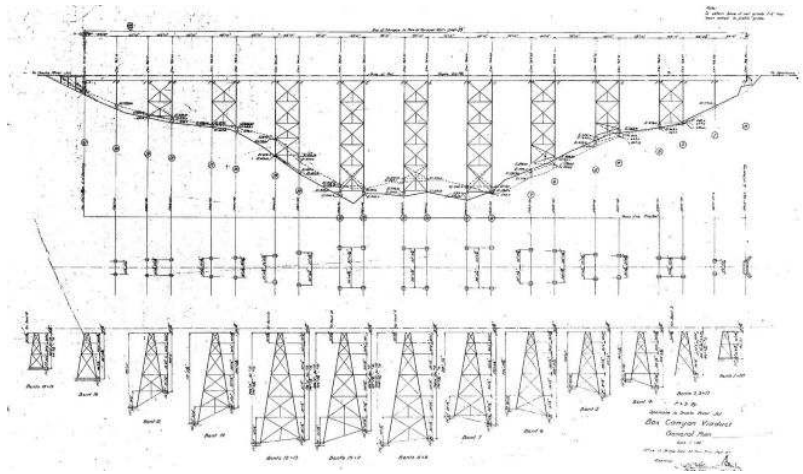
**Cow Creek Viaduct - Milepost 304.4** - former SP&S RR line, Ankeny vicinity

**Bridge 291.4 -- Milepost 291.4** - O.W.R.&N. Crossing-- former SP&S line crossing Yeisley Rd., Washtucna vicinity,



**BOX CANYON, WA SP&S:** construction photos circa 1908-1909





**BOX CANYON, SP&S:** construction photo and design of bridge.

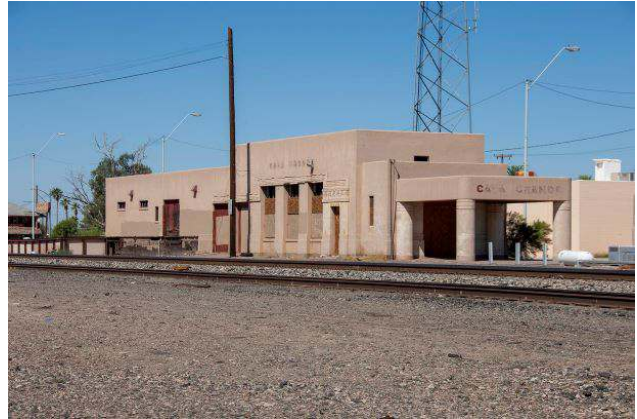


**BOX CANYON, WA SP&S:** current bridge is reflected in these photos. Although listed near Windust, WA it is also near the Lower Monumental Dam on the Snake River. All photos from the application for the Register of the Historic Structures on the National Register of the NPS.

## OTHER CHANGES TO THE NATIONAL REGISTER

### ARIZONA

The Southern Pacific Railroad Depot at 201 W. Main Street in Casa Grande, was removed from the National Register of Historic Places.



**CASA GRANDE, AZ Southern Pacific:** Left a 1998 shot of the building and right is a 2008 shot of the building. The building was replaced by a trailer. Phillip Fortnam photos

### CALIFORNIA

The Kelso Historic District had a boundary increase encompassing the schoolhouse and ancillary structures and the privately owned post office/general store.

### GEORGIA

The Western and Atlantic Railroad Zero Milepost between Wall Street and Railroad Avenue at Central Avenue was removed from the National Register

### LOUISIANA



**Mansfield, Louisiana-** The Kansas City Southern depot at Polk Street was removed from the National Register.

**MANSFIELD, LA Kansas City Southern:** At the time of the photo, the building was home to the De Soto County Council on Aging. They moved closer to downtown and the building is now gone. Ken Lenoir photo

### VERMONT

The White River Junction Historic district, which includes the depot at White River Junction, had additional documentation and a boundary increase.



**WHITE RIVER JCT, VT Union Station:** Phillip Fortnam photos

*The Bulletin* of the Railroad Station Historical Society, Inc. is published six times a year. Kent Hannah, Editor 1312 Woods Drive, Keller, TX 76262-9327 phone 817-431-8435, [pkhannah@verizon.net](mailto:pkhannah@verizon.net) James Dent, Business Manager 26 Thackeray Rd., Oakland, NJ 07436-3312 212-818-8085 [jdent1@optonline.net](mailto:jdent1@optonline.net) Membership is from Jan. 1 to Dec. 31. SEND ALL ADDRESS CHANGES AND DUES TO THE BUSINESS MANAGER.. RSHS web site: [www.rshs.org/](http://www.rshs.org/) Board of Directors RSHS: Norbert Shacklette 125 American Inn Road, Villa Ridge, MO (emeritus); Kent Hannah 1312 Woods Dr., Keller, TX 76262-9327 (publications); James Dent, 26 Thackeray Rd, Oakland, NJ 07436-3312 (finance); Andy White , 6240 Bright Plume, Columbia, MD 21044-3791 (conventions); Mark J. Camp, Dept of Env. Sci., Univ. of Toledo, Toledo, OH 43606 419-530-2398 [m.camp@utoledo.edu](mailto:m.camp@utoledo.edu) (Website, Archives); Art Peterson 3200 Gordon Drive, Greenville NC 27834 (emeritus) Dan Frederick 304 East Silver Fox Road, Newark, DE 19702. Dues: \$15.00 for US, Canada, \$25.00 Other Foreign (please remit US funds)

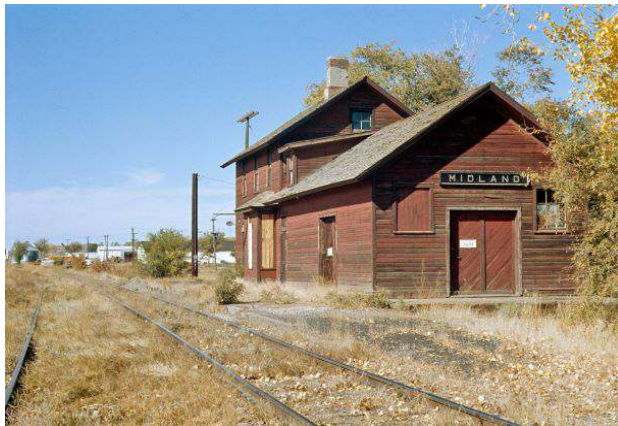
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### Editorial Ramblings

I must thank the membership for its help in obtaining photos for this issue. Mark Thomas of Durham, NC really helped out as he had access to a program that could extract photos from the Adobe applications for the National Register. That is why you find so many historic photos on some of these structures. Now this is an experimental issue which I am using a resizing program that I have not used before. If it does not turn out publishable by the printer, I shall have to redo it with larger photos. Wish me luck!

When one includes the mystery station photos, I had more feedback from the membership than any issues that I ever have done. The Burns is the Union Pacific depot at Burns, OR in central Oregon. Several members identified the building and even sent in some additional photos. Now the second building was thought to be in: Salem, OR, Green River, WY and Richmond, IN. Thornton Waite thinks it is Green River and you Editor feels it might be Salem, OR. There yet has not been a positive ID on the building.



**MIDLAND, SD Chicago & North Western:** A late submission by member Craig Bluschke of the depot in its original location. If you get *The Bulletin* electronically you will notice that the rails are shiny. Even today, the crews out of Rapid City and Pierre trade trains at the siding at Midland. The depot is now moved to a park and restored. Both photos by Bluschke.