

The Bulletin

The Railroad Station Historical Society

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The Railroad Stations at Disneyland

By Thornton Waite



Main Street Station Disneyland: It has a larger clock tower and Mickey Mouse floral arrangement. (Collection of Thornton Waite)

Walt Disney was a true railfan, and even had a live steam railroad layout on his home lot in Burbank, CA. It only followed that he would make sure his railroad interests were part of Disneyland, providing an outlet for his interests and a fun means of traveling

Disneyland. In addition to restored rolling stock and motive power, the railroad stations were an important part of the operations of the Santa Fe and Disneyland Railroad. There were several stations on the line, all with different backgrounds and histories. The stations were

located at Main Street, Frontierland (Later designated New Orleans/Frontierland /Tomorrowland, Fantasyland, Videopolis, and Toontown. A close look at each one shows their varying and interesting backgrounds.

Main Street: The Main Street station is, of course, a symbol of Disneyland and probably the most well-know one. Located above the main entrance, at 100 Main Street, it provides ready and easy transpiration to the other areas in Disneyland. The 270' long Second Empire Victorian-style building is situated 20' above the Disneyland entrance and is typical of depots built on railroads in the beginning of the twentieth century. Inspiration for the building came from Walter Berg's book *Buildings and Structures of American Railroads*. The exterior was designed by Bill Martin who combined several Victorian elements and design styles. The roof uses three different styles of shingles in alternating layers.

The building has a sign with the depot elevation (138 feet), name ("Disneyland") and populations, which is the total number of visitors to Disneyland. The main clock tower has clocks, and over the years sponsors, such as Timex, have had their name of it. The exterior is made using a plaster cement over the wood frame, painted to look like brick and stonework, a technique used in the movie industry. The depot has wooden door and window frames. The waiting room can seat 300, complete with a non-operating potbelly stove and working scales, and has had various displays in it over the years, including some of Walter's railroad equipment and vintage railroad items. Employees have offices in the depot rooms. The Kalamazoo Manufacturing Co. of Michigan donated an operating hand car for display in front of the depot on a side track. It is one of the few buildings in the park which can be seen from all four sides.

Frontierland/New Orleans: The next station was originally known as Frontierland where visitors could get off to visit the Frontierland attraction. It is the only other full size depot complete and is at an elevation of 144 feet. It was only logical that a depot design similar to the Main Street one be used, although the rear end is exactly the same as the front. It was designed after the station in the Disney movie *So Dear to My Heart* which in turn was designed after the Lehigh Valley depot at Pottsville, PA. The plans were found in the book by Walter Berg from the 1880s. The prototype for the depot was Ward and Betty Kimballs' depot on their Grizzly Flats Railroad. The depot had the expected features of the era, with a clicking telegraph, scales, and gingerbread trim. The telegraph repeats the first few sentences of Walt Dinsey's speech made at the opening of Disneyland.



Frontierland station also has a water take. The station is behind the trail. (Thornton Waite Collection)

In 1956 two small additional shelters were added over the platforms to keep the sun off waiting passengers. In 1962 the depot was moved across the tracks to make space for a new area with a New Orleans theme. A few years later it was moved about 200 feet west and elevated five feet. It was now adjacent to New Orleans Square and the Haunted House,

but it was not until 1996 that the name was changed to New Orleans Square and the Haunted House. The depot now houses the park's California Adventure telephone exchange. The station has a semaphore indicating the next train arrival and an operating water tank. Although the tank has a wood exterior, it is lined with plastic. There is also a small freight house across the tracks from the station used for employee rest facilities.



Frontierland: This is a 1994 view after the station was moved and converted into a phone exchange and employee area. Note it was moved to be by the freight house. (Thornton Waite photo).

Tomorrowland: The Tomorrowland station had a simple, futuristic style, and was not opened until 1958, three years after Disneyland opened, in part because Disney was running out of money when it was built. The 202 foot building was a simple concrete slab with an aluminum structure. It had a modernistic style, a covered waiting area, inspired by the platforms at the Los Angeles Union Passenger Terminal. Severing the Grand Canyon Diorama, it was replaced in 1998 when Tomorrowland was rebuilt, using a more modernistic style. Tomorrowland had the Disneyland-Alweg Monorail.

Fantasyland/Videopolis/Toontown: The next station was the Fantasyland Station, built in 1956, a year after the park opened. This provided a total of four stations on the railroad, which was just over a mile long. This station had a Medieval design, with a long platform with colorful, striped awnings and tournament flags. This station was removed when "It's a Small World" was installed in 1966.

In June 1985 **Videopolis**, a dance pavilion, was opened, and with it a new station to replace the Fantasyland station. It was a cement platform with canvas panels over metal frames. This was done under the direction of Michael Eisner and Frank Wells.

The **Toontown** depot was built in 1993 to replace the Videopolis station. This whimsical station was built using wood at various angles with a red shake roof and has no right angles. There are several whimsical items such as the anvil-shaped suitcase, but the interior of the depot is not open to the public. There is a non-functional water tank at Videopolis.

As a side note, the Santa Fe helped back the construction of Disneyland, and its logo and name were prominently displayed until 1974, when the agreement was terminated. The line was then known as the Disneyland Railroad.

The other Disney parks, The Magic Kingdom at the Walt Disney World Resort, Tokyo Disneyland, and Disneyland Paris, also have their own railroads and railroad stations.

Further Reading:

Walt Disney's Railroad Story, by Michael Boggle, Pasadena, CA Centrex 1998

Welcome Aboard the Disneyland Railroad by Steve DeGaetana, Winnetka, Steam Passages Publications, 2004

The January 12, 1918 Gary, IN Blizzard

Division and kept going at an angle and appears to have become a major blizzard covering much of Ohio. Evidently the photographer rode a work train consisting of a two cabooses loaded with snow shovelers. The photos were originally marked in white and then the black printed was added which you can easily read..



Your Editor normally does not purchase photos from E-bay, but I recently saw a group of original photos listed from the Pennsylvania Railroad Logansport Division taken after a blizzard dated Jan 15, 1918. The storm started in Chicago on Jan. 11, 1918 and by Jan. 12, 1918 Gary was cut off from rail and road traffic. The storm evidently covered the northern segment of the Logansport

CROWN POINT, IN PCC&STL: Snow plow clearing track No. 2 3/4 mile west of Crown Point. This vast white wasteland today is now suburbia, full of subdivisions and modern houses. Of course both tracks are long abandoned by CR circa 1976 and the right of way has vanished in the area.



P.C.C. & ST. L. R. R. LOGANSPORT DIVISION

Boone, Looking East Jan. 15, 1918.



SANDY HOOK
P.C.C. & ST. L. R. R. LOGANSPORT DIVISION

Sandy Hook, Coal Dock, On No. 4 Track Looking West Jan. 15, 1918.

Page 21 top

BOONE, IN PCC&StL: There was a water tank at Boone and the photographer's back is evidently close to a interlocking tower. There are four different semaphores in this photo all set to red and this location is not listed in any Logansport Division timetables that I have. I suspect it is near Boone Grove, IN on the Erie as the two road paralleled each other between Kouts and Crown Point. That lone semaphore on the right looks like a branch coming into the main, but the Pennsylvania had no branches in the area.

Page 21 bottom

SANDY HOOK, IN PCC&StL: Track No.4 at the coal dock at Sandy Hook. The work train at Sandy Hook coaling station which had at least four tracks. This was a few miles north of the Erie crossing at Kouts, IN. The 2 gentlemen standing by the left side of the coaling tower are the supervisors for the work train. There is a motor car be the end of the last caboose and one shoveler can be seen on the left. The water column for southbound trains can be seen to the right of track No. 4



HEBRON, IN PCC&StL: The shovel gang at "RN" tower evidently trying to uncover the eastward siding. There appears to be a car on the right of track No. 1. I see no signs of an interlocking of RN Tower in this photo.

RUSH, IN PCC&StL: PRR gang using a steam crane to widen the drift shoulders. (Top page 23)

RUSH, IN PCC&StL: The Pennsy really must have been short of snow fighting equipment to use a clamshell crane to breakdown the snow shoulders. The western roads would have used the wings on their Jordan Spreaders. (Bottom page 23)





Top: **HARTSDALE, IN PCC&StL:** The engine terminal at Hartsdale. It looks like the yard still need to be dug out.

Bottom: **BERNICE, IL SC&S branch:** The South Chicago & Southern was a freight only line. It appears the engine is starting to clear a yard track.



BERNICE, IL PCC&StL: the depot is on the right side. Evidently the interlocking machine is in the depot. At this time, Panhandle trains used this route to Washington Heights and trackage rights on the Rock Island a short distance then north to the Milwaukee Road tracks at Western Avenue and used the north entrance of the old Chicago Union Station. The Fort Wayne route used the south entrance of Union Station.

ANAHEIM, CA Amtrak: In 1983 Amtrak built a new station for Disneyland (4 miles distant). Today it is quite close sports venues that did not exist when built. Art Peterson photo. (Right side)



Member Theresa Melbar of California submitted the 2019 Southern Pacific Livermore, CA station's receipt of the Governor's Award for Historic Preservation. The article is from the California Office of Historic Preservation website. She would like to see greater interest and coverage of California depots. If any of our members or readers would like to submit additional articles on California structures, feel free to do so as your Editor certainly needs the articles!

2019 GOVERNOR'S HISTORIC
PRESERVATION AWARDS
Livermore Railroad Depot Relocation and
Rehabilitation
The Livermore Railroad Depot, built by

is discouraged due to the associated loss of
integrity caused by the move. In the case of
the Livermore Depot, however, the project
team believed that the restoration of a more
historic context in association with the



Southern Pacific in 1892, served as the city's depot into the early 1960s. The Depot was modified and remodeled several times during its most active period from 1892 to 1942, and was further altered after ownership transferred from Southern Pacific in 1973.

After a series of private owners, the City of Livermore Redevelopment Agency acquired the Depot in 2007. By the time the Relocation and Rehabilitation Project began, the building featured insensitive additions, loss of several historic windows and doors, and a non-historic paint scheme. The integrity of the building was further compromised by a loss of context from the relocation of the train tracks in the 1970s and the redevelopment of the area around the Depot, leaving the building in the middle of a commercial parking lot.

In general, the relocation of historic structures

current railroad tracks and transit, and use once again as a transit ticketing office and waiting area would be a net positive for the treatment of the building and its integrity of feeling and association.

The scope of the project included selective demolition of non-historic additions and preparation of the building for relocation to the new site. In designing the rehabilitation of the building, every effort was made to find as much historic documentation as possible to understand the changes over time and design any interventions to be compatible with historic architectural features of the building. Rehabilitation work included restoration of the original redwood exterior siding; repair and replication of wood windows, doors and architectural details including roof cresting and replica chimneys; and rehabilitation of

existing historic finishes at the interior of the building. Uncovering of original historic materials helped confirm the accuracy of the exterior finish schemes as well.

From the time that the Southern Pacific Railroad closed the Livermore Depot in 1973, the community has rallied around the building and championed its preservation. Members of the Livermore Heritage Guild were deeply involved in the details of the rehabilitation, sharing their research and archival materials. Additionally, when the Depot originally closed, many long-time Livermore residents salvaged and preserved significant features of the building, including a historic clock and other artifacts. Many of these items were donated to the rehabilitation project and are incorporated into the historical display within the waiting area of the building.

The affection that many residents of Livermore have for the depot is due in part to the significance of railroads and the Depot in the development of Livermore as a city. By connecting the area that is now Livermore to the rest of the Bay Area and lands beyond, the Depot facilitated the development of the city around it. The rehabilitated structure is part of a renaissance of rail transportation throughout the state; it serves once again as part of a rail system connecting Livermore to the greater Bay Area. Furthermore, it stands as testament to a community's pride in and engagement with its past.

RAILROAD HOTELS

David Osborne of British Columbia has developed an interest in railroad hotels. He so far has defined railroad hotels as former railroad owned buildings that were built as hotels or buildings built by railroads that were converted into hotels. The issue of privately owned hotels next to the station currently is not resolved. I feel these building should be and there certainly are a large number of these buildings surviving

as apartment houses in small towns. Dave is kind of looking for a "home" to develop information on the subject and write articles. Now, David is from the newer generation who do almost all of their research on the internet. I have told David that I think the RSHS should be the place for him to do so. Now, his knowledge of especially the demolished hotels in the states is quite weak, so if any of our members would like to contribute to his research, let me know by E-mail and I shall put you in contact. What follows are four of his hotel write-ups that I think our members will find interesting. Now, there are no photos, so, if you have illustrations for these, E-mail me a scan and I shall publish them in the next issue.

TRAIN STATION INN 21 Station Road Tatamagouche, Nova Scotia

Yes, there is a town in Nova Scotia named Tatamagouche. In 2011 it had a population of 2,037 (2,070 when the Inn is full). In 1887 the Intercolonial Railway built a line through Tatamagouche erecting a two story brick station to serve the community. The Intercolonial was one of the group of bankrupt rail lines that were merged together in 1923.

In 1960 the CN had no use for the station as passenger traffic had long ago evaporated and elected to close the station. They did not demolish the building but instead used it for storage.

In 1974 the CN sold the station to an 18 year old named Jimmy LeFresne for \$500.00 with the caveat that he could not use the station until the CN abandoned the track. LeFresne expected the rail line to be abandoned in the very near future, bu the CN continued to run the occasional train through

town for another 12 years. That gave him time to figure out what to do with the station and to secure the funding to go through with his plan.

Now having acquired the siding, in 1989 LaFresne opened the Train Station Inn. It consists of 7 caboose and 2 box cars all converted to sleep 3 or 4 guest. The station itself served as the check in counter and served breakfast, with sleeping quarters on the second floor for staff.

LaFresne then acquired a 1911 parlor car and a 1928 dining car from the CN that were headed to the scrap yard.. He converted the parlor car into a 1920s decor cocktail lounge and brought the dining car up to the standards necessary to function again as a dining car with a fully modern kitchen. After 31 years of business, the Train Station Inn has built a solid reputation not only as a hotel, but also as a highly rated restaurant severing three meals a day using locally grown produce. The abandoned Intercolonial rail line is now a 37km hiking/biking trail (part of the Trans-Canada Trails) that brings in additional business, mainly in the restaurant. After 46 years, Jimmy LeFresne still comes to the station and inn every day, but has left the day to day operations to the next generation.

All efforts have been made to keep the station looking as it did in 1887 (inside and out). An excellent preservation of a railway station that is now one of the oldest intact stations in Canada.

PENSACOLA GRAND HOTEL
200 East Gregory St.
Pensacola, FL

Too often large railway stations in downtown cores are torn down for redevelopment; or if preserved, end up as hollow unused edifices awaiting their fates. In

some respects, the larger the station, the more difficult it is to find an appropriate repurposing.

In 1912 the Louisville & Nashville Railway replaced its 1882 depot in Pensacola, FL with a large two story brick and stucco station to keep pace with the booming tourism business in Florida. The station satisfied the needs of the city and the railroad for almost 60 years until 1971, when like many other stations in the country, it became obsolete overnight. The L&N was out of the passenger business and the building closed in 1971.

The building sat empty for ten years as various plans for it came and went,; most required the demolitions of the station. In 1981 a plan came forward to keep the station and restore the exterior to its original appearance. The grand waiting room in the station would be utilized as a ballroom, meeting halls and dining facilities. A 210 room 15 story hotel would be constructed at the rear of the station.

No part of the station was demolished, even the freight house was preserved. The added hotel room portion of the development was situated such that from a distance, it appears to be a separate structure, not part of the old station. The interior of the old station has kept its charm while still providing the convenience of a modern hotel. Unfortunately, nothing is perfect. The hotel has struggled to maintain a profitable occupancy rate. This is partially due to its location away from the beaches, but mostly due to the on-ramp to I-110 that is wrapped tightly around the building. It has been brought and sold a number of times over the past 30 years. Today it is open and remains an excellent example of how a large station can be repurposed while retaining its original

elegance. (Editor's note: I consider this building to be almost impossible to photograph. A grab shot from the Freeway on ramp gets part of it, but if you take the downtown exit, one finds the ramp blocking the photo.)

HOTEL PARQ CENTRAL
607 Central Avenue
Albuquerque, NM

The Hotel Parq Central began life in 1926 when it was built by the Atchison, Topeka & Santa Fe Railway as a hospital for their workers. Named the Santa Fe hospital, it specialized in treating injuries most frequently found in railroad employees. Perhaps to clarify itself from other hospitals in Albuquerque, the name of the hospital was changed to the AT&SF hospital in 1942. By the end of the 1970s, the hospital was no longer needed for its original purpose. There were considerably fewer employees of the Santa Fe and safety improvements have substantially lowered the number of worker injuries.

The property was sold in 1980 and with minor upgrades, was opened in 1982 as the Memorial Hospital. It was dedicated to treating psychiatric problems in children. The psychiatric hospital closed in 2007, the same year the building was placed on the National Register of Historic Places.

While being recognized as a historic place was a plus, it also severely constrained attempts to redevelop the site. The building sat empty for over ten years. In 2010, after \$21 million had been spent, the building reopened as the Hotel Parq Central. The exterior had been brought back to its original appearance, but the interior was extensively modified to house 59 rooms and 15 suites in a boutique style hotel. However, the hotel is dogged or envied (depending on your inclination) with the reputation as a haunted hotel. Guest and staff

have experienced events that for some are unnerving. Haunted or not, the Hotel Parq Central is an excellent example of what can be done to preserve a historic railroad structure while creating a useful (and profitable) second (third in this case) life for it.

LACKAWANNA STATION
HOTEL
700 Lackawanna Avenue
Scranton, PA

Begun in 1906 and completed in 1908 by the Delaware, Lackawanna & Western Railroad, the station was built to show off the prestige of the railway. Granite exterior with marble and stained glass in its interior, the station not only was pride of the railway but the citizens of Scranton as well. Initially five stories high, a sixth floor of office space was added in 1924 reflecting the prosperity of the railway at the time. The new floor was designed to blend in perfectly with the original structure.

As was the case with all large stations, passengers traffic began to disappear from the railway and by the 1960s the station was all but empty of customers. The coming of Amtrak in 1971 spelled the end for the station. After the railroad offices moved out, the building was boarded up and left to the elements.

The City of Scranton also was going through hard times as well. The industrial base that had built the city had become out of date. Factories were closing and unemployment was increasing. Downtown Scranton suffered as shopping districts moved from the city to the suburbs.

The Erie Lackawanna Restoration Associates, a group of dedicated to improving downtown Scranton secured \$13 million in

grants from government and private industry in 1980 for two restoration projects. They converted the station into the Lackawanna Station Hotel and created Steamtown, USA, a short walk away in the former Lackawanna shops area. The Lackawanna Station Hotel opened in 1983. The hotel has won numerous awards for its restoration. The exterior looks like a train station instead of a hotel. The interior halls have been restored to their original railroad glory while the upper floors have been converted into 122 rooms.

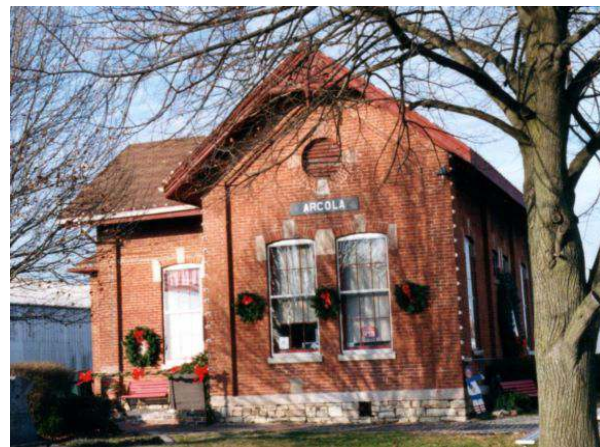
Staying at the hotel is a perfect means of setting the mood for a visit to Steamtown USA down the street. If one wants to watch trains, as for a room facing the back of the building.

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 James Dent, Business Manager 26 Thackeray Rd., Oakland, NJ 07436-3312 212-818-8085 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/ 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 (Website, Archives); Fred High. 16912 SE 29th St., Kent, WA 98042; Art Peterson 3200 Gordon Drive, Greenville NC 27834 (emeritus) . Dues: \$15.00 for US, Canada, \$25.00 Other Foreign (please remit US funds)

SHORT NEWS ITEMS - In reality your Editor is typed out, so you are going to get a photo tour of some Indiana and Illinois depot by the late Ron Stuckey of Indianapolis, IN. I.E. Your Editor was rummaging around in the boxes of old correspondence and plucked some articles out of those boxes.



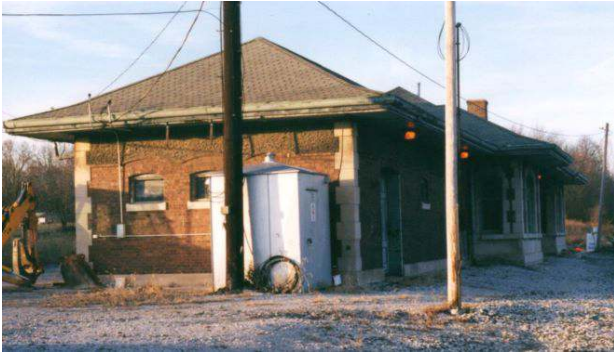
DANFORTH, IL Illinois Central: This 1940s replacement station on the main line north of Gilman was taken in 2002.



ARCOLA, IL Illinois Central: Today it is the chamber of commerce. It is one of the older stations left standing on the IC main.



Page 30 bottom right **GREENCASTLE, IN Pennsylvania:** Taken Dec. 16, 2002



GREENCASTLE, IN New York Central: A typical Big Four county seat station.



ROCKVILLE, IN Pennsylvania:



FARMERSBURG, IN Terre Haute, Indianapolis and Eastern Traction



FARMERSBURG, IN Terre Haute, Indianapolis & Eastern Traction: Both photos were taken in 2002. Your editor doubts this building is still standing.



BROWNSTOWN, IN Baltimore & Ohio



BROWNSTOWN, IN B&O: The odds of the CSXT letting this still stand is also slim. Oct 7, 2002 photos

Don Foral of Omaha, NE send in a few photos of depots that he cannot ID. Drop me a E-mail if you know where these are.
pkhannah@verizon.net



Mystery depot No. 1



Mystery depot No 2



Mystery depot No. 3 The Antique Depot



Mystery depot No. 4: hint sign says Florence Community Center- Editors guess Florence, CO joint D&R.W. & AT&SF station



Mystery depot No. 5: Where is this brick box?

MEMBERSHIP NOTICE

The board of directors due to the Coved-19 issues have cancelled the 2021 Railroad Station Historical Society Convention!

Editorial Ramblings

Although many of our members look forward and enjoy our annual conventions, it was decided that considering our average ages, that riding around in the close confines of a bus for 3 or 4 days was not an intelligent decision in the Age of Coved-19 version whatever.