

The Bulletin

The Railroad Station Historical Society

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DEPOTS ADDED TO THE NATIONAL REGISTER OF HISTORIC PLACES - 2020

By Thornton Waite



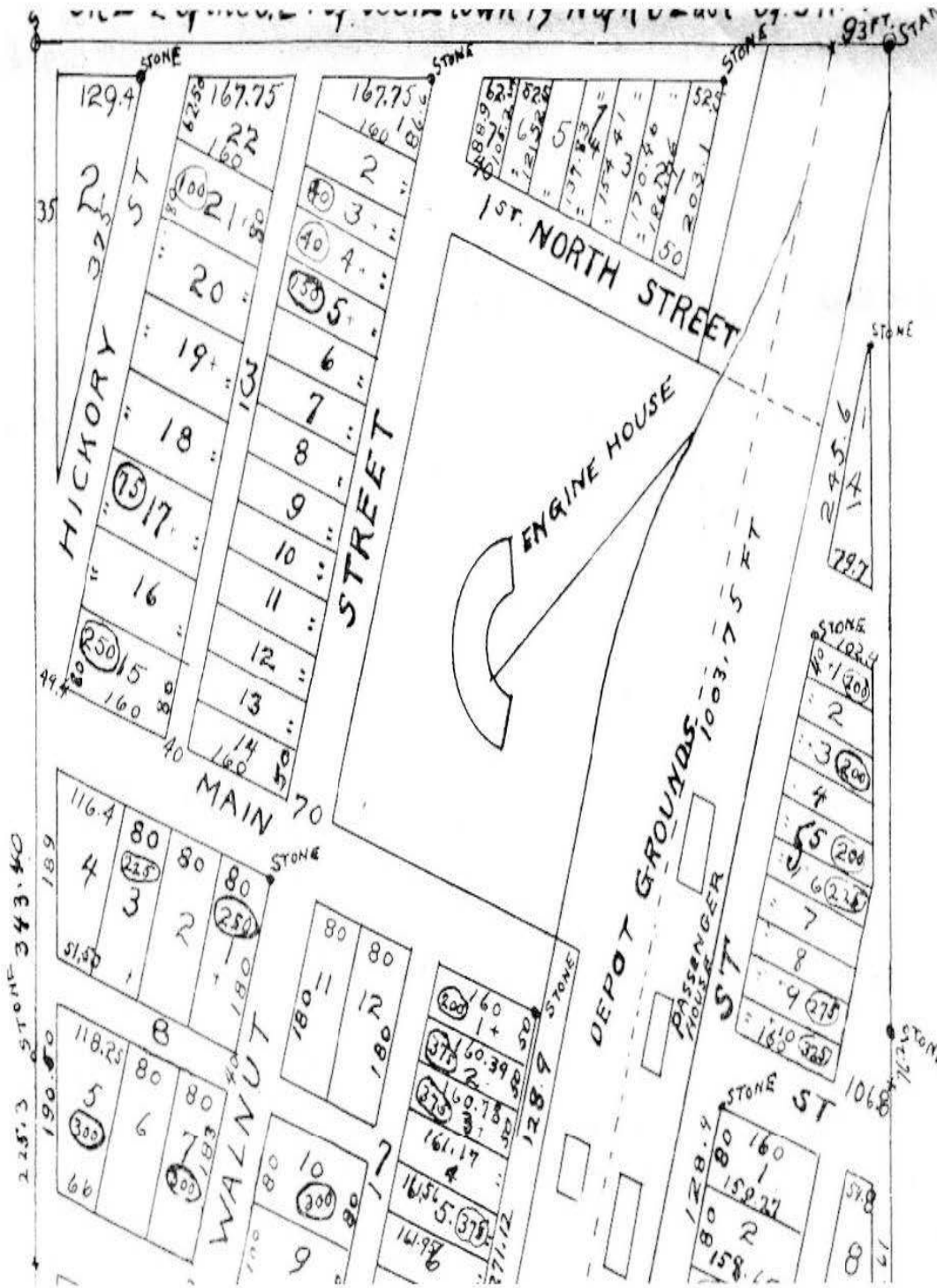
CHAMPAIGN, IL Illinois Central: (page 49) The 1899 depot (the second Champaign depot) was moved to north of its successor on Chestnut St. and used for railroad purposes for many years. It was replaced by a much larger combination division office/depot in 1924. This is a May 15, 1902 photo from the glass negatives files of the Illinois Central. (2020 application to the National Park Service Historic Places Register).



CHAMPAIGN, IL Illinois Central: The 1924 depot from the south side on University Ave. There certainly had to be something major happening, Your Editor guesses that this may be the open house for the grand opening of the depot. There are people lined up to get into the station for as far as the eye can see on the sidewalks from both directions. The Illinois Division offices were on the second floor. For our members who have taken photos of the stations for the last 80 or so years, the view is different as around 1940 or so the railroad bricked up all the windows on the south end of the depot and turned both floors into the archives for early Illinois Central records. This is the 3rd Champaign depot. The fourth and current Champaign Amtrak station is to the right of the photographer on the south side of University Ave.



CHAMPAIGN, IL Illinois Central: The large brick freight house still existed in town and is part of the historic district. (Page 50). Both photos from the Application for The National Park Service Register of Historic Places)



Left: **Champaign, IL Illinois Central:** The location of the first depot in Champaign appears to have been on the east side of the tracks from this early 1855 plate map. The first depot was constructed in 1854. The existing town at the time was Urbana two miles east of this location. By missing Urbana, the Illinois Central was able to sell lots for development of Champaign. This explains the depot on of the east side, as that is where the people were in 1854.

ILLINOIS

Champaign - Champaign Downtown Commercial District: Two former Illinois Central depots are included in the listing. They were both on N. Chestnut Street. The first one was a one story brick building constructed in 1899 and replaced by a new one built in 1924-25 on the same site as part of a line elevation project. The earlier depot was moved along the tracks to become a parcel and freight room. The 1924 depot was designed in the Second Renaissance Revival/Beaux Arts style by an unknown architect.

Canadian National took over Illinois Central in 1998 and the depot was replaced by a new intermodal terminal in the following year. The two depots were then used for non-railroad purposes.



CHAMPAIGN, IL Illinois Traction: Although not mentioned in the application for the change in the downtown district, it includes the Illinois Traction headquarters which had a station on the ground floor. Freight and baggage were handled in an area behind the building on the left side. This was the headquarters for William B. McKinley who built the Illinois Traction System and its long lasting and more profitable other half, the Illinois Power Electric Company. (All photos in this article are from the application to the NPS Register of Historic Places.)



VEEDERSBURG, IN Toledo, St. Louis & Western: The once run down building is now on the National Register and undergoing restoration.

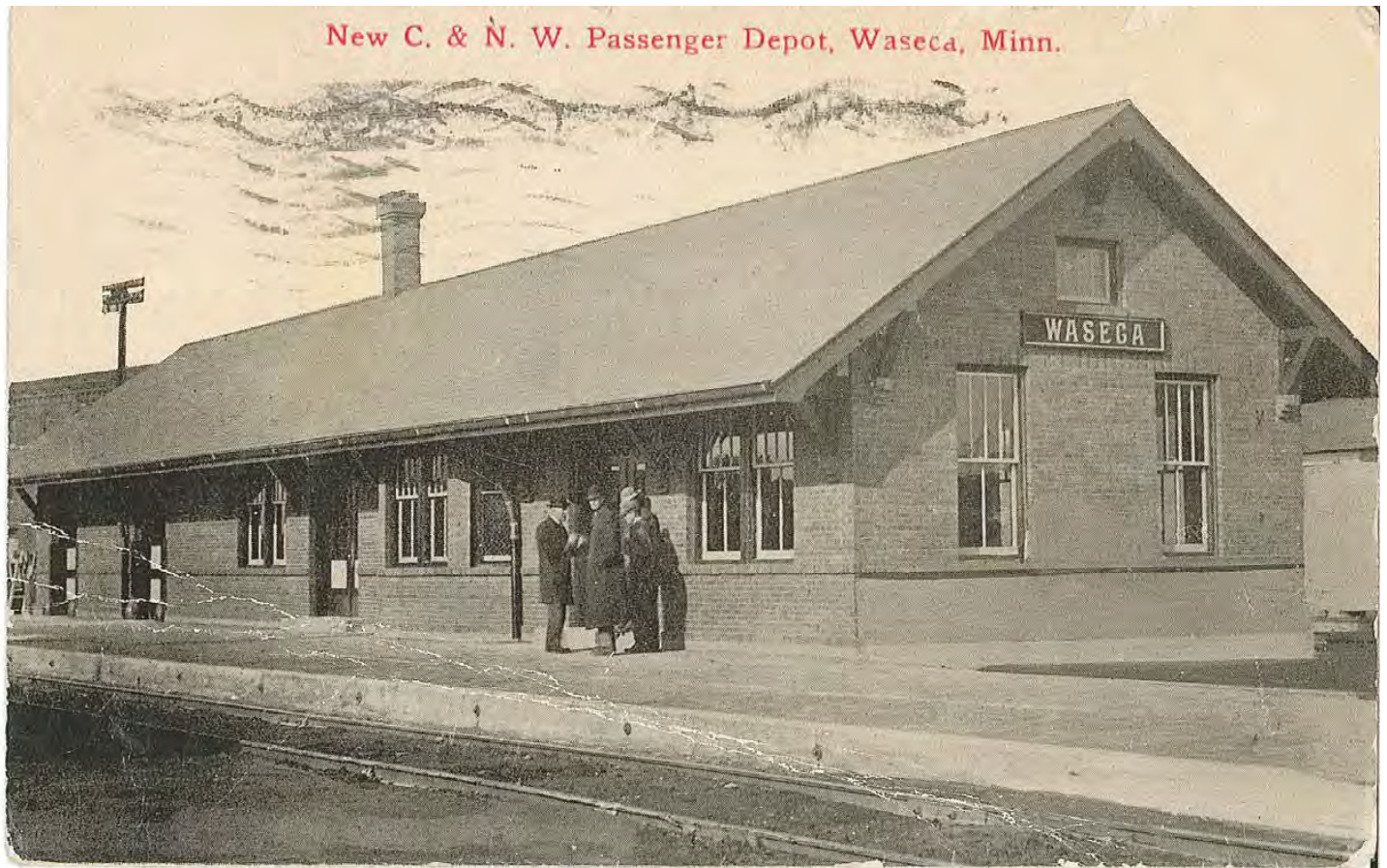


VEEDERSBURG, IN Toledo, St. Louis & Western: The interior waiting room photo on the left with the curved window is unusual for that road. However, TSL&W did use the curved windows over the freight room in several depots. As an aside, the Peoria & Eastern depot still exists heavily modified in Veedersburg.

INDIANA

Veedersburg - Veedersburg Clover Leaf Route Depot, 295 East 2nd St.: The Toledo, St. Louis & Western Railroad (the Clover Leaf Route) depot was built in 1902-1903 in the Romanesque Revival Style. It is identical to the one built at Bluffton, Indiana, which is no longer standing. The depot has brick construction with a full basement. The Cover Leaf became part of the Nickel Plate, which in turn eventually became part of the Norfolk Southern. Passenger service ended in 1958 and it was then used for freight and maintenance activities until it was closed in 1988. Norfolk Southern removed the rails. The city has acquired the building, and Veedersburg Revitalization Association has plans to restore it.





WASECA, MN Chicago & North Western: This post card view which was taken shortly after the new depot was opened has only three people in the scene. The building in all likelihood replaced the original Winona and St. Peter Railroad's wood frame station. The W&SP was an early land grant road that opened up segments of western Minnesota and eastern South Dakota.

MINNESOTA

Waseca - Waseca Commercial Historic District – The historic district includes the Chicago and Northwestern depot at 308 State Street South. The one story brick depot was built in in 1912 and was originally 96' x 22'. An 11' addition was added some time after 1940. The building is currently owned by Canadian Pacific.

MONTANA

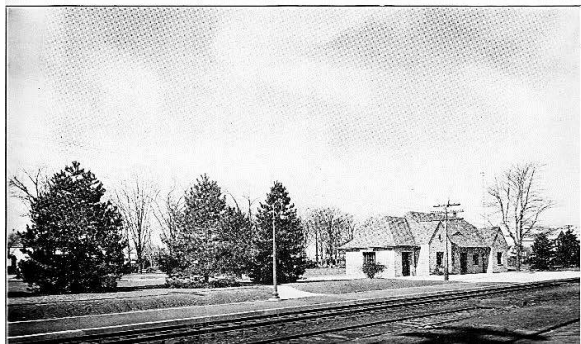
Monarch – Monarch Depot Historic District – 10 Montana Street: The Historic District includes the former Great Northern depot, a Craftsman style building constructed in 1901 by Central Montana Railroad Company. The one story wood building was acquired by the Montana Department of Transportation, which altered the building, but it has been restored to its original design. The listing includes former Northern Pacific drover caboose and a “duplex-style” privy. The Monarch-Neihart Historical Group plans to make the depot a visitor center. The rail line has been abandoned.

NEW JERSEY

Glassboro – West Jersey Rail Road Glassboro Depot, 354 Oakwood Avenue: The one story, five-bay, Stick style building was constructed in 1861 and renovated in 1892. The building was restored in 2014-2015 and maintains its integrity. It had a waiting room, station master office, a freight/baggage room and utility space. It was built for the West Jersey Rail Road, which was soon controlled by the Pennsylvania Railroad. The line became part of the Pennsylvania-Reading Seashore Lines. Glassboro became a suburb for Philadelphia workers due to the railroad. There were up to 100 trains a day stopping at the depot, but by 1955 there were only six. The depot was used for passenger service until 1971 and freight service through 1976. After being vacant for 40 years it was purchased by the borough and renovated into a local railroad history museum and welcome center.



WESTWOOD, NJ Erie: This was a privately built station by the developers of Westwood. Today New Jersey Transit operates the suburban trains.



Left: The developers of the area and new railroad station from a 1932 article. Right: The developers made a larger park area which was heavily landscaped. This submission had the largest number of photos and they documented each landscape feature.



WESTWOOD, NJ Erie: (left) Although an active commuter stop, the interior today is obviously an museum and not used as a waiting room or ticket office. (Right) There appears to be a number of parking areas.

Westwood - Westwood Railroad Station, Broadway & Westwood Ave.: The depot is a five bay, one story Tudor Revival style masonry building. It was built in 1932 by the Erie Railroad subsidiary New Jersey & New York Railroad. The design was by Erie's architect Graham King. It is located in Station Plaza, also known as Veterans' Memorial Park. New Jersey Transit trains stop at the station. It was restored in 2008-2009 and is the headquarters of the Westwood Heritage Society.

TEXAS

Sterling City – Sterling City Gulf, Colorado & Santa Fe Railway Passenger Depot, 415 Stadium Avenue: The depot is part of the Gulf, Colorado and Santa Fe Railway Depots of Texas Multiple Property Submission. The one story brick building was constructed in 1911 by the Concho, San Saba and Llano Valley Railroad, which was backed by the Santa Fe. The line was leased to the GC&SF in 1914. The line was abandoned in 1959. The building has been restored, and the abandoned wood freight depot is located nearby.



ABINGDON, VA Norfolk & Western: The passenger station was well preserved in this 2016 photo. At the north end of the platform was a pedestrian foot bridge which served a residential area which was on the side of the hill. It was in the process of being removed in 2016.

VIRGINIA

Abingdon – Depot Square Historic District – Wall Street South, Depot Square SW, Front Street SW, Grand Street SW: This listing includes the 1910 Norfolk & Western Passenger Depot, a one story brick Tudor Revival style building in good condition. It is 27' x 110'. After passenger service ended in 1971 the town of Abingdon purchased it in 1982 and it was used for the police department and chamber of commerce for five years



ABINGDON, VA
Virginia & Tennessee
RR: (left and top) The windows and small size of the freight house doors testify to the era of the building's construction (1866)..

After the chamber of commerce moved out in 1987 the police used it until they moved out in 2001. The Historical Society of Washington moved into it in 2002.

Currently the building is vacant but in good condition. The listing also includes the ca. 1866 Virginia & Tennessee Italianate style Freight Depot, built to replace the depot burned down in the Civil War. In 1901 an addition was made to the east end and removed when the 1910 passenger depot was built. The city purchased the freight depot when it was closed in 1981 and it was restored for the Depot Artists Association. The freight depot is now an Arts Depot, a non-profit supporting regional artists. Both buildings are next to the active tracks of Norfolk Southern. (EDITORS noe:: All three photos by your Editor during a 2016 visit. Unfortunately, the cast iron pedestrian bridge was under contract to be torn down. (See in the distance in the third photo.)

The other railroad-related facilities added will be in a following issue.

SHORT NEWS ITEMS



De Soto, MO St. Louis, Iron Mountain & Southern: Your editor recently purchased a postcard collection which had some interesting building in the collection. The above is the depot and the headquarters of the Missouri Division of the Iron Mountain at De Soto. The Iron Mountain originally ran from St. Louis, MO to Belmont, MO where a ferry connection was made with the Mobile & Ohio. De Soto is about half way between the two points. Later the road extended into Arkansas and the division was extended to Hoxie, AR. This early photo shows a a very narrow building with a interesting narrow wooden 2nd floor porch on the 2nd floor. It has a

wooden platform which appears to be quite narrow and the building appears to be closer to the tracks than many. The Missouri Division was moved to Poplar Bluff, MO sometime before World War I.



IONIA, MI Detroit, Lansing & Northern: Another post card in the collection was the massive structure at Iona. Before the Chicago & West Michigan took control of the DL&N, the upper floor was the offices of the general superintendent of the DL&N in the 1880s. The Flint and Pere Marquette merged with the other two roads in the early 1890s and nearby Grand Rapids became the division headquarters for this area. The back shops for the DL&N were also moved to Grand Rapids. It should be noted that on one of our Michigan tours we stopped at the DL&N shop storehouse which was still standing at the time.

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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)

MYSTERY DEPOTS from the March-April 2021 issue: No. 1: Chicago, North Shore & Milwaukee Dempster St. Station at Skokie, IL (Mark Camp) No. 4: Florence, CO Joint DR&GW-AT&SF station (Gary La Porte and Mark Camp) No. 5: Pennsylvania Gary, IN station (Mark Camp). That leaves No. 2 and No. 3 still unidentified. If you know E-mail your Editor at pkhannah@verizon.net

SHORT BOOK REVIEW

The Hamilton and North Western Railway in Retrospect by Charles Cooper 432 pages, 81/2 by 11., 394 photos by Baytown Railway Society, P O Box 47078, Ottawa, ON K1B5P9 It is a thorough going well-written account of a small and fascinating railway in Canada with at least one photograph of every station on the line. There are many track diagrams as well as photos and plans of 123 structures. The book is well-indexed and has an excellent chronology and extensive bibliography. I whole-heartedly recommend it to anyone interested in railroad history that does not neglect the importance of structures. (Dr. Art Peterson, Greenville, NC). (Editors note: I went on the Baytown's website to its store. Evidently it has a few leftover copies has reduced price to around \$35.00 which includes shipping to the US. I have no idea how many copies have left, but it was originally printed in 2002. I did order one.)

BALTIMORE, MD Amtrak: Gensler announced the design of the new Amtrak replacement station for Baltimore. It will be on the north side of the existing 1911 Murchinson designed Beaux Arts building. The new station will be modernistic with lots of glass. When finished, the 1911 station will be turned into commercial space. Amtrak announced in 2019 its plans to spend \$50 million on the new structure which also included needed repairs to the existing 1911 station. Construction is expected to begin in 2021 and take 24 months to complete. This is the first part of a plan to add 1.6 million square feet of space to the "Baltimore's Station North District". That space will include offices, housing, shops and restaurants. All of this will be on the Lanvale lot bounded by Charles, Lamvale, and St. Paul Street and the Amtrak tracks. Penn Central Partners are backed by the Beatty Development Group and the Cross Street Partners. *The Architects Newspaper Oct. 16, 2020 From The Callboy Vol 79. Nov./Dec. 2020 of the Massachusetts Bay Railroad Enthusiasts.* (submitted by Doug Barron, Albany, NY)

BISMARCK, ND Burlington Northern: The Burlington Northern Railroad has written a letter to the U. S. Coast Guard requesting that it begin the process of obtaining permission to demolish the 138 year old bridge so they can begin construction of a replacement bridge near the historic bridge. The Friends of the Railroad Bridge has not found a leading partner to help convert the bridge into

a trail. It has \$17,000 in the bank and the project is thought to need between \$10 million to \$90 million to accomplish the project. The FORB also missed an April deadline of submitting plans for the preservation effort.. *The Bismarck Tribune April 30, 2021 (submitted by Norbert Shacklette, Villa Ridge, MO)*

BORDENTOWN, NJ Camden & Amboy: The citizens of Bordentown are fighting New Jersey Department of Transportation's effort to replace 1 of the 502 deficient bridges located in the state. This single stone arch bridge was constructed by the Camden and Amboy Railroad in 1831. There was an engineering study done for the Bordentown Historical Society saying that the bridge can be restored to handle modern loads. Nj.com May 29, 2021 (submitted by Norbert Shacklette, Villa Ridge, MO).

BRATTLEBORO, VT Amtrak: The 1915 built Union Station will be replaced by a new Amtrak station which is scheduled to be built in 2022. One of our tours has visited the current Amtrak station which is in the basement of Union Station. The top floor is now a local museum. The new station will be east of the tracks and have an additional 25 parking spots.. It will be the first station in Vermont with a high level platform which will be 345 feet long and four feet high. The project is expected to cost \$4.5 million. *(The Brattleboro Reformer, Nov. 21, 2020 , Dec 7, 2021 submitted by Doug Barron, Albany, NY).*

FALLS JUNCTION Station GLENWILLOW, OH Wheeling & Lake Erie: The station was moved from its original location across Pettibone Road to the south side of the road. It was put on a cinder block foundation approximately three feet higher than its old location. The station is undergoing restoration at a location a little farther from the right of way. *RailPace Nov. 2020 (submitted by Doug Barron, Albany, NY).*

HOPE, BC Canadian Northern: *The Vancouver (B.C.) Sun* on April 21, 2021 contained an article stating that local preservationist in Hope had received a 120 daystop work order on the demolition of the 1916 Canadian Northern station.

The ombudsperson who issued the order said the town has two options:

- 1: tear the building down
 2. give the building to the First Nations
- (submitted by Norbert Shacklette, Villa Ridge, MO)

NEW YORK CITY, NY Amtrak: The James A. Farley Post Office next to Penn Station was officially unveiled by the Governor of New York on December 30, 2020. The first passengers using the facility did so on Friday January 1st, 2021. Governor Cuomo wants to increase track space in Penn Station by 40%. Access from the new Moynihan Train Hall serves 17 tracks out of 21 tracks. The \$1.6 billion project was designed by McKim, Mead and White. A new first class lounge was opened in the hall. *Albany Times Union Dec. 21, 2020* (submitted by Doug Barron, Albany, NY). (Editor's note: I have received numerous E-mails with negative comments on the signage to reach the tracks and to the limited access to only one part of the platform after a fairly long hike at times. However, no matter what they do in the future, Penn Station's access to the platforms wins my vote as the most claustrophobic station access in America.)

NEW YORK CITY, NY Amtrak Moynihan Train Hall: *The New York Times wire service* wrote almost a page and one half on the artwork in the new Moynihan Train Hall using color photos. The 92 foot high skylight ceiling illuminates art work by Kehinde Wiley, Stan Douglas, and Elmgreen & Dragset. The article discusses the art in the building from these artists. *Saratoga, NY Daily Gazette January 3, 2021* (submitted by Doug Barron, Albany, NY)

NORTHHAMPTON, PA Central Railroad of New Jersey: In 1901 the villages of Stemton, Newport and Siegfried incorporated into Alliance, PA. In 1909 they changed their names to Northhampton, PA. Northhampton has two surviving CNJ stations. The Northhampton station at the corner of Laurbach Ave. and Railroad Alley is still standing but is unrestored. The former Siegfried depot, which kept that name to distinguish it from the other Northhampton station located on West 21st. St. is restored and the home of the Northhampton Area Historical Society. *RailPace* Nov. 2020 (submitted by Doug Barran, Albany, NY)

PARRY SOUND, ON Canadian National: The 2769 square foot station has been put on the market for \$1.00

(Canadian). It is zoned commercial and a heritage designated building. Evidently it is being sold by a broker and the low price starts a bidding process which goes much higher than the \$1.00 start. (Norbert Shacklette, Villa Ridge, MO from the Daily Hive website)

TAMAQUA, PA Reading & Blue Mountain: The R&BN has installed a new concrete platform, did some parking lot paving and installed a fence at the restored former Reading station to prepare for possible passenger service to the location. *RailPace* Nov. 2020 (submitted by Douglas Barron, Albany, NY)

WEATHERLY, PA Lehigh Valley: The borough council accepted a bid of \$64,700 from a construction company to tear down the walls of the former Lehigh Valley backshop which was built in 1869. The shop did construct a number of locomotives and it was closed when the LV consolidated all their shop work at the news shops opened in Sayre, PA in 1906. The village had removed the roof of the complex 10 years ago to help save the building. Obviously, that idea did not turn out as intended. This may have been the oldest standing backshop building in the US. *The Lehigh Valley News* April 3, 2021 (submitted by Jeff Kovacs, New Jersey)



BOSTON, MA Dudley St. Elevated Station: Your Editor can count 7 tracks in this postcard view of the Dudley St. Elevated station. However, his map program states there is no Dudley St. in Boston. Actually, the single track in the middle appears to be elevated and the rest appear elevated just for the station. Kent Hannah collection



BEREKLEY, CA Key Route Ferry Terminal: The train shed is to the right side of the transfer building on the mole. Stored cars are in the yard on the extreme right. There is a double ended ferry on the left side of the mole terminal. The card is dated March 1910. Kent Hannah collection.



MONETT, MO Frisco: The one story station is on the left with the lunch room the two story building in the middle of this hand colored postcard. It has an RPO cancel from train No. 4 dated sometime in 1911. One wonders if the third building may be a hotel for employees. During the period of Santa Fe control, the Fred Harvey built two story eating houses with the Harvey girls staying on the second floor. By 1911, the Harvey chain had abandoned the Frisco locations. Kent Hannah collection.



FRANKFORT, MI Ann Arbor: The station on a crowded summer day with a crowd waiting for a train in the foreground with the Hotel Fronttenac on the lake in the background. The small red elevator on the left appears to have water access. The card has a Frankfort and Toledo RPO cancel dated July 31, 1908 Train No. 8.

Have a great summer!



R. T. Vantine, Fishkill Landing, N. Y. 423 9-23rd-04 08

FISHKILL LANDING, NY Mt. Beacon Incline: Two cars are on the incline.