

The Bulletin

The Railroad Station Historical Society

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OTHER RAILROAD-RELATED FACILITIES ADDED TO THE NATIONAL REGISTER OF HISTORIC PLACES 2020



PRESCOTT, AR Prescott & Northwestern Railroad: The P&NW caboose is on display near the Missouri Pacific's brick depot.. It has been placed on the National Register.

ARKANSAS

Prescott - Prescott & Northwestern Railroad Caboose No. 3, 403 West 1st St. South: The wood caboose #3 was built in 1920 for the Prescott & Northwestern Railroad. The Nevada County Depot and Museum acquired it in 2008 and restored it in 2016. It is on display at the museum.

IOWA

Davenport - Davenport Downtown Commercial Historic District: The historic district includes the elevated tracks of the Chicago, Rock Island and Pacific Railroad, which were constructed in 1901-1903 and the 1920s. The section of line is between Perry Street and Western Avenue. It consists of concrete retaining walls and girder bridges. The line is still used by the Iowa Interstate Railroad.

Manning: Manning Milwaukee Railroad Trestle – Crosses Railroad Center Street north of Julia Street – Currently owned by BNSF, the 76' bridge is a Pratt Through Truss/Deck Girder/Concrete structure built in 1913. One of the two tracks is in service.

KANSAS

Lincoln – Lincoln Downtown Historic District – This historic district includes the Hardware Store/Railway Express Office at 130 E. Lincoln Ave. Built before 1905, when it was used as a hardware store; by 1937 it was the Railway Express Office. It is currently the VFW POST 7928 Thrift Shop.



KANSAS CITY, MO Charles Francis Adam Jr. Building: Located in the freight house district of the West Bottoms of Kansas City, the building was one of the many agriculture implement and supply firms in the area. In the right photo, that auto in the foreground on 13th Street is parked in the location of the former Santa Fe freight house. 13th St. was occupied by the very long Santa Fe freight house in the early days of the West Bottoms.



Page 67 upper: **United Railways of St. Louis:** The remaining segment of the complex which contained a substation, offices at 2423 North Spring Street was placed on the register. Page 67 lower: The remaining structure was part of the much larger block long carbarn and repair shops which were demolished.

MISSOURI

Kansas City – Charles Francis Adams, Jr., Building – 1311-1315 West 13th Street: The building is part of the “Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri.” The five story brick building was designed by Van Brunt & Howe and built in 1894. It as used as a warehouse, manufacturing, and office space for businesses associated with agricultural implement and supply firms. It is currently vacant and not being used.

St. Louis - United Railways Spring Avenue Substation/Trouble Station, 2423 North Spring Ave.: The three story brick and concrete building, with terra cotta trim, was constructed in 1908. The first floor had equipment for emergency response and repair equipment in the front and an electrical substation in the back. The upper two floors had barracks and offices for the station workers. It was used through 1952, while the last streetcar line shut down in 1966. The line was then used an auto repair shop and then became vacant prior to 2000 and has fallen into disrepair.

NORTH CAROLINA

Morganton – Southern Railway Freight Station – 630 South Green Street: The Southern Railway freight depot was built in 1929 to the east of the passenger depot. It was designed in the Colonial Revival style, and is 38’ x 125’. The covered wood 16’ x 165’ was torn down in 1980. The building is reinforced concrete and brick construction. The agent’s office was in the west end of the building. The interior was modernized over the years but maintains its original architectural integrity. The agency was closed about 1970 and the building is owned by a private business, which uses it as a warehouse. The Norfolk Southern tracks by the depot are still active.

TEXAS

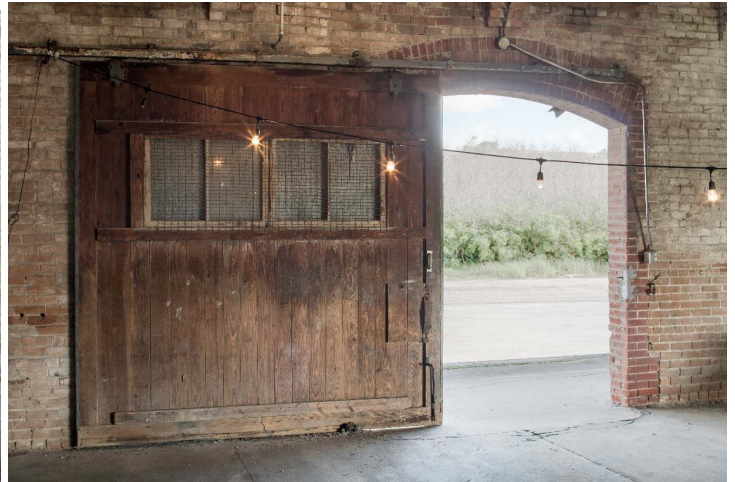
Fort Worth - Katy Freight Depot, 100 South Jones St.: The Katy freight depot was built in 1909 with 23,000 square feet. It is a two story brick building that is vacant, with an uncertain future.

Galveston – Galveston, Houston & Henderson (GH&H) Freight Depot, 325 33rd St.- The two story brick freight depot was built in 1903-1904 jointly by the Missouri-Kansas-Texas and International & Great Northern (which became part of the Missouri Pacific).It was built following the 1900 hurricane and cotton was a major commodity shipped through the freight house. It has a one story brick warehouse, and the building is 65’ wide by 517’ long. Only minor changes have been performed to the building. The building was purchased by a private firm in 1982, and in 2017 it was sold to the Galveston Historical Foundation.

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.rrshs.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)



GALVESTON, TX Galveston, Houston & Henderson: The freight house in a vintage photo on the left has a cotton bale wagon seen with cotton bales in the background. The newer shot on the right with the Missouri Pacific buzz saw on the building illustrates the building after it was abandoned. Your Editor believes some of the corporate offices for the GH&H were on the second floor. The road was jointly owned by the International Great Northern and the Missouri, Kansas & Texas and used by them to reach Galveston from Houston.



GALVESTON, TX Galveston, Houston & Henderson: On the left one sees one of the steel fireproof doors in the freight house. All Galveston roads handle huge amounts of cotton traffic and fire was always a threat. On the right one of the original sliding wooden doors to the teaming side is open. Many of these doors were replaced by more modern garage door style doors.

OTHER CHANGES TO THE NATIONAL REGISTER

ALASKA

Wasilla, Alaska – The proposed move of the depot was approved.

ILLINOIS

Mattoon, Illinois - The Railway Express Agency Building at 18094 Western Avenue was removed from the National Register

NEBRASKA

Additional documentation was approved for the Streetcar-Era Commercial Development in Omaha Multiple Property Submission.

OREGON

Portland - Portland Zoo Railway Historic District, 4001 SW Canyon Rd.: the Portland Zoo Railway is a 5/8 scale railroad built in 1958. It transports visitors between the Washington Park Station and the Oregon Zoo. Originally 2.5 miles long, it is currently 1.56 miles long. The district includes 15 resources, including the railroad, which has a 30" gauge, the Washington Park Station, the tunnel-roundhouse complex, the diesel powered *Zooliner* and its five cars built using the Aerotrain design, the diesel powered *Oregon Express* locomotive #5, the *Oregon* steam locomotive #1 and four passenger cars; locomotive # 3 and its three car work train, locomotive #6, with its two passenger coaches; and SP gas speeder. There are other railroad-related pieces which are non-contributing.



PORTLAND, OR Portland Zoo Railway: The zoo railway built in 1958 was placed on the register. On the left is a steam engine train on an overpass over the *Zooliner* train. On the right is a construction photo of the depot for the zoon being painted circa 1958. The number of painters involved rather astounds your Editor.

Credits: All the above photos were from the applications to the National Register of Historic Places.

Milwaukee depots in Iowa By David Seidel (from Camrail Club of Omaha publication)



April 20, 1975 ManillaA “cut down” from the original station.

April 20, 1975 Storm Lake Note the use of the older herald.





April 20, 1975 Sac City

April 20, 1975 Rockwell City





July 4, 1975 Marion Note the “mainline” is street tackage.

July 4, 1975 Amana





July 4, 1975 Madrid

July 4, 1975 Monticello





July 4, 1975 Adel

July 6, 1975 Ottumwa Yard Office





July 1, 1977 Sheldon, at the crossing, joint C&NW & Milwaukee agency

August 7, 1977 Williamsburg Note the white and green paint scheme.





April 8, 1979 Algona

April 8, 1979 Clear Lake





April 8, 1979 Spencer Note the two sets of train order boards: The top is set was for the “mainline” that ran from Mason City to Mitchell SD; the bottom set is set for the “branchline” that ran from Sprite Lake (from the north) connecting with the mainline west of the depot to Rockwell City (from the south) connecting with the mainline east of the depot.





April 8, 1979 Emmetsburg (bottom Page 78)

June 6, 2010 Washington The building is now non-railroad related use.

June 6, 2010 Charles City





October 2, 2010 Mason City

June 2, 2013 Panora Moved to the city park and used as a museum.

