

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



1. Name of Property

Historic name: Great Western Railroad Depot

Other names/site number: Lincoln Depot

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 930 East Monroe Street

City or town: Springfield State: IL County: Sangamon

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local
Applicable National Register Criteria:

A B C D

	<u>DSHPD</u>	<u>07-03-14</u>
Signature of certifying official/Title:		Date
<u>Illinois Historic Preservation Agency</u>		
State or Federal agency/bureau or Tribal Government		

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In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: _____ Date _____

Title : _____ State or Federal agency/bureau
or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

Joe Edson H. Beall 8-25-14
Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private: x
- Public - Local
- Public - State
- Public - Federal

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Category of Property

(Check only **one** box.)

Building(s)

District

Site

Structure

Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/rail-related

Train depot

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Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE/Professional

Law office

7. Description

Architectural Classification

(Enter categories from instructions.)

MID-19TH CENTURY

Italianate

Materials: (enter categories from instructions.)

Principal exterior materials of the property BRICK, WOOD.

Summary Paragraph

The Great Western Railroad Depot is located in Springfield, Illinois at the southwest corner of Monroe Street at its intersection with the 10th Street railroad tracks. The depot is oriented north/south along the west side of the tracks, which have been in this location since the 1840s. The building is of simple, plain, vernacular design, rectangular in shape and constructed of load bearing, brick walls, with a very low-pitched gable roof running north/south. With deep, overhanging eaves, supported by oversize spandrel brackets, the roof is the building's most noticeable design element and gives it an exaggerated Italianate appearance. Except for these spandrels, the building is generally unornamented. The building served as a passenger and freight depot (1852-1857), passenger depot and railroad offices (1857-1868), freight depot (1868-ca. 1941) storage (ca. 1941-1963), museum and warehouse (1965-1968), museum (1969-2011) and museum and professional offices (2013-present).

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Narrative Description

The Great Western Railroad Depot remains in its original location adjacent to the historic, 19th century 10th Street railroad corridor. The configuration of tracks, depot building and surrounding commercial district is a classic arrangement of 19th century American village and small city railroad stations and environs. While only a handful of historic neighboring buildings remain, the scale of present, surrounding buildings, with their two-to-three story height, maintain the area's traditional small scale and allow the depot to remain visually prominent along this block. The depot retains its 19th century appearance and relation to the tracks and street, with its front door entering directly from the public sidewalk.

NORTH ELEVATION

The Monroe Street façade has functioned as the public entrance since the building's construction. Its symmetrical composition is divided into three bays separated by four shallow brick piers. At the first floor the entrance door is centered in the middle bay, flanked by a pair of windows, one each centered in the east and west bays. These are in their original configuration and dimensions. At the second floor level a single window is centered in each of the three bays. All openings are topped with non-projecting brick hoods in segmentally-arched shape. Because of extremely deteriorated condition, the sash have been replaced with custom windows that copy the originals in size and muntin arrangement. First floor sash are six-over-six and second floor sash are two-over-two. The larger glass panes on the second floor reflect its later construction period. At the building's corners the shallow, engaged brick piers continue around to the side walls, functioning as simplified quoins. Windowsills and frames are of wood as are the oversize spandrel arches supporting the eaves. The open centers of these have been infilled with wood panels for greater structural support but no change was made in their size or relation to the building. A recent (2013) concrete accessibility ramp/steps platform with iron railing has been installed at the front door. An early 20th century-revival style gooseneck light projects from just below each second story window on this elevation.

WEST ELEVATION

This elevation repeats design elements found on the façade, including deep, overhanging eaves and flat-hooded, segmentally-arch-topped windows. This elevation is also divided into three bays, separated by four shallow piers. But here the window pattern is asymmetrical. The left (north) bay has a centered window on each floor. The middle bay has one window located in the north half of the first-floor bay and a pair of windows on the second level. The third (south) bay has a blind wall on the first floor and a pair of windows at the second level. Sash design corresponds to the façade as well, with six-over-six on the first floor and two-over-two at the second. No pre-20th century photos of this elevation are currently known, but wall examination indicates no evidence of window placement changes. The two center piers on this elevation pierce the roofline and functioned as chimneys for the original wood stoves.

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SOUTH ELEVATION

A freight/baggage wing originally projected from this elevation before being lost to fire in 1968. Doors that opened from the depot into this wing are infilled with matching brick at the first floor level. Two small, original windows at the east and west sides remain at the second level. The gable matches that on the front (north) but has no spandrel bracket supports. A plain frieze board is the only decoration.

EAST ELEVATION

This elevation includes the large spandrel brackets found on the north and west elevations, four shallow brick piers—although on this side they do not break the roofline--and segmentally-arched window openings with sash patterns identical to those on the other elevations. At the second level a single window is centered in the north bay, while a pair of windows are centered in the middle and south bays. The first floor, north bay has a centered single window in the north bay while the middle bay has one window placed to the right (north) side of the bay.

A concrete platform combining a handicapped-accessible ramp and fitted with an iron railing has been constructed where loading platforms historically existed. At the far south end of this platform an enclosed, clapboard-sided utility structure has been constructed with two air conditioning units housed on its roof. This structure covers the left (south) bay at the first level.

INTERIOR

During renovation as a museum in the 1960s each floor was opened into a large, single space, with partitioned exhibit areas on each floor. These partitions were modified at various times to accommodate exhibit changes, dioramas and other needs and remained in place until 2012. In 2013 the interior was remodeled into its present configuration in order to house a law firm and small museum space. Today the front half of the building's first floor is divided into two rooms approximating original waiting room locations. An entry hall with ticket booth at its rear (south) divides the two rooms (Photograph 5). All spaces here are finished in plain style with vertical board surfaces painted in neutral colors. This forms a backdrop for a collection of photographs of Abraham Lincoln and other people and memorabilia associated with the depot and/or Great Western Railroad. Original support columns and beams, which were uncovered during 1960s renovation, remain exposed to view. Period wood stoves and seating for visitors are the only furnishings with spaces otherwise remaining mostly open. The original wood floor is also exposed and painted.

The back half of the first floor, and the entire second floor, have been partitioned to accommodate attorneys and office work. These rooms have been placed inside the original interior spaces without disturbing any period structure or details and are purposely made to be easily reversed. Lowered ceilings have been suspended by a wood grid structure holding acoustic tile. Office partitions are obscure glass panels held in place by wood dividers. All windows and doors are cased with plain, flat stock. Vertical wood wainscot is placed in most

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spaces. All casing and trim has been stained a deep brown color. Contemporary office furniture is used and no attempt has been made to create an ersatz 1850s depot look (Photograph 6).

The south half of the first floor contains a large space divided into a reception desk and waiting area to the east and small conference room on the southwest. The remaining space on the west contains the original stairs on the west wall and restrooms. The second floor is entered at the southwest corner by these stairs, leading to a north/south hall occupying most of the center of the second floor. Three, partition-divided offices run along the east wall, and two large rooms equally divide the north end of this floor (Photograph 6). A single office, restroom and kitchenette line up along the central hall's west wall. The hall has a low counter wall running most of its length, north and south, providing space for files and office equipment.

Despite the need for lowered ceilings and partitions that do not reflect original use, all interior changes have been made without interfering with original exterior window or door openings,

INTEGRITY

The Great Western Railroad Depot exhibits great integrity in its historic appearance. It maintains the feeling of a 19th century depot in design, materials and workmanship. Additionally, the most important quality in conveying its identity as a railroad depot, is its original location adjacent to a railroad corridor dating to the 1840s. The exterior materials--brick and wood trim--are historic, as is its exterior window and door pattern. The structure is a fine example of the plain, vernacular design and utilitarian workmanship characteristic of these depots. The building conveys the sense of its period and function in its size, scale, material, workmanship and feeling. For these reasons Springfield's Great Western Railroad Depot deserves listing in the National Register of Historic Places for its local significance.

The exterior changes since the end of the period of significance (1941) have been few and have little affected the depot's historic period integrity. The most identifiable change is the loss by fire of a single-story storage/freight house wing that originally projected south from the rear of the building. This wing was enlarged before 1917 and demolished after a 1968 fire. Historically this wing was secondary and not generally visible from the street. While unfortunate, this loss has not altered the essential character of the main building housing the depot. This front section has been the most visible and most associated with public depot functions and appearance. Historically and currently the building's public entrance fronts on Monroe Street. It was completed in its present form sometime around 1900, during the time that the depot was still serving as a facility for the Wabash Railroad line.

The depot evolved into its present form in three major building episodes. As constructed in 1852, the building was a one-story, brick structure oriented north/south along the 10th Street tracks. This structure forms the first floor of today's building. It was enlarged by a half-story in 1857 to accommodate growing business traffic. About 1900, while serving as freight depot and office, the upper, half-story was raised to a full two story structure. Present window and door configurations are historically correct as further described in Section 8. As it stands today the building would be easily recognizable to the public from its historic period of significance.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

Period of Significance

1852-1941

Significant Dates

1857

circa 1900

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Springfield, Illinois' Great Western Railroad Depot is locally significant as the city's last remaining link with its earliest phase of railroad history. Railroads made it possible for Springfield and the surrounding county to move from pioneer settlement/subsistence agriculture to a market economy. By 1900 the city was the capital of one of the wealthiest states in the union. In 1830 no railroads existed in Illinois. By 1860 railroads were among the leading and most powerful corporations in Illinois and the country, well on their way to reshaping the United States physically, financially, socially and culturally. The Great Western Railroad Depot meets Criterion A for listing in the National Register of Historic Places for Transportation. Its period of significance is 1852-1941, the years it was associated with the Great Western and Wabash railroads. It became a tourist destination for its association with Abraham Lincoln, who gave his farewell address here to the city before leaving for Washington, D.C. in 1861. It was first designated a local landmark in 1915.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Springfield, Illinois was settled shortly after Illinois became a state in 1818. But it remained little more than a few cabins, even after Sangamon County was formed in 1821 and Springfield became its county seat. The new settlement drew settler and town promoter Elijah Iles who opened a general store and is generally credited with "founding" the town. He, and three partners, laid out the original plat, named the first streets and spent the next generation boosting the city. Recognizing the need for reliable, cheap transportation, Iles and others backed local resident Vincent Bogue's 1832 plan to bring a steamboat up the Sangamon River and dock near Springfield. The *Talisman* moved slowly up the previously un-navigated river, avoiding drifts and leaning timber. Citizens lined the shore for its docking. Following a great celebration, as the boat prepared to leave, the water level of the Sangamon had dropped precipitously. The boat was forced to back its way down river but only after a natural dam was demolished by dynamite. The *Talisman* mysteriously burned after reaching St. Louis and Vincent Bogue disappeared, leaving angry creditors behind. No commercial riverboats again plied the Sangamon River. Hopes for river town prosperity were dashed and, apparently, also Springfield's bright future.

Transportation remained a fevered question locally and throughout Illinois and the nation. In 1834, passionate transportation advocate Joseph Duncan was elected Illinois Governor by a wide margin. His address to the state Legislature resounded with lofty sentiments on Illinois' future:

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...when we see the canal-boat and the locomotive bearing with seeming triumph, the rich productions of the interior to the rivers, lakes and oceans almost annihilating time, burthen and spaces, what patriotic bosom does not beat high with a laudable ambition to give Illinois her full share of those advantages which are adorning her sister states?ⁱ

“As early as 1833 the subject of building railroads was introduced in the [Illinois] General Assembly.”ⁱⁱ However, no laws were passed until a January 17, 1835 “act to incorporate the Chicago and Vincennes Railroad Company, with an authorized capital of \$3,000,000.”ⁱⁱⁱ Illinois caught railroad fever. The Legislature implemented a grand system of internal improvements, ordering construction of 1,300 miles of railroad and extensive river and canal improvements. All work was to start at once, giving the state a liability of \$2 million. In less than a year 13 more railroads were granted charters by the Legislature. Company names reflected the geographic points promoters hoped to connect: The Belleville and Mississippi Railroad Company, Winchester, Lynnville and Jacksonville, Warsaw, Peoria and Wabash, Waverly and Grand Prairie railroads, and so forth. These first charters were “never of more value than so much waste paper”^{iv} because no railroads were built using those charters. Still, a February 27, 1837 approval of “an act to establish and maintain a general system of internal improvements” unleashed a flurry of charter granting for more than 30 more proposed lines.

Soon, stock certificates for internal improvements “were readily taken, contracts let, and work commenced at various points, in all parts of the state. Millions of dollars were squandered” before the financial crash of 1837 put an end to all activity and left the state in “what was thought at the time to be hopeless bankruptcy.”^v The act was passed when Illinois

...was but sparsely settled, and before it was in a condition to export anything that would command money. The people imagined themselves rich because the whole United States, east, west, north and south, was flooded with irredeemable paper money.^{vi}

It was estimated that, at the time, about 30 million dollars in state and private monies were involved “in efforts to legislate railroads into existence in the State of Illinois.”^{vii}

It has been suggested that the only reason why the General Assembly of Illinois did not, at that time, build an Insane Asylum, and resolve that its members should become inmates of it, was because it was not believed there were enough sane men belonging to their honorable body to run the new institution.^{viii}

Work commenced on only a few lines before the crash. Among the first was the Northern Cross railroad. The line had been chartered to be developed by the state to run from the Mississippi River at Quincy, east to the Indiana state line, through Jacksonville, Springfield, Decatur and Danville. Work began between Jacksonville and Meredosia in spring 1837. Amidst all this excitement Springfield wrested the state capital from Vandalia, Illinois through political log rolling that included the help of a young Abraham Lincoln. The winning argument was for a

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more central location in the state. By the following spring Illinois' first locomotive engine, *The Superior*, was placed on the Northern Cross tracks. It had been shipped by water to Meredosia from Patterson, New Jersey. By early 1839 the tracks and locomotive reached Jacksonville in spite of continuing economic calamity. From there work slowed to a crawl and it was not until February 1842 that the line reached Springfield, a distance of 36 miles. By this time it was a second locomotive, *The Illinois*, which steamed into Springfield. By that date negotiations were complete to lay track on 10th Street as far as Adams Street.

The final half-mile had not yet had iron rails spiked to the wooden stringers. "The newspapers," commented Springfield historian J.C. Power, "were not very enterprising with reference to the latest news, especially when we consider how wild they were on the subject of railroads only two or three years before."^{ix} They laconically noted that "the railroad is so far finished that the locomotive occasionally runs upon it...we anticipate that much business will be done on this road in the spring."^x A first load of produce had been carried in and shortly after regular trips between Springfield and a shipping point on the Illinois River were operating. From there a steam-powered boat continued to St. Louis. Springfield markets were open. The train left Springfield for the river on Monday, Wednesday and Friday and returned Tuesdays, Thursdays and Saturdays. Passengers were also transported on "pleasure excursions." One of the first, in March 1842, carried two cars of passengers to Jacksonville, along with a third for a musical band.

But this auspicious beginning was marred by lack of knowledgeable repairmen for either locomotives or track. The track became so uneven as to prove unsafe and mules replaced steam locomotives for a time. The State of Illinois first leased the Northern Cross line to private operators and then authorized its sale in 1847. The line, which had cost \$406,233 to construct,^{xi} was purchased by Springfield banker Nicholas Ridgely for \$21,000. Ridgely changed its name to the Sangamon and Morgan, perhaps reflecting its more limited geographic ambitions.^{xii} The next year Ridgely sold partial interest to Springfield's Thomas Mather and Jacksonville's James Dunlap. The men authorized track upgrades, ordered four locomotives and generally improved operations. In 1853 they again changed names, with Sangamon and Morgan becoming part of the Great Western Railroad (GWRR).

The Great Western Railway Company was incorporated under an act of the Illinois General Assembly March 6, 1843. So important was Illinois railroad development to opening the west that a "Memorial of the Great Western Railway Company of Illinois" was presented to the Committee on Public Lands in the United States Senate in 1843. Senators were given a glowing account of the wealth creation certain to follow with completion of the line. The report's author, who referred to himself as its "Memorialist," begged the committee's attention to "the importance of this new road." At a time when water transportation was the most efficient and economical way to move goods and people over long distances, the railroad was no less significant than "...a new river opened through the State [of Illinois], superior to the Mississippi and Illinois, or the Ohio and Wabash, because [it would be] always navigable, and free from the malaria, so fatal to human life."^{xiii} Further:

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To the travel as well as trade of the country this railroad is destined to be of the utmost consequence...it is destined not only to reach the Territory of Wisconsin, but, ...it will form with existing improvements, a connected route for travel, in steamboats, railroad cars, and canal boats, between New Orleans, New York, and Boston, and the innumerable points with which they are connected...It will immediately add to the value of real property within reach of the road to many times the amount of its cost [thus providing]...an inexhaustible mine of wealth to the citizen and the State.^{xiv}

Ultimately, it would allow the nearly one-and-a-half million acres of yet unsold Illinois lands to be brought to market, promoting further settlement, thus ‘adding immeasurably to the wealth of the State.’ And, finally, “notwithstanding the importance of this road to the United States, the State of Illinois, and the people in general, your Memorialist does not, as well he might, ask any appropriation of money or donation of lands to aid its construction.” Great Western owners merely asked to be allowed to preempt two sections of vacant land for every mile of roadbed they constructed in the state.

In these early years officials from the Great Western and from other railroads concentrated their efforts on track building, and usually authorized construction of only simple, wood frame stations along the route. Springfield was no exception. The original Great Western depot from that time burned on the night of January 28, 1852. Owners immediately began construction of a new, brick passenger and freight depot to replace it, on the southwest corner of Monroe along their 10th Street tracks. This was built on lots they purchased in 1848 from town founder and promoter Elijah Iles. The original structure was one story, which forms the first floor of the present building. A surviving “Rules for Running the Trains” manual published at the time gives a glimpse into regulations and conditions for railroads then:

The speed through towns must not exceed six miles an hour, and through Springfield and Decatur, five miles an hour. The clock at the depot, at Springfield, will be taken as standard time. Conductors and engineers will compare their watches daily...Baggage and brakemen will not pass through the passenger cars while they are in motion...smoking, reading or conversation while on their trains is strictly forbidden...Trains will not be allowed to obstruct streets except when in motion.^{xv}

The road prospered and soon traffic—passenger and freight—overwhelmed the small brick depot. In 1857 GWRR officers arranged to move freight operations a block north to 10th and Adams streets, in the large brick building that had recently housed Lamb’s pork packing plant. That same year the station itself was given a major remodeling and expansion. The building was raised a half story, allowing a mezzanine level with offices there for the Superintendent and his assistant. Large gentlemen’ and ladies’ waiting rooms occupied the first floor of the main building while the former freight room, in a one story wing on the south, was converted into general offices for the expanding rail company. “May the business of the Great Western railroad go on increasing rapidly” proclaimed a well-wishing *Illinois State Journal* newspaper in April 1857. “And may the officers having charge over retain the good will of our citizens, which they are at present enjoying to so high a degree.”^{xvi}

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The same year that the GWRR built its new depot (1852) a second railroad, The Alton, Sangamon and Mississippi, brought their first locomotive to Springfield. But the Great Western remained the dominant force for several years and the *Journal's* blessings proved prophetic for the foreseeable future.

By decade's end railroads had become a major economic and cultural force in American life, providing great riches and great losses for owners and stockholders during boom and bust cycles. In 1856 the Great Western shipped 450,000 bushels of wheat and 90,000 bushels of corn from Springfield. With easy access to markets farmers prospered and surrounding farm land jumped from eight dollars an acre to \$30 between 1843 and 1853.^{xvii} Springfield's "Annual Review" for 1859 was filled with statistics on growth—about new buildings and houses built, manufacturing, agricultural products, and, most prominently, railroad statistics. A few inches were given to the now re-named Chicago, Alton and St. Louis Railroad, which had been "unable to give the freight statistics for this issue." In contrast, the GWRR information took up nearly a full column with passenger and freight and earnings given.^{xviii} The story lauded the local railroads ability to remain almost as profitable as the previous year, despite "a very general diminution of travel since the general prostration of business in consequence of the great financial crisis" of 1857. "The road," continued the review, "runs east and west through the central tier of counties in Illinois, and connects at the Indiana State line with the Toledo and Wabash road, forming a direct connection through to eastern cities."^{xix} It also connected to Missouri railroads, giving direct access to Kansas City. This richly prospering company was ripe for acquisition by a larger rail line.

The Toledo, Wabash and Western Railroad was formed by a merger of two lines in 1856. The road began at Toledo, Ohio, "then the natural gateway for much passenger and freight traffic moving west from Buffalo [New York] and other lake ports."^{xx} At Danville, Illinois the TWW then connected with the Great Western right-of-way to complete the route to the Mississippi, making this one of the major shipping lines in the country. In 1859 the TWW acquired Springfield's Great Western Railroad, retaining the Great Western name in Illinois. Before the Civil War most railroad growth was east of the Mississippi, with the majority of Missouri and Kansas farmers and businessmen far preferring water transportation centered around the major ports of Independence, St. Charles and St. Louis, Missouri. Rail connections were more successfully promoted in rural Iowa. All of this growth benefited Illinois immensely, especially as Chicago developed as America's central railroad hub, with Springfield an important, secondary connection.

Springfield's rail link with all parts of the country brought incalculable wealth by shipping out local agricultural and manufactured products. But it also brought the city a measure of cosmopolitanism. The latest fashions, goods and entertainment arrived regularly. 19th century celebrities from Buffalo Bill to Oscar Wilde performed in Springfield on the stopover between Chicago and St. Louis, as did countless acting companies and the famous of every stripe. One theater historian claimed Springfield was once the "best one-night-stand town in the United States."^{xxi}

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By February 1861, when Abraham Lincoln departed Springfield to assume the Presidency of the United States, traveling on the Great Western was a logical choice. The Alton line was still far inferior in accommodations, service, and station facilities. "Before departing Lincoln made his eloquent farewell address at the GWRR depot from the rear platform of a yellow-painted passenger car. The President-elect acknowledged that "To this place and the kindness of these people, I owe everything." And the first occupant of the Lincolns' home when they left for Washington was Lucius Tilton, head of the Great Western's Illinois division.

Lincoln was well aware of transportation's importance to economic growth. He was also personally involved, joining a flatboat crew carrying goods down the Mississippi in 1828. Once there the boat was dismantled and Lincoln made his way slowly back to Illinois overland. In 1849, when rivers were still leading transportation routes, he applied for a patent for his invention to free riverboats stranded on sandbars--then common occurrences. Five years later, in 1853, as an increasingly successful attorney, Lincoln represented the fast-growing (and Great Western competitor) Illinois Central Railroad in a major court case. As president, Abraham Lincoln promoted favorable railroad legislation.

During the Civil War the Great Western line carried a large amount of freight and troops. By war's end company officials realized that their comparatively small depot--even with its half story expansion and minus freight function--was too small to serve their line's growing needs. Similarly, the Illinois Central and Chicago and Alton railroads were beginning to make inroads as serious freight and passenger competitors. Shortly after the war Springfield's *Illinois State Journal* headlined, "Toledo, Wabash and Great Western Railroad doing major track upgrades." The company was forced to raise the pay of laborers from \$1.40 to \$1.75 per day. "About one hundred new freight cars and several passenger coaches will soon be put upon the road to accommodate the immense freight and passenger business of the road." Also, "We understand that a new passenger depot is to be built in this city."^{xxii}

The new station was completed in 1868 along the 10th Street tracks at Washington Street and was by far the grandest railroad related structure yet built in the city. The elaborate, Second Empire design was a full three stories, including central tower and mansard roof. A simple freight wing projected at the rear of the main building. The old station was converted to solely freight depot use.

The Wabash, as it was informally, and later, officially known, also built Springfield's largest industrial complex to date. A sprawling 35-acre compound housed the Wabash Shops, stretching from Cook Street to South Grand Avenue along both sides of 10th Street. The shops complex began on a site owned by the Great Western Railroad before it became part of the Wabash. An 1896 promotional review of Springfield described the huge scale of the place where locomotives were built, rebuilt and repaired. There were 16 buildings and an office for the Superintendent of Motive Power for the entire Wabash system.

The main shop, which was built in 1869, is a substantial brick building, 234 by 110 feet, capable of holding 10 engines over pits at one time. It contains a great variety of machines, 66 in all, and nine large air hoists, or cylinders, which hang

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from cranes and derricks. These shops...are capable of building new engines complete and some of the best locomotives on the road were constructed within these walls.^{xxiii}

One of the marvels of that age—giant mechanical, steam-powered machinery—figured prominently in the report. The contemporary description also gives some idea of the place—Springfield’s first example of the new, dirty, grand scale industrial complexes that came into being in the second half of the 19th century.

The blacksmith shop...is 310 by 67 feet. In it is located a 50-horse power engine and boiler, furnishing power for eight machine tools and steam for hammers. There are 14 forges, blown by a Sturtevant fan; one 1,100 pound...hammer...also two heating furnaces.^{xxiv}

There was a carpenter shop, machine shop, sand house, oil house, ice house, water tank, two brick round houses, pump shop, storerooms, pump house, and even a saw mill for timbers used in rail bed construction and repair. Approximately 300 men were employed and annual wages locally were an incredible \$370,000. A majority of those employees lived nearby along Eighth through 10th and their cross streets, south of the Lincoln Home. Managers and superintendents tended to live in the more desirable 8th and 9th streets, while laborers settled along 10th, 11th and farther east. The laborers were predominately first and second generation Irish. The Wabash, with its fashionable new depot, sprawling industrial yards, and large payroll—“all of which goes its way into the different channels of trade in Springfield”—was a potent force in the local economy.

The company even opened its own hospital in the former James Matheny mansion in Springfield’s desirable Aristocracy Hill neighborhood. Operating from 1884 until 1903, it was the first such “institution operated by the Wabash railroad east of the Mississippi River.” This pioneering employee health care facility functioned by collecting a small fee from employees’ wages. “The hospital contained fifty beds and generally was taxed to its capacity,” a dark reminder of the dangerous work railroading was then.^{xxv}

The Wabash became a local shipper of coal, which was discovered in immense veins under central Illinois in the late 19th century. Between 1867, when the first deep shaft mine was opened in Sangamon County, and 1952, when the last major mine closed, coal brought great wealth to Springfield as well as drawing thousands of immigrants to work in the industry. “By the 1890s, Sangamon County was one of the top coal producing areas in the state. Illinois production was second only to Pennsylvania and with Sangamon County once the second highest coal producing county in Illinois.”^{xxvi}

The late 19th and early 20th century proved boom years for the Wabash line. The system “...reached its zenith in 1884, so far as total mileage is concerned, as it then had no less than 3,600 miles of track in operation”^{xxvii} And much of its operation was headquartered in Springfield, Illinois. But two events were already affecting the railroad’s competitiveness—nationally and locally. The first was when Jay Gould, infamous railroad speculator and later-

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vilified as a Robber Baron, acquired control of the Wabash in 1879. The second was the gradual, but inexorable, change in the character of the 10th Street corridor throughout the 19th century.

During those years Jay Gould used the Wabash as a pawn in his effort to control an entire east/west rail line connecting both coasts. Wabash historian E.F. Striplin writes that, from 1868 until his death in 1892, Gould “bought and sold railway stocks and securities, almost always leaving the properties he sold in bankrupt or nearly bankrupt condition.”^{xxviii} As noted earlier, the Wabash, in 1884, was at its “zenith” in miles of track, but also that year, under Jay Gould's ownership, it was,

...overextended, overcapitalized and unable to meet fixed charges. A number of lines, main and branch, had never been brought up to standard... While Gould's additions to the Wabash line gave it much of the look it was to bear for many years ahead, his practice of milking the road for cash while neglecting maintenance, had produced a classic bankruptcy.^{xxix}

Gould siphoned off Wabash funds to build or buy other railroads. “the shortage of cash kept the road from reducing grades and severe curves so that speed might be increased. This prevented the line from competing well with other roads, which were constantly improving their plants and equipment.”^{xxx}

From that era forward the Wabash experienced a series of financial ups and downs, but never again held its past share of the freight and passenger market. It yielded much of this to competitors including the Illinois Central and Chicago and Alton—nationally and locally. In Springfield the Wabash found itself doubly disadvantaged. The reduced national market share was reflected in local revenues. At the same time the line found it increasingly difficult to lure passenger traffic to its once elegant 10th and Washington streets station. The Illinois Central and Chicago & Alton passenger stations were located within the central business district, close to numerous hotels, ranging from the seediest to the most luxurious. Wabash passengers however, arrived and departed amidst an industrial corridor, adjacent to warehouses, wholesale businesses and factories. To reach downtown, on foot or by carriage, they passed through rough and dangerous neighborhoods including the notorious “levee” district. This area, rife with prostitution, gambling, drugs and less savory activities, centered around Eighth and Washington streets, and was chronicled in an overwrought temperance tract of 1910 titled Hell at Midnight in Springfield, Illinois. Not far north were the “Badlands,” blocks associated with general lawlessness. Even though the IC and C&A stations were then inferior to the Wabash's until new ones were built in the late 1890s, their location was far more reassuring to strangers. Before the Civil war, the GWRR/Wabash had had little local competition. But, by the 1890s Sangamon County was “traversed by 225 miles of main track railroad, represented by six lines.”^{xxxi}

By the last quarter of the 19th century the 10th Street tracks were recognized as the city's main industrial transportation corridor. From the earliest days large and small manufacturers, warehouses and wholesale firms located along 10th or on nearby cross streets to take advantage of convenient rail shipping. This pattern was well established before competing railroads took hold. Large lumberyards and other firms had their own siding tracks allowing freight cars onto

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their property for loading and unloading. By 1900 over one hundred firms operated along the corridor, which stretched beyond the city limits north and south. Between 1870 and the mid-20th century the Springfield Rolling Mills, Sattley Plow Works, Municipal Power Plant, Illinois Watch Factory, three of the city's largest lumber yards, Pillsbury Mills, Harvard Park industrial and residential complex and the local Allis Chalmers plant had located along 10th or immediately adjacent. They were joined by dozens of small manufacturers, paint shops, repair garages, planing mills, plumbing suppliers, Illinois Traction System barns and other operations undesirable in residential or most commercial areas. As some of these firms closed others replaced them. Buildings, large or small, were seldom long vacant in the growing city. Springfield's population increased from 4,533 in 1850 to over 50,000 by 1910.

So great was demand for rail that a parallel, competing rail corridor grew up along 19th street around 1900, and was lined with similar businesses. This industrial character, later seen as dirty and environmentally degrading, was at the time viewed as mostly good and associated with prosperity. A 1902 newspaper story, describing the 19th Street corridor, could just as easily have referred to the 10th Street corridor a generation earlier.

Springfield is bounded on the eastern border by a cloud of black smoke that rises from the numerous industries that line the railroad lines and yards in that section of the city. There is no busier place in Springfield than this eastern boundary...The smoke from a score of chimneys and as many puffing, snorting locomotives fill the air and darken the face of the sun.^{xxxii}

The writer celebrated its gritty quality:

It is a wonderfully busy little section and that part of the city is growing as a result...everything favors it and there is every reason to believe that in ten years it will be one of the great industrial centers of central Illinois. With the railroad facilities that it offers, it ought to contain twice as many smoking chimneys as it does...as a location for factories it is ideal...there is every transportation facility, coal is right at hand and land on which to build is cheap...the rolling mills will furnish the iron.^{xxxiii}

The writer even suggested that the Wabash might want to move its large shops complex nine blocks east. "In case these [Wabash] shops should ever be abandoned, it is very likely that the dearer [more expensive] land in Tenth Street would be sold and the yards transferred [to 19th Street]."^{xxxiv} These shops would indeed be abandoned within a generation, but not for another Springfield location.

Railroad Decline 1920-1941

The City Beautiful Movement came in the wake of the 1892 World's Columbian Exposition and called for a national movement of city improvement programs. The most ambitious was architect D.H. Burnham's mammoth Chicago City Plan, containing the over-quoted line to

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“make no little plans.” There were an estimated 300 of these city plans in place before 1930, all less grandiose, but no less optimistic than Chicago's. Among the new planning ideas was the concept of zoning, a systematic effort to segregate industry, business districts and residential areas. Springfield's City Plan of 1925 was typical, proposing adoption of a zoning ordinance, street extensions and corrections, as well as a park and greenway system. But its largest section was devoted to railroads, specifically to track and yard relocation and realignment. The opening paragraph of the plan began with the full text of Lincoln's farewell address at the GWRR depot. But the report itself had almost nothing good to say about the city's railroads or their facilities in their present form.

The gospel of unlimited growth was evident in the text, beginning with the introduction, which asserted that, if a city “...is to keep from going backwards it must grow. City progress is synonymous with constantly increasing population.”^{xxxv} Enterprising cities grew with the rapid expansion of the U.S. population (a 261 percent increase between 1869 and 1914, reported planners), with “perhaps the most spectacular growth in urban development taking place in the middle west section of the country.” This success was due in large part to railroads, which had been built with “unprecedented rapidity” and with towns springing up along the lines. “Eastern firms moved into the new country,” with their “improved processes and, under sagacious administration,” taking advantage of the “central location, coal, ore, gas and lumber, farming territory of wonderful fertility.”^{xxxvi} All these cities were “linked by an excellent system of railroads to markets in the rest of the country and outbound parts”.

But haphazard growth contributed to a “complexity of structure which is hampering more and more the functioning of our cities.”^{xxxvii} Cities should move to being orderly, organized and well-planned. One of the most important plan recommendations was to move the railroad tracks out of central Springfield to a cluster of trackage at 19th Street and Capital Avenue, with construction there of a Grand Central Station to serve the city's six railroad lines. A combined freight facility should be constructed at 11th and Madison streets. The tracks along Third, 10th and Madison streets, which had resulted in “a markedly depreciating effect on property values,” would be gone, with property values rising as a result. 75 years of development along existing track corridors was dismissed as a planning mistake.

The present arrangement makes for a multiplicity of stations, freight houses and yards, which are scattered over the city promiscuously, and the baneful effect of smoke, dust and noise is distributed widely throughout the city. There has been a tendency to build factories along these lines in a way to bring about an unhappy mixture of industrial and residential areas.^{xxxviii}

As for current passenger stations.

...while conveniently located with respect to the business center, are small and not of such character as to lend neither attractiveness nor dignity to the city. As usual, the development around these stations has resulted in a series of poorer class business sections on land which is otherwise strategically located to bring larger returns.^{xxxix}

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Further, the stations' scattered locations and inconvenient access to streetcars left visitors experiencing "no little confusion."

This condemnation of the existing passenger stations illustrates how quickly architectural fashions changed. The Wabash's chief competitors had been forced, by public pressure, to build handsome new Romanesque Revival stations in the 1890s. In response Wabash officials at the time attempted to modernize their 1868 mansarded station by changing the roof to a low-pitched hip and adding a similarly-roofed, open passenger shelter along trackside. A generation later all three stations appeared dated. Consolidation of the three stations and freight facilities along with track relocation would eliminate dangerous grade crossings, duplication of services and offer a centralized freight storage yard. Not only was this more efficient and economical, planners reasoned, it would vastly improve safety. Trains routinely exceeded the six-miles-per-hour limit and often obstructed intersections. Crossings were particularly dangerous with streetcars crossing "railroad tracks in Springfield 4,277 times a day." Streetcar schedules were often delayed by rail traffic. Pedestrians sometimes suffered worse fates than lateness.

...between 1908 and 1922 sixty-four persons were killed on grade crossings in Springfield...it is a significant fact that the majority of accidents have occurred on guarded crossings at which the guard was on duty at the time of the accident.^{xi}

The planners appealed as much to reason and economics as they did to aesthetics and sentiment when calling for these railroad changes.

Sentimentally, human life cannot be measured in dollars and cents, but figured from the standpoint of an insurance company and taking into consideration the fact that there is an average of four deaths caused annually at railroad crossings in Springfield, we may assume at least to the community an average earning power of at least \$75.00 a month [is lost]. Under present insurance rates it would cost approximately \$50,000 a year to buy life annuity to take care of this amount.^{xli}

And the cost of moving the Wabash and other railroads, planners contended, would be offset because "the sites of present freight yards can be sold or leased at higher prices because of their central location, while the proposed freight terminals will be placed on less expensive land."^{xlii} In the end it would not turn out to be aesthetics, or efficiency or city planners that influenced the eventual move of the Wabash station and shops, rather it was changing economic and transportation conditions.

The Great Depression

"The Wabash in 1931 became the first large railroad in the nation to enter receivership in the Depression," reports railroad historian E.F. Striplin.^{xliii} When it emerged from receivership a decade later it had come "under firm (84.4 percent) control" of the Pennsylvania Railroad.

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It remained solvent until leased by the N&W [Norfolk and Western] in 1964. But the Wabash, while offering outstanding service, was never more than a marginally profitable system. It had heavy competition from the 1880s on and the frequent receiverships, despite the Goulds and plenty of company at the bankruptcy bar, merely underlined the precariousness of its existence...Its best year after World War II was 1955.^{xliv}

During the years in receivership the Wabash was forced to pare down its real estate. The old Wabash Hospital had already been closed and moved to newer, more efficient facilities in Decatur, Illinois in 1903. Officials abandoned the passenger station at 10th and Washington streets in 1938 due to declining ridership. In 1941, the same year it emerged from receivership, management had that station demolished. The Wabash shops, once the pride of the line and showpiece of city industrialization, were disappearing gradually, and completely. No longer building their own locomotives or supplying their own timber ties for track, activity had slowed considerably. A January 1930 story in Springfield's *Illinois State Journal* was headlined "City May Lose Wabash Shops C[hamber] of C[ommer]ce] to Fight." But the fight was lost before it was begun.

...the shops of the Wabash were moved to Decatur [Illinois] which had become the hub of the line's operations. The Fort Wayne [Indiana] shops were abandoned, a fire at Springfield shops hastened their closing, and by 1930 little work was being done at Moberly [Missouri] shops.^{xlv}

Most of the buildings at the Springfield shops were demolished and the land sold for various commercial or industrial uses. A section of one of the brick roundhouses remained, serving as a bus garage and repair facility for the Springfield Mass Transit District until it too was demolished in 2011. With the disappearance of the large Wabash Station, hospital and shops complex by 1950, the only remaining, identifiable building associated with this once dominant Springfield industry was its original Great Western Railroad depot at 10th and Monroe streets, which had been used only for freight and storage since 1868. Despite the Wabash banner painted on the second floor of the structure, Wabash operations had all but ceased locally. Even the freight wing of the depot was mostly vacant.

Eventually the building was sold to Springfield businessmen Nathan Strum and Harry M. Stern, passing for the first time from Wabash ownership. The new owners leased the freight wing as warehouse space, beginning with the Springfield Produce Company. By 1959 a local beer distributor also rented space in the depot and was allowed to suspend a sign advertising his brand on the northeast corner of the building. At night that electric sign lit the DAR marker which had been placed out front in 1915 when the building was designated a local landmark.

From the mid-20th century forward railroads in Springfield and nationally were in decline. In 1900 the new century dawned with 50 passenger trains alone arriving and departing Springfield every day, coupled with seemingly endless freight cars filled with "corn, coal and cattle," as well as every type of manufactured product and consumer good. By 1925 automobiles, trucks and

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rapidly improving “hard roads” were cutting deeply into railroads’ passenger and freight traffic customers.

The Great Depression affected railroad profits as much as it did other businesses. Even the introduction of diesel powered, smartly-styled, Moderne locomotives did little to woo back passengers to earlier numbers. There was a spike in ridership and freight hauling during World War II with troops and supplies. And the general public, faced with gasoline and tire rationing, rode the rails more often inter-city. But, overall, the steady decline continued. By the 1950s, with the beginnings of a well-developed interstate highway system and middle class air travel, rail travel lost its former allure. Railroad companies faced financial pressures, with many going bankrupt or merging with other lines. The Wabash was sold to the Norfolk and Western Railroad in 1964. Without the help of government sponsored Amtrak, many communities would have lost rail service altogether by 1970.

In Springfield today, fewer than a half dozen passenger trains arrive and depart daily. Physical evidence of railroading, once highly visible in every section of town, began seriously disappearing in the 1950s and continued through the following generations. Although the original pattern of track still mostly exists, the Wabash’s large Washington Street station, its shops and hospital are gone. The Illinois Central’s once-grand Union Station (1898) was shuttered by 1970. The Chicago & Alton’s modernized station remains the last functioning passenger depot. The short-line, Chicago & Illinois Midland’s 20th century office/station still stands, but is no longer used for passengers. All crossing guardhouses and one watch tower were also demolished by the first years of the 21st century.

The small brick depot where Lincoln gave his farewell to Springfield was functioning only as a site for freight storage before 1940 and as a warehouse after that. Once the most visible of railroad properties in Springfield, it was now among its most insignificant. Nevertheless, this small, utilitarian building had become increasingly recognized as historically important by the local community. Its connection to Lincoln likely prevented its destruction in an era overwhelmingly devoted to the new. The first major recognition came on the 50th anniversary of Lincoln's assassination.

Memorial Dedication Ceremony- 1915

Within a generation after Lincoln’s death, Lincoln tourism was already having a recognizable impact on the local economy. His home was opened to the public by a private citizen. The Lincoln Monument had a streetcar track laid to its front door to accommodate visitors. The Old State Capitol, converted to the County Courthouse in 1876, and remodeled and enlarged in 1899-1900, was, nevertheless, still revered for its Lincoln connections. But, more surprising than these obvious Lincoln sites, was the popular local interest in commemorating the Great Western depot. “It has been agitated for quite a long time that a marker should be erected near the spot where Mr. Lincoln made his farewell address to the people of Springfield.” wrote Arthur Huntington in 1915.^{xlvi} Huntington was a member of a wealthy Springfield family and son-in-law of Lincoln friend, former neighbor and honorary pallbearer, Jessie DuBoise. Mr. and Mrs.

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Huntington headed a group which staged a large public event on Flag Day, July 14, 1915, to officially recognize the Great Western depot's local and national importance.

An estimated 2,000 people gathered at the depot on that day for a patriotic program conducted by the local Daughters of the American Revolution. Dignitaries present included current and former Illinois governors, U.S. Senator L.Y. Sherman, City and Wabash officials and a handful of surviving Lincoln friends and acquaintances. City school children were allowed to ride the streetcars free to the event. The ceremony was held in the hastily cleared freight room wing of the station, now converted to a flag-draped auditorium. Although slated to begin at 2:00 PM, by that time seating was full and crowds were turned away to wait outside. Prominent in the first 10 rows were members of the patriotic Grand Army of the Republic, "all gray-haired and wrinkled veterans," a sight "which would have warmed the heart of 'the greatest humanitarian,' for here and there among the white soldiers were a few colored veterans." "This place is holy," intoned current Governor Edward F. Dunne. A letter from Robert Todd Lincoln (unable to attend due to ill health) was read to the crowd. Richard Yates Jr., former Illinois Governor, and son of Illinois' Civil War Governor and Lincoln ally, declared that, while there were thousands here, if "Lincoln himself could appear here now in 1915, his audience would be simply millions and tens of millions."^{xlvi} This was very likely true. There were reminiscences recounting details of the 1861 journey to Washington that began at this place.

After three hours of speeches, the ceremony concluded with the unveiling of a bronze plaque in front of the building and containing the text of Lincoln's Farewell Address mounted on a rough-hewn granite block (still extant and relocated adjacent to the west elevation). It was draped with an American flag that had been on the train with Lincoln on his departure in 1861. As the audience strained in anticipation, local tenor Albert Guest sang *Illinois*, the state song, backed by the Springfield High School Glee Club in refrain. At last the Misses Agnes Huntington and Frances Fetzer loosed the flag fastenings to reveal the marker. The audience applauded, two wreaths were laid and a moving rendition of "Taps" was performed by a bugler from the Illinois Infantry, before the crowds finally dispersed.^{xlvi}

Six columns of text and photos followed on page 2 of the next morning's newspaper. In a realistic mood, acknowledging the character of the neighborhood, the planners also arranged for a wrought iron fence to be erected around the marker to prevent theft and/or vandalism.

Another 50 years would pass before the depot would be opened as a tourist site. All during those ensuing 50 years community interest remained strong in preserving the building, but little else happened beyond keeping it from demolition. Finally, during the Civil War centennial in the early 1960s, community leaders drew enough support to renovate the building and open it to the public.

The Lincoln Depot, 1960-Present

Although nearly all of the principals involved with the 1915 ceremony marking the depot as an historic site had died, their dreams came to fruition two generations later. In 1965 the newly founded Springfield Historical Sites Commission took on the task of marking the city's Lincoln

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sites with plaques and one of the first was the Great Western depot, dedicated April 23, 1965, nearly 50 years to the day after the DAR ceremony. That same month the *State Journal-Register* newspaper announced the opening of “City’s Newest Museum: Lincoln’s Depot, Inc.”^{xlix} A local group, headed by attorney Joseph Gibbs, formed a non-profit organization and raised funds, leased the building and undertook a full renovation. Exterior brick was soon “sandblasted to the proper appearance” and recent interior partitions removed. Steps to the second floor were reopened and the interior was to be made “exactly as it was the day Lincoln left.”¹

The 15 original organization shareholders included Republican County Chairman Don Adams, attorney Joseph Gibbs and rising political power broker William Cellini.¹ They raised nearly \$60,000 for the renovation and furnishings. The new museum was relieved of paying rent by a patron—the Copley Press, owner of the local *Illinois State Journal* and *Illinois State Register* newspapers. James Copley had a personal interest in Lincoln and in seeing the building preserved. Copley Press leased the depot from the Strum and Stern families and entrusted the daily operations and management to the Lincoln’s Depot Inc. board.

For the first few years the depot museum hosted a respectable number of visitors—72,000 in 1968 alone. But the museum suffered a major physical and psychological setback that year when a fire broke out in December. A suspected arson blaze started in the one-story freight section where *Journal-Register* newsprint was stored. In the main, front section, most of the damage turned out confined to the second floor. Although some souvenir inventory was lost, there was little structural damage to the main building. Unfortunately the rear freight section was demolished after being deemed salvageable.

The reopened museum eventually lost momentum. Staffing problems forced reduced hours. A new “public affairs university,” Sangamon State, opened in Springfield in 1970. It emphasized local involvement in government and offered coursework in public history. Clayville, an historic inn west of Springfield, eventually came under the University’s care, with plans to operate it as a working historic farmstead and inn. And soon the university was paired up with the Lincoln Depot museum. A contract was signed between Copley Press and the Sangamon State University Foundation in 1977.

Despite grants and support from Copley Press and the local tourism commission, visitors failed to show up in the numbers hoped for. In 1980, when no new grants were found, the depot was shuttered for a time. SSU severed its ties for lack of money and staff to continue operating the site. After two years Copley Press again opened the building free to the public for Labor Day weekend 1982.

Over the next 25 years Copley Press and its *State Journal-Register* newspaper staff made repeated, ultimately unsuccessful, attempts to keep the building open on a regular, permanent

1

Cellini’s wife, Julie, later headed efforts to found the Abraham Lincoln Presidential Library and Museum in Springfield.

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basis. Copley Press sold the *State Journal-Register* to Gatehouse Media Corporation and it was clear the new company had little interest in maintaining the building. In December 2011 a news story asked, “Has Lincoln’s train left the station?”^{li} It seems it had. By February 2012 the newspaper was said to be “exploring options” for the station.^{lii} In May the paper carried a story announcing sale of the building to current owner, Ida “Pinky” Noll, who revealed that it would become the location of her family’s law office.^{liii}

The station today exhibits the appearance in place by 1900.

BUILDING EVOLUTION

The building began as a single-story brick structure in 1852 in its present orientation north/south, adjacent to the then new 10th Street tracks. Little is known about this structure except that the first-floor brick walls date from this building episode, including the current entrance and window configuration (see historic photographs, continuation sheet). It also included a rear (south) freight wing that remained until destroyed by fire in 1968.

An extensive remodeling took place in 1857 to accommodate the growing railroad line and increasing passenger traffic.² At this time the building was raised a half-story and offices for the Superintendent and his assistant were located in the new half-story's mezzanine level. Photos of the building in this form show the wide eaves and large brackets present today, which were presumably carried over from the 1852 building (historic photos, continuation sheet). At that time the freight wing was converted to other railroad offices and a nearby building rented as a freight depot. The interior of the main building then contained two waiting rooms, one for gentlemen on the east and for ladies on the west, divided by a vestibule and ticket counter in the center. Stairs to the second level were located in the southwest corner of the main building, at the rear of the ladies' waiting room. These stairs remain in use today. A second set of stairs rose from the transverse hallway where the former freight wing joined the main building.

Sanborn Fire Insurance Company maps show that sometime between 1884 and 1917 the main, front section of the building was enlarged to a full two stories. The present building form reflects this final remodeling. Window sash differentiate these two periods with earlier six-over-six on the first floor and later two-over-two sash on the second floor. Minor door and window changes were made on the east side of the building in the 20th century as described below. Current window configuration on the east reflects historic design documented from period photos and restored as part of the 1960s museum renovation.

A rear (south), one-story, freight/baggage wing, original to the 1852 building, was enlarged, extending farther south, before 1917. It was destroyed by fire in 1968, shortly after the front, depot-section of the building, had opened as a museum.

2

“Great Western Railroad—Improvements,” Illinois State Journal (Springfield, IL), April 28, 1857

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There is no currently-known documentation of interior partition arrangements between the 1857 newspaper description and the 1960s museum renovation. The building was used as a warehouse between 1941 and 1963.

The deep eaves were part of the original design as shown in the earliest known, undated photo of the building (historic photos, continuation sheet). An unattributed wood engraving (historic photos, continuation sheet) depicts Lincoln's 1861 departure for Washington, and shows a one-story, front-gabled structure with a centered door flanked by matching windows on the north elevation. Beyond that, there is no similarity with the earliest known photos of the building. The woodcut artist likely simplified the actual design, though it is unclear why. Surrounding buildings appear accurate when compared with Sanborn fire insurance maps and early photos.³

A photo identified only as "Springfield Railroad Station" (historic photos, continuation sheet) shows the building as single story with its present first floor door/window configuration--including short flight of steps at the door--and a circular window in the center bay at the upper level. If this is the depot, and there is no reason to believe it is not, it must date from circa 1856 or earlier. This is because an 1880s photo (historic photos, continuation sheet) shows the depot as a one-and-one-half-story structure with deep eaves and spandrel brackets. Its upper half story is taller than in the circa 1856 photo mentioned above, but still not as tall as at present. Thus, it appears that the exterior form in the 1880s view is the one created by the 1857 remodeling. To make sense, the first photo would have to date from before the 1857 remodel. This is possible, but there is no attribution or date on the earlier photo. Sanborn fire insurance maps further confuse the date in which the second floor went from a half-story to a full. The 1884 map labels the present building as two-story and freight wing as one-story. The 1890 and 1896 Sanborns, however, identify the front section as only a one-and-one-half story. Those for 1917 and subsequent years again show the building as two-story. This confusion is likely due to how the half story was interpreted by map surveyors.

Relatively minor changes have taken place on the east elevation, historically used for arriving and departing passengers. The undated photo (pre-1857?) mentioned above, depicts this east elevation partially obscured by a railroad car at the left. The present design elements of the north and east elevations are shown, including brick piers, bracket spandrels and arch-topped door and window openings. Because the building had not yet been raised in front, there is no break in the eave line between the main building and south wing, nor between the three bays of the depot (north) section and the freight wing (south) section. A wide, arch-topped doorway marks the division of the main building and wing in the fourth bay from the north. A blind bay is next south, followed by one with another door opening in bay six. A wooden platform, entered from steps on the north, ran south along the building, beginning at the last bay of the depot section. According to Sanborn insurance maps this freight wing was enlarged and extended south

³ Another, equally confusing drawing of the depot appears on the 1873 bird's-eye-view map of Springfield, which shows an almost entirely inaccurate depiction of the building as compared to contemporary photos. The structure is shown as a full two-story, end gable building, oriented east/west along Monroe Street--exactly opposite of the original and current orientation. Correct door and window openings are placed on the façade, but it is incorrectly located on the east, rather than north elevation. This mistake is all the more curious as neighboring structures appear correct from other period map and photo illustrations. On the same bird's-eye-map the Illinois Capitol is shown completed (using architect's drawings) although it was only partially finished at the time. But there is no obvious reason for such a change to the Great Western/Wabash Depot.

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sometime between 1896 and 1917. A large, open, wooden platform angled downward to ground level on the rear (south) of the enlarged wing.

The earliest known view (possibly 1856) of the station (historic photos, continuation sheet) shows the front, depot section's east elevation with an arch-topped window centered in each of the first two, north, bays, and what appears to be a shorter entrance in the third (south) bay. If this is an entrance, it may have been installed later as its head is flat rather than arched. A circa 1960s view (historic photos, continuation sheet) shows this elevation with the present window configuration at the second floor—a single window centered in the north bay with paired windows centered in the center and south bays. The large, double-door openings to the freight depot are shown still extant in the fourth and sixth bays. A short, arch-topped opening in the first (north) bay has been bricked in but visible in ghost outline. This indicates the original window had probably been lowered and perhaps made into an entrance, then later infilled with brick. Presently a window matching the earliest view is opened in the first bay. In the second bay the ghost of a tall opening is visible in the older view and remains so today. The third bay in the 1960s photograph has a flat-headed window in the right (north) half. The platform and north steps running along this side have been extended to the Monroe Street walk at the north edge of the building. The steps and floor of the platform appear to be poured concrete while the platform side and supports appear to be massive timbers. The 1884 Sanborn shows no platform, although one likely existed. A platform *is* shown, however, on all following editions of the maps. All present building design elements are in place including piers, simple frieze board, spandrels and windows in the circa 1960s view.

The Great Western Railroad Station/Lincoln Depot remains one of a small number of railroad related structures in Springfield and the only one from its earliest, pre-Civil-War period. For over 150 years the depot has been a part of Springfield's transportation and tourism history, both of which played major roles in its economy. The building maintains its essential appearance from the period of significance (1852-1941). It is the last physical link to both Springfield's first railroad, the Northern Cross/Great Western, and to the once economically-dominant Wabash line. It was the Great Western and later railroad lines that enabled 19th century Springfield's incredible economic growth and success, and likely, even its very survival, after the failure of viable river transportation.

Great Western Railroad Depot
Name of Property

Sangamon, IL
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Bateman, Newton, ed. *Historical Encyclopedia of Illinois...and History of Sangamon County*. Chicago: Munsell, 1912.

Illinois State Journal. *Springfield in Eighteen Ninety Six and Illustrations...* Springfield: Illinois State Journal, 1896.

Illinois State Register. *The Illinois Capital Illustrated...* Springfield: Illinois State Register, 1898.

Power, John Carroll. *History of Springfield, Illinois, Its Attractions as a Home and Advantages for Business Manufacturing, etc.* Springfield: Illinois State Journal, 1871.

Russo, Edward J. *Prairie of Promise, Springfield and Sangamon County*. Woodland Hills, California: Windsor Publications, 1983.

Striplin, E. F. Pat. *The Norfolk & Western: A history...* Forest, Virginia: Norfolk & Western Historical Society, Inc. 1997.

West, Myron Howard. *City Plan of the City of Springfield, Illinois...* Springfield: The City, 1925.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Great Western Railroad Depot
Name of Property

Sangamon, IL
County and State

Name of repository: Sangamon Valley Collection Lincoln Library, 326 South 7th
Street Springfield, IL 62701

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreeage of Property less than one

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 39°47'57.09"N Longitude: 89°38'32.74"W

Verbal Boundary Description (Describe the boundaries of the property.)

The East 38 feet of the North 68 feet of Lot 1 in Block 16 of Elijah Iles' Addition to the City of Springfield, Illinois.

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes the depot and the lot historically associated with it.

11. Form Prepared By

name/title: Edward J. Russo

organization: Sangamon Researchers

street & number: PO Box 5805

city or town: Springfield, state: IL zip code: 62705

e-mail: phoenixejr1018@gmail.com

telephone: (217) 414-0052

date: _____

Great Western Railroad Depot
Name of Property

Sangamon, IL
County and State

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Photograph 1.

Great Western Railroad Depot

Springfield, Illinois

Sangamon

Benjamin Halpern, Photographer

November 2013

View showing north and west elevations. Camera facing south east

1/13

Photograph 2.

Great Western Railroad Depot

Springfield, Illinois

Sangamon

Edward I. Russo, Photographer

September 2013

View showing north and east elevations. Camera facing southwest

2/13

Great Western Railroad Depot
Name of Property

Sangamon, IL
County and State

Photograph 3.

Great Western Railroad Depot

Springfield, Illinois

Sangamon

Edward 1 Russo, Photographer

September 2013

View showing rear (south) elevation. Camera facing north.

3/13

Photograph 4.

Great Western Railroad Depot

Springfield, Illinois

Sangamon

Benjamin Halpern, Photographer

November 2013

Interior. Gentlemen's Waiting Room, northeast corner of first floor. Camera facing south.

4/13

Photograph 5.

Great Western Railroad Depot

Springfield, Illinois

Sangamon

Benjamin Halpern, Photographer

November 2013

Interior. Recreated ticket booth, south end of entrance hall. Camera facing south.

5/13

Photograph 6.

Great Western Railroad Depot

Springfield, Illinois

Sangamon

Benjamin Halpern, Photographer

November 2013

Interior: Ladies' Waiting Area, camera facing southeast

6/13

Great Western Railroad Depot
Name of Property

Sangamon, IL
County and State

Photograph 7.

Great Western Railroad Depot

Springfield, Illinois

Sangamon

Benjamin Halpern, Photographer

November 2013

Interior. First floor conference room & waiting area, camera facing southwest

7/13

Photograph 8.

Great Western Railroad Depot

Springfield, Illinois

Sangamon

Benjamin Halpern, Photographer

November 2013

Interior. 2nd floor hallway, camera facing north

8/13

Photograph 9.

Great Western Railroad Depot

Springfield, Illinois

Sangamon

Benjamin Halpern, Photographer

November 2013

Interior. 2nd floor hallway, camera facing south

9/13

Photograph 10.

Great Western Railroad Depot

Springfield, Illinois

Sangamon

Benjamin Halpern, Photographer

November 2013

Interior. 2nd floor conference room, camera facing northwest

10/13

Great Western Railroad Depot
Name of Property

Sangamon, IL
County and State

Photograph 11.
Great Western Railroad Depot
Springfield, Illinois
Sangamon
Benjamin Halpern, Photographer
November 2013
Interior. 2nd floor attorney office, camera facing southeast
11/13

Photograph 12.
Great Western Railroad Depot
Springfield, Illinois
Sangamon
Benjamin Halpern, Photographer
November 2013
Interior. 2nd floor attorney office, camera facing west
12/13

Photograph 13.
Great Western Railroad Depot
Springfield, Illinois
Sangamon
Benjamin Halpern, Photographer
November 2013
Interior. Kitchenette, camera facing west
13/13

Great Western Railroad Depot
Name of Property

Sangamon, IL
County and State

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

- i Edward J. Russo, *Prairie of Promise* (Woodland Hills, CA: Windsor Publications, 1983) 15.
- ii John Carroll Power, *History of Springfield, Illinois...* (Springfield: Illinois State Journal, 1871) 28.
- iii Ibid.
- iv Ibid., 29.
- v Ibid., 31.
- vi Ibid.
- vii Ibid.
- viii Ibid.
- ix Ibid.32.
- x Ibid.
- xi E.F. Pat Striplin, *The Norfolk & Western, A History...* (Forest, Virginia: Norfolk & Western Historical Society Inc. 1997) 169.
- xii Ibid. 170
- xiii U.S. Congress. Senate. Committee on Public Lands. *Memorial of the Great Western Railway Company of Illinois...December 28, 1843.* 28th Cong., 1st sess., 1844 1.
- xiv Ibid., 2-3.
- xv *Norfolk & Western History*,170.
- xvi ``Great Western Railroad—Improvements,`` Illinois State Journal (Springfield, IL), April 28, 1857.
- xvii Edward J. Russo, Melinda Garvert, Curtis Mann, *Springfield Business, a Pictorial History.* St. Louis: G. Bradley Publishing, Inc. 1995. 17.
- xviii ``Great Western Railroad of Illinois,`` Illinois State Journal (Springfield, IL), March 24, 1859.
- xix Ibid.
- xx *Norfolk & Western History*, 17.
- xxi Comment made to Edward Russo by an unidentified theater historian while researching in Lincoln Library's (Springfield, IL) Sangamon Valley Collection, circa 1995.
- xxii ``Toledo, Wabash and Great Western Railroad,`` Illinois State Journal (Springfield, IL), October 26, 1865.
- xxiii Illinois State Journal, *Springfield in Eighteen Ninety Six...* (Springfield, IL: The Journal. 1896), 90.
- xxiv Ibid.

Great Western Railroad Depot
Name of Property

Sangamon, IL
County and State

- xxv `Historical Site,' Illinois State Journal (Springfield, IL), October 14, 1928.
- xxvi Edward J. Russo, Melinda Garvert, Curtis Mann, *Springfield Business, a Pictorial History*. (St. Louis: G. Bradley Publishing, Inc. 1995), 62.
- xxvii `Wabash Railroad one of Pioneer Lines in Illinois,' Illinois State Journal (Springfield, IL), August 31, 1935.
- xxviii *Norfolk & Western History*, 172
- xxix Ibid., 174
- xxx Ibid., 179
- xxxi Illinois State Register, *The Illinois Capital Illustrated...*, (Springfield, IL: The Register, 1898) 53.
- xxxii `East Side Very Busy,' Springfield News (Springfield, IL), November 11, 1902.
- xxxiii Ibid.
- xxxiv Ibid.
- xxxv *Springfield City Plan*, 18.
- xxxvi Ibid.
- xxxvii Ibid., 19.
- xxxviii Ibid., 47.
- xxxix Ibid., 50.
- xl Ibid. 48.
- xli Ibid., 62.
- xlii Ibid., 63.
- xliii *Norfolk & Western History*, 179
- xliv Ibid., 178
- xlv Ibid.
- xlvi `Some Incidents in Lincoln's Farewell Trip from Springfield to Washington,' Illinois State Journal (Springfield, IL), June 13, 1915.
- xlvii `Throng Sees Lincoln Memorial Unveiled in Elaborate Ceremony,' Illinois State Journal (Springfield, IL) June 15, 1915.
- xlviii Ibid.
- xliv `City's Newest Museum: Lincoln's Depot, Inc.' State Journal-Register (Springfield, IL) April 11, 1965.
- l Ibid.
- li `Has Lincoln's Train Left the Station?' State Journal-Register (Springfield, IL), December 1, 2011
- lii `State Journal-Register is Exploring Options for its Three-story Office Building and the adjoining Great Western Depot Property,' State Journal-Register (Springfield, IL), February 24, 2012.
- liii `Noll Buys Lincoln Depot from SJ-R,' State Journal-Register (Springfield, IL), May 4, 2012.



GREAT WESTERN
RAILROAD
SPRINGFIELD, ILLINOIS

GREAT WESTERN
RAILROAD
SPRINGFIELD, ILLINOIS

NOLL
LAW OFFICE
1234 MAIN ST.

NOLL
LAW OFFICE
1234 MAIN ST.

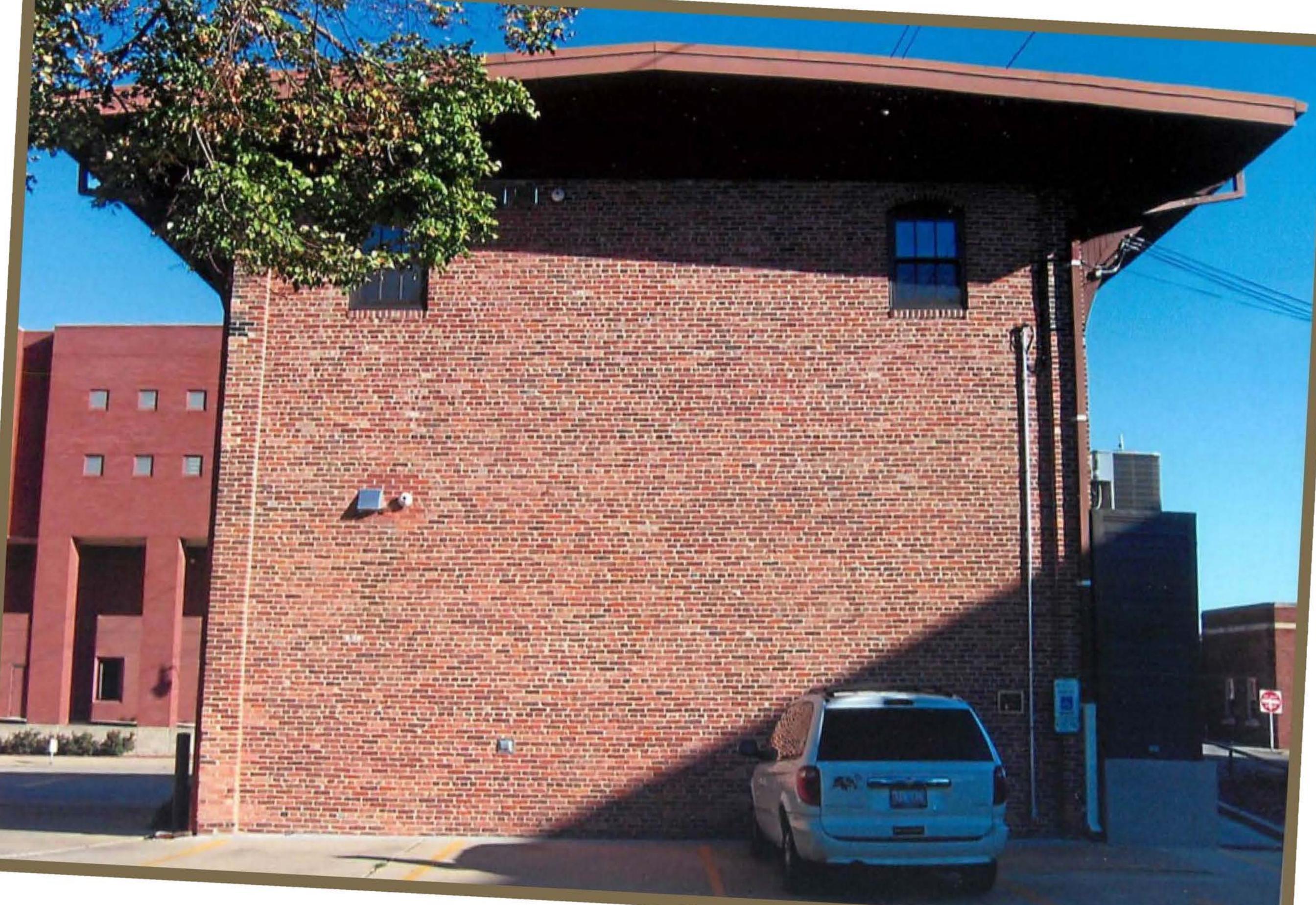
RAIL-CROSSING
CROSSROAD



GREAT WESTERN
RAILROAD
DENVER & WYOMING

WALL
STREET

NO
TRESPASSING







OCCUPANCY
LIMITED TO
40 PERSONS

GENTLEMEN

LADIES





EXIT

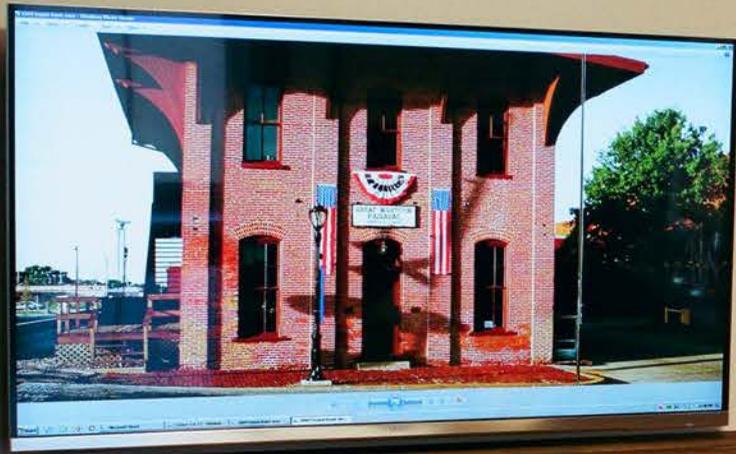
WABASH
GREAT WESTERN RAILROAD
TIME CARD
For a Round Trip, Quota No. 2, 1861
A. B. ...















DANIEL ALAN NOLL



Journal Register



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Great Western Railroad Depot
NAME:

MULTIPLE
NAME:

STATE & COUNTY: ILLINOIS, Sangamon

DATE RECEIVED: 7/09/14 DATE OF PENDING LIST: 8/04/14
DATE OF 16TH DAY: 8/19/14 DATE OF 45TH DAY: 8/25/14
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14000510

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 8-25-14 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



July 3, 2014

Ms. Barbara Wyatt
National Register of Historic Places Program
National Park Service, Department of the Interior
1201 Eye Street, NW (2280)
Washington , DC 20005

Dear Ms. Wyatt:

Enclosed are the disks that contain the true and correct copies of the National Register nominations recommended for nomination by the Illinois Historic Sites Advisory Council at its June 27, 2014 meeting and signed by the State Historic Preservation Officer:

Jacksonville Historic District—Jacksonville, Morgan County
David Hall House – Lake Villa vicinity, Lake County
Glen Carbon School – Glen Carbon, Madison County
Marshall Site – Chillicothe vicinity, Marshall County
Great Western Railroad Depot – Springfield, Sangamon County
Oak Park Village Hall – Oak Park, Cook County
Morrison Main Street Historic District – Morrison, Whiteside County

Please note that the following:

1. Oak Park Village Hall is less than 50 years old and is being nominated under Criterion Consideration G
2. An active U.S. Post Office is located within the boundaries of the Morrison Main Street Historic District. The Real Estate Specialist of the USPS was notified of the proposed designation.

Please contact me at 217/785-4324 if you need any additional information. Thank you for your attention to this matter.

Sincerely,

Andrew Heckenkamp, Coordinator
Survey and National Register program

enclosures

1 Old State Capitol Plaza
Springfield IL 62701

ILLINOISHISTORY.GOV