ACKNOWLEDGEMENTS

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INTRODUCTION

The development of the railroad and its monuments, the railroad stations, coincided with the growth of the United States and was, in large part, responsible for the economic expansion that began shortly before the Civil War and continued well into the twentieth century. The completion of the great transcontinental lines in the decade following the Civil War, the invention of the Pullman sleeping car, the Westinghouse air brake, the safety coupler, and the refrigerator car helped to insure the supremacy and prosperity of the railroad for decades. The network of railroad lines crossing the continent not only provided an efficient means to market grain and livestock, but more importantly brought settlers into the newly opened territories. The termini and junction points of the great transcontinental lines--Union Pacific, Southern Pacific, Northern Pacific, and the Santa Fe--which were either small villages or nonexistent before the Civil War, became cities within thirty years after rail link-up. Cities like Omaha, Kansas City, Duluth, Oakland, Portland, Seattle and Tacoma owe their initial growth and ensuing prosperity to the railroad.

As Carroll Meeks has pointed out in his pioneering study, The Railroad Station (New Haven: Yale Univer-
INTRODUCTION

There was no functional precedent for the station—it was a new type of building, representative of the new problems of design posed by the Industrial Revolution and reflective of the mobility and technology of the masses. Perhaps more than any other type of building, the railroad station and the train shed typified the inventive spirit of the nineteenth and early twentieth century: engineers audaciously seized upon the potentialities of iron and glass, dramatically vaulting increasingly wider spaces with single-spans. Architects, too, were quick to adapt the latest revival styles to the train station, achieving a monumentality of scale perhaps unmatched by any other building type of this period.

The most common transportation buildings of the seventeenth and eighteenth centuries were the tollhouses, and it may have been from these way-stations that the vast train shed developed. If the early train terminals were modeled upon cathedrals, Roman baths, Greek temples or propylea, it was in part because architects, in trying to solve the particular problems posed by the railroad, delved into history to see how earlier architects had coped with large enclosed spaces able to accommodate many people.

No expense was spared in the construction of larger terminals. Built in a "golden age," they were symbols of the railroads' prosperity and power; often extravagant and monumental structures, they were designed by some of America's best known architects and built to last with the finest available materials: marble, limestone, granite. In the smaller towns, the depots were no less important; built of wood or brick, many times they were fancifully decorated with "gingerbread" trim or distinguished with an imposing clock tower. More often than not these stations were located in the center of town facing a park or open space. The waiting rooms were the most important interior spaces of stations, both large and small. Spacious and high-ceilinged, often vaulted and coffered, these rooms were decorated with fine woods and stones, stained glass or murals. The architectural magazine, Building News, accurately wrote in 1875: "Railway termini and hotels are to the nineteenth century what monasteries and cathedrals were to the thirteenth century. They are truly the only real representative building we possess... Our metropolitan termini have been leaders of the art spirit of our time."

This selective inventory of historic railroad stations was prepared by the staff of the National Register of Historic Places, National Park Service, for the workshop on reusing railroad stations to be held on July 22 and 23, 1974 in Indianapolis, Indiana. Sponsored by the National Endowment for the Arts in conjunction with Educational Facilities Laboratories, the workshop is co-sponsored by the Advisory Council on Historic Preservation, National Park Service, National Trust for Historic Preservation, and the U.S. Department of Transportation. The workshop was organized in response to a frequent urban crisis—the unnecessary demolition of architecturally significant structures. Within the last ten years numerous railroad terminals have been threatened or demolished both in large cities like New York and Chicago and in smaller towns like Parkersburg, West Virginia and Kent, Ohio. While there are an estimated 20,000 stations still standing in the United States, this is less than half the number that were standing only twenty years ago.

Because of their size and the precarious financial situation in which many railroads have found themselves, railroad stations are particularly vulnerable to destruction or abandonment by companies unable or unwilling to maintain them. It is as if functionality and efficiency in a building cannot coexist with domed spaces, Corinthian columns, and other such "unnecessary" extravagances. Thus, the monumental railroad terminals of yesterday are doomed on today's principle that it is economically prohibitive to build or continue to use overly generous spaces. This workshop will explore methods for preserving these stations, not only for...

468 SOUTHERN RAILWAY PASSENGER DEPOT, Branchville, South Carolina (William F. Chrisiensen)
INTRODUCTION

aesthetic reasons, but more importantly so that with reuse stations can remain an essential part of America's architectural heritage.

Ironically, the need for an efficient rail system is felt more keenly now than it was a decade ago. With the increasing shortage and cost of fuel, more people are beginning to realize that automobiles and superhighways are not final answers to the transportation problems facing America. At the same time, many of those supporting the railroads feel that the age of the large railroad terminal has passed, leaving cities and towns with a centrally located, well built, in many cases architecturally significant--but unused--building.

The purpose of this inventory is to bring to the attention of the participants of this workshop--planners, mayors, bankers, developers--the names and locations of as many railroad stations as possible, which are recognized by preservation programs of the Federal government as having architectural, engineering or historical significance.

Five sources were consulted in compiling the inventory: the National Register of Historic Places (including National Historic Landmarks); the Historic American Buildings Survey; the Historic American Engineering Record; the individual State Historic Preservation Plans which inventory architectural resources in detail; and additional stations not mentioned by the other four sources suggested by staff members of the State Historic Preservation Offices.

The Federal programs listed above are all within the Office of Archaeology and Historic Preservation of the National Park Service. A brief description of each of the programs will help explain the government's role in encouraging and guiding preservation of this country's cultural resources.

266 POINT OF ROCKS RAILROAD STATION, Point of Rocks, Maryland (Barry Wientraub)
The National Register of Historic Places. The National Register is the official schedule of the nation's cultural property that is worthy of preservation. Established by the National Historic Preservation Act of 1966, the National Register is a protective inventory of irreplaceable resources across the country. The National Register is expanded through four means: 1) acts of Congress and Executive Orders which create areas of historic significance administered by the National Park Service; 2) properties declared by the Secretary of the Interior as eligible for designation as National Historic Landmarks; 3) nominations prepared by the states and approved by the National Park Service; and, 4) nominations of Federal properties prepared by Federal agencies as directed by Executive Order 11593 and approved by the National Park Service.

Most nominations to the National Register are made by a State Historic Preservation Officer appointed by the Governor to supervise the program within each state. A professional staff conducts a statewide historic survey and reports its findings to a professional review committee. If the property meets National Register criteria, the committee recommends it for nomination.

The purposes of the National Register program are: 1) to assess and record the history and achievements of the American people in the areas of American history, architecture, archeology and culture; 2) to aid the states in the preparation of comprehensive statewide preservation plans; 3) to assist in the preservation of the tangible reminders of these achievements and this history through the granting of Federal money to the states on a dollar-for-dollar matching basis; and, 4) to extend to all such properties a degree of protection by insuring compliance with procedures for review of Federal undertakings.

At present there are over 8,500 historic buildings, structures, sites, objects and districts listed on the National Register, including well over 100 railroad stations, listed individually and within historic districts.

One of the purposes of the National Register program is to aid the states in the preparation of comprehensive statewide preservation plans. The National Register oversees and approves the preparation of these plans which are presented in three volumes.

Volume I of this document provides a summary of the State's history and background of its preservation activities, a statement of its long range goals, and its methods of operation. Volume II, the State's inventory of historic resources, constitutes an inventory of the historic sites, buildings, structures, districts and objects which reflect the various themes and aspects of the State's development throughout history. As an ever-growing list of historical resources of varying significance within the State, it provides an excellent planning tool and working base for future historical research. Volume III is the annual work program, which must be submitted annually with an apportionment warrant stating and explaining the State's request for historic preservation grants-in-aid. This volume includes a review of the past year's work, updates of Volumes I and II, and plans for the next fiscal year. It is from Volume II that the names and locations of many railroad stations were taken for this inventory.

The Historic American Buildings Survey. Established in 1933, the Historic American Buildings Survey (HABS) is a Federal program administered by the National Park Service authorized to assemble an archives of the building arts in the United States. Conducted in cooperation with the American Institute of Architects and the Library of Congress, the Survey is the government's oldest operative historic preservation program.

Today, HABS conducts a broad national program of intensive architectural surveys on a shared-fund basis, in cooperation with State and local governments, preservation groups, and historical societies. The
INTRODUCTION
Survey works closely with groups and institutions which have an active interest in recording historic structures and gives priority to projects in areas where there is active concern for historic landmarks. Historic buildings are recorded by detailed studies which include measured drawings, photographs, and architectural and historical data.

Before 1959, the Survey had recorded only two railroad stations. Responding to the crisis of the railroads and the impending demolition of many historically significant structures, the Survey has recorded an additional 51 stations since 1959. At least a dozen of these have been demolished, almost all of them in large urban centers: Pennsylvania Station in New York, Chicago's Grand Central, and Broad St. Station in Philadelphia. Although documentary records can never be a substitute for viable structures that contribute to the life of a community, they are an important resource which will be of use to historians and will serve as crucial links connecting past and future generations.

The Historic American Engineering Record. Established in 1969 under a cooperative agreement between the National Park Service, the American Society of Civil Engineers, and the Library of Congress, the Historic American Engineering Record (HAER) conducts a variety of programs that document America's industrial and engineering heritage. Projects include the compiling of inventories of sites and structures and the detailed recording of notable works within a designated geographic area or of a specific genre or industry. Like HABS, such recording includes measured drawings, written historical accounts and technical analyses, professional photographs and, in some cases, photogrammetry and motion picture documentation.

Railroads have necessarily played a major role in the history of American engineering and technology, and shortly after its inception, the Historic American Engineering Record conducted a survey of various nineteenth century structures between Baltimore and Cumberland, Maryland along the main line of the Baltimore and Ohio Railroad, which was completed between the two cities in 1842. Among the notable structures recorded were the Queen City Station-Hotel in Cumberland, the Mount Clare Shops in Baltimore, and the station in Point of Rocks. During the summer of 1971, the Historic American Engineering Record conducted a similar survey along the main line of the Erie Railway, which was begun in 1835 and completed between the metropolitan New York area and Dunkirk, New York in 1851. In addition to the distinguished bridges, tunnels, and viaducts along this route, there are a large number of nineteenth century stations, among them the Starrucca House in Susquehanna, Pennsylvania, at one time a station-hotel noted for its ample dining facilities. Statewide surveys and regional inventories have added other railroad structures, particularly Baltimore and Ohio Railroad works in West Virginia, to the HAER files.

The 562 stations inventoried here represent a small fraction of the stations still extant in the United States. At the same time, the inventory provides a good representative sampling of the depots still to be found in America and indicates that a surprising number have already been adapted as restaurants, residences, and offices.

The stations are listed alphabetically by state and are assigned catalog numbers. Wherever possible, the following information on each station has been gathered:

- the town or city in which it is located
- the station's common name
- its street address or general location
- the date of construction
- the architect
- the railroad lines served
- the present or adaptive use

403 SEABOARD COAST LINE PASSENGER DEPOT, Hamlet, North Carolina (N.C. State Highway Commission)
Because of the large number of stations involved, it has been impossible to accumulate as much information on each station as desired. Although an attempt was made to check information with State Historic Preservation Offices across the country, inaccuracies and omissions are bound to occur--although, it is hoped, not too frequently.

According to the most recent railroad atlas published by Rand McNally, over 250 railroad lines still operate in the United States. In many entries names of railroad lines no longer in existence, or lines that have been consolidated, will appear along with lines still in operation. An attempt has been made to track down the current name of the railroad line using a particular station, but in many cases this has been impossible, and the historic line name is given. In the cases where the exact name of a station is unknown, it is simply listed "RR Station." For the purposes of this inventory, no effort was made to distinguish between the words "railroad" and "railway."

The index appearing at the end of the inventory lists stations, architects, railroad lines and adaptive uses alphabetically. At a glance the index will provide the reader with such diverse information as the names of stations reused as theatres, the number of depots designed by Shepley, Rutan and Coolidge, or the stations listed on the Baltimore and Ohio Railroad.

The last line of each entry indicates the source of information, and the following codes were used:
- NHL National Historic Landmark
- NR National Register of Historic Places
- NRP Pending nomination to the National Register
- HABS Historic American Buildings Survey
- HAER Historic American Engineering Record
- SI State inventory, State Historic Preservation Plan

Entries with none of these codes were supplied by State Historic Preservation Offices.
1 Albertville
   RR STATION
   Proposed civic center

2 Athens
   RR STATION
   Clothing store

3 Auburn
   RR STATION
   Motorcycle shop

4 Bessemer *
   SOUTHERN RR TERMINAL STATION
   1905 Alabama Ave.
   1916
   Alabama Great Southern RR; Southern;
   Seaboard Coastline RR
   Proposed museum
   NR

5 Collinsville
   RR STATION
   Information booth; moved

6 Dothan
   RR STATION
   Bank; moved

7 Enterprise
   RR STATION
   Agricultural museum
   NRP

*4 SOUTHERN RAILWAY TERMINAL STATION, Bessemer,
   Ala. (Billy Cliff Evans)

This small town railroad terminal, built in 1916,
   is irregular in plan with two levels of hipped roof
   and a center gabled section. Notable architectural
   features include the hand-finished Circassion
   walnut woodwork and trim in the two waiting rooms.
8 Eufaula
VICKSBURG AND BRUNSWICK DEPOT
Lore Historic District
1872
Central of Georgia
Store
NR

*9 ALABAMA GREAT SOUTHERN RAILROAD PASSENGER DEPOT, Fort Payne, Alabama (Bill Jocoway)

Completed in 1891, the Fort Payne Depot was designed in a Richardsonian Romanesque style by the Ohio architect, Charles C. Taylor. The one-story building, with its hipped roof, turret and gray sandstone walls, is the sister building of the Fort Payne Opera Building and is a fine example of boom town architecture. The station is one of the few remaining 19th century railroad terminals in Alabama.

9 Fort Payne *
ALABAMA GREAT SOUTHERN RR PASSENGER DEPOT
Northeast Fifth Street
1890-91; Charles C. Taylor
Alabama Great Southern RR; Southern System
NR

10 Huntsville *
SOUTHERN RR SYSTEM DEPOT
330 Church Street
1860
Southern RR System
Proposed transportation museum
NR

*10 SOUTHERN RAILWAY SYSTEM DEPOT, Huntsville, Alabama (John A. Martz)

This two story red brick depot is the oldest extant railway station in Alabama. Constructed in 1860 as part of the important Memphis & Charleston Railroad Company, the depot was purchased in 1898 by the Southern Railway System. Plans are underway to restore the depot as a museum.
11 Linden
   RR STATION
   Restaurant; moved

12 Mobile
   GULF, MOBILE & OHIO STATION
   Beauregard St. between Royal & St. Joseph Sts.
   1907; Philip Thornton Marye
   Gulf, Mobile & Ohio RR
   Storage and offices
   HABS

13 Montevallo
   RR STATION
   Library; moved

14 Montgomery
   UNION RR STATION
   Water Street
   1898
   Proposed civic center
   NR

15 Selma
   RR STATION
   Water Avenue Historic District
   Louisville & Nashville RR; Southern
   Proposed offices
   NR

16 Talladega
   TALLADEGA RR DEPOT
   Talladega Court House Square District
   c. 1906
   Louisville & Nashville RR; Seaboard Coastline RR; Southern
   Chamber of Commerce; information center
   NR

17 Tuscaloosa
   RR STATION
   Proposed restaurant

18 Tuscumbia
   TUSCUMBIA RR DEPOT
   Colbert County Courthouse Square Historic District
   Southern
   Civic center
   NR

19 Seward
   RR STATION
   5th Street & Neil Armstrong Ave.
   SI
ARIZONA

20 Grand Canyon *
GRAND CANYON RR STATION
Park Route 8a
1890's
Atchison, Topeka & Santa Fe RR
Not in use
NRP

21 Patagonia
PATAGONIA RR STATION
c. 1900
Southern Pacific RR
SI

*20 GRAND CANYON RAILROAD STATION
Grand Canyon, Arizona (Richard Payner)

This sprawling log and shingle structure was completed around 1909 by the Santa Fe Railroad. With its completion the railroad became the principal means of access to the Grand Canyon, bringing passengers to its lodges and hotels. Service to the station was terminated in 1968.

ARKANSAS

24 Bigelow
RR STATION
Highway 300 and Clay St.
c. 1900-20
Residence
SI

25 Clarkville
FIRST DEPOT
SI

26 Conway
RR STATION
Not in use; proposed town meeting hall

27 England
RR STATION
Police station

28 Garner (vicinity)
RR STATION
Highway 67 North
c. 1895
SI
<table>
<thead>
<tr>
<th>Number</th>
<th>Location</th>
<th>Name</th>
<th>Type</th>
<th>Date</th>
<th>Notes</th>
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<td>29</td>
<td>Hot Springs</td>
<td>RR STATION</td>
<td>Restaurant</td>
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<td></td>
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<tr>
<td>30</td>
<td>Keo</td>
<td>RR STATION</td>
<td></td>
<td>c. 1885</td>
<td>Not in use, SI</td>
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<tr>
<td>31</td>
<td>Leslie</td>
<td>LESLIE RR STATION</td>
<td></td>
<td>c. 1910</td>
<td>SI</td>
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<tr>
<td>32</td>
<td>Little Rock</td>
<td>CHOCTAW ROUTE STATION</td>
<td></td>
<td>c. 1899</td>
<td>Rock Island RR</td>
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<td>33</td>
<td>Little Rock</td>
<td>UNION STATION</td>
<td>Restaurant; office; RR Station</td>
<td>1924</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>McRea</td>
<td>McREA RR STATION</td>
<td></td>
<td>Highway 67 North</td>
<td>c. 1900</td>
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<tr>
<td>35</td>
<td>St. Joe</td>
<td>ST. JOE RR STATION</td>
<td></td>
<td>Highway 65</td>
<td>c. 1920</td>
</tr>
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<td>36</td>
<td>Van Buren</td>
<td>VAN BUREN DEPOT</td>
<td></td>
<td>Main &amp; Fayetteville Sts.</td>
<td>c. 1900</td>
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<td>37</td>
<td>Alameda</td>
<td>ALAMEDA TERMINAL CENTRAL PACIFIC RR</td>
<td>Between 1848-1900</td>
<td>Central Pacific RR</td>
<td>DEMOLISHED</td>
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<td>38</td>
<td>Alviso</td>
<td>ALVISO RR DEPOT</td>
<td>Port of Alviso Historic District</td>
<td>1904</td>
<td>Southern Pacific RR</td>
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<td>39</td>
<td>Bagby</td>
<td>YOSEMITE VALLEY RR STATION</td>
<td>Yosemite National Park</td>
<td>Yosemite Valley RR</td>
<td>DEMOLISHED</td>
</tr>
<tr>
<td>40</td>
<td>Blue Lake</td>
<td>ARCATA &amp; MAD RIVER RR STATION</td>
<td>1848-1900</td>
<td>Arcata &amp; Mad River RR</td>
<td>SI</td>
</tr>
<tr>
<td>41</td>
<td>Burlingame</td>
<td>SOUTHERN PACIFIC RR STATION</td>
<td>Burlingame Avenue</td>
<td>1894; George H. Howard</td>
<td>Southern Pacific RR</td>
</tr>
</tbody>
</table>
41 SOUTHERN PACIFIC RAILROAD STATION, Burlingame, California (Morley Baer for HABS)

42 Camarille
SOUTHERN PACIFIC RR DEPOT
Post 1900
Southern Pacific RR
SI

43 Colton
SANTA FE RR STATION
1848-1900
Southern Pacific RR; Atchison, Topeka & Santa Fe RR
SI

44 Cottonwood
COTTONWOOD RR STATION
Front Street
Southern Pacific RR
Cottonwood Museum
NR

45 Jamestown
SIERRA RR DEPOT
1848-1900
RR Station
SI

46 Los Angeles
"THE PALMS", SOUTHERN PACIFIC DEPOT
1848-1900
Southern Pacific RR
SI

47 Los Angeles County
RIVER STATION
1848-1900
Southern Pacific RR
SI

*53 SANTA FE DEPOT (UNION STATION), San Diego, California (Robert Mosher)

The Santa Fe Depot was built in the Spanish Colonial Revival style in conjunction with the 1915 Panama-Pacific International Exposition in Balboa Park. The great entrance arch is flanked by towers with tiled domes capped by tiled lanterns; the blue and yellow tiles laid in zigzag patterns are especially noteworthy. Plans are underway to turn the station into a transportation complex, including trains, buses, airport ticketing facilities, shops, and a restaurant.
CALIFORNIA

48 Los Angeles
   WATTS STATION
   Post 1900
   Not in use
   SI

49 Menlo Park
   SOUTHERN PACIFIC RR STATION
   1848-1900
   Southern Pacific RR
   RR Station; Chamber of Commerce; office
   SI

50 Orinda
   CALIFORNIA & NEVADA RR TERMINUS
   1848-1900
   California & Nevada RR
   SI

51 Redlands
   SANTA FE RR STATION
   Post 1900
   Atchison, Topeka and Santa Fe RR
   SI

52 San Carlos
   SOUTHERN PACIFIC RR STATION
   1848-1900
   Southern Pacific RR
   RR Station
   SI

53 San Diego *
   SANTA FE RR STATION (UNION STATION)
   1050 Kettner Blvd.
   1914-1915; Bakewell & Brown
   Atchison, Topeka & Santa Fe RR
   Transportation Center
   NR/HABS

54 San Francisco
   SOUTHERN PACIFIC DEPOT
   3rd & Townsend Sts.
   Early 20th c.
   Southern Pacific RR
   RR Station

55 Santa Paula
   SOUTHERN PACIFIC DEPOT
   Post 1900
   Southern Pacific RR
   SI

56 Santa Susana
   SOUTHERN PACIFIC RR STATION
   Post 1900
   Southern Pacific RR
   SI

57 Truckee
   TRUCKEE DEPOT
   c. 1900
   Southern Pacific RR
   SI

COLORADO

58 Antonio
   RR STATION
   1880's
   Denver & Rio Grande Western RR
   RR Station
   NR

59 Colorado Springs
   DENVER & RIO GRANDE RR DEPOT
   20 South Sierra Madre Street
   1887; Frederick Sterner
   Denver & Rio Grande Western RR
   SI
60 Como
    COMO ROUNDHOUSE, DEPOT & RR HOTEL
    1879
    SI

61 Conejos County
    NARROW GAUGE DEPOT
    1880
    Denver & Rio Grande Western RR
    SI

62 Crested Butte
    CRESTED BUTTE DEPOT
    1881
    Denver & Rio Grande Western RR
    SI

63 Denver
    UNION STATION
    17th & Wyncooop St.
    1881; Gove & Walsh
    SI

64 Durango
    DURANGO-SILVERTON NARROW GAUGE RR
    NHL/NR

65 Glenwood Springs
    GLENWOOD SPRINGS DEPOT
    1887
    Denver & Rio Grande RR
    SI

66 Jefferson County
    SOUTH PLATTE STATION
    Western End of Platte Canyon
    1877
    Denver, S. Park & Pacific RR
    SI

67 Ridgeway
    RIDGEWAY RR STATION
    1893
    Rio Grande Southern RR
    SI

68 Silver Plume
    SILVER PLUME DEPOT
    I-70 right-of-way
    1884
    Colorado Central Railroad
    NR

69 Victor
    VICTOR DEPOT
    Teller County
    1890's
    SI

70 Wagon Wheel Gap
    WAGON WHEEL GAP DEPOT
    1883
    Denver & Rio Grande Western RR
    Art Gallery
    SI

71 Brookfield
    BROOKFIELD RR STATION
    Route 25
    Late 19th c.
    Penn Central RR
    SI
72 Colchester
RR STATION
Route 16
1880
Penn Central RR
Package store
SI

73 Cornwall
CORNWALL BRIDGE RR STATION
Junction of Poppleswamp Brook Rd. 
& Kent Rd.
1860's
NR

74 Cornwall
WEST CORNWALL DEPOT
Route 128
1880
Penn Central RR
SI

75 Danbury
DANBURY RR STATION
Penn Central RR
SI

76 Guilford
GUILFORD RR STATION
Whitfield St.
c. 1870
Penn Central RR
Hardware store
SI

77 Hampton
RR STATION
Route 6 at Brook St.
1860
Penn Central RR
SI

78 Kent
KENT RR DEPOT
1870
Penn Central RR
SI

79 New Haven
NEW HAVEN RR STATION
c. 1905
Penn Central
SI

*80 NEW LONDON RAILROAD STATION
New London, Conn. (HABS)

The design of this large, 2 1/2 story red brick building with its hipped roof and projecting gabled center section has been attributed to the noted American architect, Henry Hobson Richardson. Architectural historians have described the Romanesque Revival station as being one of the architect's best works, although the building has been under the threat of demolition for the past decade. Present plans call for the station to be converted into commercial office space and a restaurant, with Amtrak continuing to use some space for its operations.
80 New London *
NEW LONDON RR STATION
Foot of State St.
1886-87; H. H. Richardson
Amtrack; New York, New Haven &
Hartford RR; Penn Central RR
RR Station; proposed commercial use
NR/HABS

*81 UNION DEPOT, North Canaan, Conn. (Susan
Babbitt)

This elegant Victorian station was situated at the
junction of the Connecticut Western and Housatonic
railroads, and each wing of the building served a
different line. At the southwestern corner of the
2-story board and batten structure is a large octag­
onal tower with rooms for the accommodation of the
telegraph operators. No longer used as a passenger
depot, the station is presently owned by Penn
Central.

81 North Canaan *
UNION DEPOT
U.S. 44
1872; Chief Engineer Shunk
Housatonic & Connecticut Western RR
Freight station
NR

82 Old Saybrook
RR STATION & FREIGHT HOUSE
C. 1870
Penn Central RR
SI

83 Southport
NEW YORK, NEW HAVEN & HARTFORD RR
EASTBOUND PASSENGER STATION
Station Street
C. 1885
New York, New Haven & Hartford RR;
Penn Central
HABS

84 Stonington
MYSTIC RR DEPOT
Route 1
Penn Central RR
SI

85 Wallingford
WALLINGFORD RR STATION
C. 1870
Penn Central RR
SI

86 Waterbury
WATERBURY RR STATION
1909; McKim, Mead & White
Penn Central RR
Passenger use; newspaper office
SI
CONNECTICUT

87 Windsor
WINDSOR RR STATION
Center St.
1880
Penn Central RR
Not in use
SI

88 Windsor Locks
WINDSOR LOCKS RR STATION
Route 5A
Penn Central RR
SI

DELAWARE

89 Dover
DOVER RR STATION
Delaware RR Co.
Courthouse; formerly State Library

90 Greenwood
GREENWOOD RR STATION
1861-1873
Penn Central RR; Delaware RR Co.
Not in use
SI

91 Montchanin
MONTCHANIN RR STATION
Reading RR
Post Office

92 Newark
NEWARK RR STATION
Penn Central RR
RR Station

93 Rehoboth
REHOBOTH RR STATION
Laundromat; bus station

94 Seaford
SEAFAST PASSENGER STATION
1861-73
Penn Central RR
Operations office
SI

95 Wilmington
WILMINGTON TRAIN STATION
Front St.
Penn Central RR
RR Station

96 Winterthur
WINTERTHUR STATION
Reading RR

97 Wyoming
WYOMING RR STATION
Delaware RR Co.
Laundromat

DISTRICT OF COLUMBIA

98 Washington *
UNION STATION
Massachusetts & Delaware Aves. NE
1903-08; Daniel Burnham
Amtrak; Baltimore & Ohio RR;
Penn Central RR; Southern
RR Station; visitors center
NR/HABS
Designed in 1903 by Daniel H. Burnham, Union Station was patterned externally after the Arch of Constantine and internally after the Baths of Diocletian. The richly decorated station, with exterior sculpture executed by Louis Saint-Gaudens, was designed to accommodate inaugural crowds of 100,000, but the number of daily passengers has dwindled to a fraction of that number in recent years. Union Station is now being renovated under the direction of the National Park Service and will become a National Visitors Center as part of the country's Bicentennial program.
99 Lloyd
LLOYD RR DEPOT
SR 59 & Lester Lawrence Rd.
1858
Seaboard Coastline RR
NRP

*103 SEABOARD COAST LINE RAILROAD PASSENGER STATION, West Palm Beach, Florida (Jack E. Boucher for HABS)

This 2-story building, with a distinctive tower on the north side, was designed in a Spanish Baroque style of terra cotta tile with painted stucco and cast stone or plaster detailing. A handsome loggia on the north continues around part of the east side to the asymmetrical main entrance. The Seaboard Coast Line still operates the building as a passenger station.

100 Orlando
OLD ORLANDO RR DEPOT
Depot Place & West Church St.
1894
SI

101 Orlando
ORLANDO TRAIN STATION
1402 Sligh Blvd.
1926
Seaboard Coastline RR
RR Station
HABS

102 Pensacola
LOUISVILLE & NASHVILLE MARINE TERMINAL
Barracks & Main Sts.
1902
Louisville & Nashville RR
SI

103 West Palm Beach *
SEABOARD COASTLINE RR PASSENGER STATION
Datura St. & Tamarind Ave.
1925; L. Philips Clarke
Florida East Coast RR; Seaboard Coastline RR
RR Station
NR/HABS

104 Athens
ATHENS RR STATION
Southern
Restaurant & Gift shop
<table>
<thead>
<tr>
<th>Number</th>
<th>Location</th>
<th>Address</th>
<th>Year</th>
<th>Railway</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>105</td>
<td>Atlanta</td>
<td>ATLANTA &amp; WEST POINT STATION, Decatur St. &amp; McCord Place</td>
<td>c. 1870</td>
<td>Atlanta &amp; West Point RR</td>
<td>SI</td>
</tr>
<tr>
<td>106</td>
<td>Atlanta</td>
<td>BROOKWOOD STATION, 1688 Peachtree St.</td>
<td>1918</td>
<td>SI</td>
<td></td>
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<tr>
<td>107</td>
<td>Atlanta</td>
<td>GEORGIA RR FREIGHT DEPOT, Georgia RR, Parking Garage</td>
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<tr>
<td>108</td>
<td>Atlanta</td>
<td>OGLETHORPE GEORGIA RR, Peachtree Rd.</td>
<td></td>
<td>Southern</td>
<td>Formerly antique shop; now not in use</td>
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<tr>
<td>109</td>
<td>Barnesville</td>
<td>RR STATION, Central of Georgia Railway</td>
<td></td>
<td>Lamar County Historical Society, Meeting Place</td>
<td></td>
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<tr>
<td>110</td>
<td>Columbus</td>
<td>RR STATION, Columbus Historic District</td>
<td></td>
<td>Central of Georgia Railway, Southern NR</td>
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<tr>
<td>111</td>
<td>Cuthbert</td>
<td>CUTHBERT JUNCTION RR STATION, Central of Georgia Railway</td>
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<td>Not in use; proposed acquisition by historical society</td>
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<tr>
<td>112</td>
<td>Decatur</td>
<td>RR STATION, 1890, Georgia RR, RR Station</td>
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<tr>
<td>113</td>
<td>Elberton</td>
<td>RR STATION, Southern, General Store</td>
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<tr>
<td>114</td>
<td>Forsythe</td>
<td>RR STATION, Central of Georgia Railway, Club</td>
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<tr>
<td>122</td>
<td>Central of Georgia Trainshed &amp; Station</td>
<td>Savannah, Georgia (Louis Schwartz for HABS)</td>
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</table>
| 115   | Jonesboro Train Station | Jonesboro Historic District (Main Street)  
1867  
Central of Georgia Railway  
Historical society headquarters  
NR   |
| 116   | Kennesaw            | Big Shanty RR Station  
Big Shanty Museum                                                      |
| 117   | Kingston            | Kingston RR Depot  
Not in use                                                              |
| 118   | Leesville           | RR Station  
Central of Georgia Railway Library                                     |
| 119   | Montezuma           | RR Station  
Central of Georgia Railway  
Library                                                                   |
| 120   | Pelham              | RR Station; art studio                                                  |
| 121   | Rome                | RR Station  
Southern  
Antique shop                                                            |
| 122   | Savannah            | Central of Georgia Railway Trainshed & Station  
West Broad Street  
c. 1855  
Central of Georgia Railway  
Visitors center  
HABS |
| 123   | Smithville          | RR Station  
Central of Georgia Railway  
City Hall                                                                |
| 124   | Stone Mountain      | RR Station  
Georgia RR  
City Hall & Jail                                                        |
| 125   | Summerville         | RR Station  
Central of Georgia Railway  
Officers & stores                                                       |
| 126   | Thompson            | RR Station  
Georgia RR  
Proposed club                                                            |
| 127   | Tullulah Falls      | RR Station  
Tullulah Falls RR Station  
Handicraft shop                                                          |
| 128   | Tybee Island        | RR Station                                                              |

**IDAHO**

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<tr>
<th>Number</th>
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| 129   | Blackfoot           | BLACKFOOT RAILWAY STATION  
SI |
Boise *
UNION PACIFIC MAIN LINE DEPOT
1701 Eastover Terrace
1924-25; Carrere, Hastings, Shreve & Lamb
Union Pacific RR
Union Pacific company office
NRP/HABS

Downey
DOWNEY RR STATION
SI

*130 UNION PACIFIC MAINLINE DEPOT, Boise, Idaho
(Duane Garrett)

This handsomely decorated Spanish colonial building was designed by the prestigious New York architectural firm of Carrere, Hastings, Shreve and Lamb. The three principal elements—the large waiting room block, the lower office wing and the campanile—are set in an asymmetrical pattern, with the tower dramatically dominating the structure. The station, now used as a Union Pacific company office, can be seen both day and night from much of the city, making it a familiar landmark in Boise.
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</tbody>
</table>
161 DeKalb
RR DEPOT
6th St.
Chicago & Northwestern RR
SI

162 Depue
RR STATION
SE Corner of Marquette & Pleasant
SI

163 Dixon
RR DEPOT
South End of Depot Ave.
Chicago & Northwestern RR
SI

164 Dwight
GULF, MOBILE & OHIO RR PASSENGER DEPOT
West St. between Prairie & Franklin
1891; Henry Ives Cobb
Gulf, Mobile & Ohio RR
SI

165 Enfield
RR DEPOT
North of Evansville
Louisville & Nashville RR
SI

166 Erie
RR DEPOT
South of State Route 2
Chicago, Burlington & Quincy RR
SI

167 Evanston
RR STATION
1924; Arthur N. Gerber
Chicago & Northwestern RR
SI

168 Findlay
RR DEPOT
401 SE 2nd St.
SI

169 Flora
RR STATION
1st St.; South of North Ave.
SI

170 Galena
RR DEPOT
Bouthillier; West of Park
SI

171 Girard
RR DEPOT
151 East Center
SI

172 Glencoe
RR DEPOT
710 Green Bay Rd.
Chicago & Northwestern RR
SI

173 Greenup
RR DEPOT
South side of Mill Road
SI

174 Greenville
RR DEPOT
920 South 3rd St.
SI

157 GRAND CENTRAL STATION, Chicago, Illinois
(Cervin Robinson for HABS) DEMOLISHED
175 Hinsdale
"HIGHLANDS" RR STATION
County Line Rd.
Chicago, Burlington & Quincy RR
SI

176 Kenilworth
RR DEPOT
400 Richmond Rd.
Chicago & Northwestern RR
SI

177 La Grange
RR DEPOT (STONE AVE.)
Burlington Ave. at Stone Ave.
SI

178 La Salle
RR DEPOT
South Side of 1st at Lafayette
Rock Island RR
SI

179 Lewistown
RR STATION
Chicago, Burlington & Quincy RR
SI

180 Lockport
RR DEPOT
13th St.
Gulf, Mobile & Ohio RR
SI

181 Mascoutah
RR DEPOT
East side of Railway; South of Philip
SI

182 Milford
CHICAGO & EASTERN ILLINOIS RR STATION
East side of West Ave.
Chicago & Eastern Illinois RR
SI

183 Morrison
RR DEPOT
West of Cherry
Northwestern RR
SI

184 Mt. Carmel
RR DEPOT
SW end of McDowell St.
SI

185 Mt. Carmel
RR DEPOT
North side of 10th St.; East of Market
SI

186 Murphysboro
RR DEPOT
E side of 13th St.
Illinois Central RR
SI

187 Nashville
RR DEPOT
Kaskaskia St.
SI

188 Oak Park
COMMUTER STATION
Frank Lloyd Wright - Prairie School of
Architecture Historic District
Chicago & Northwestern RR
NR

189 Odell
GULF, MOBILE & OHIO RR DEPOT
SE side of Wauponsee, West of Hamilton
Gulf, Mobile & Ohio RR
SI

190 Okawville
RR DEPOT
West of Front St.
SI
191 Olmstead
   RR DEPOT
   Front St., SW of Caledonia St.
   SI

192 Riverside
   SMALL COMMUTER STATION
   Riverside Landscape Architecture District
   Chicago, Burlington & Quincy RR
   RR Station
   NHL/NR

193 Round Lake
   ROUND LAKE RR DEPOT
   NW corner of Cedar Lane & Illinois Highway 134
   SI

194 Salem
   RR DEPOT
   Mitchell St., West of Broadway
   SI

195 Sterling
   RR DEPOT
   South end of Locust
   SI

196 Tiskilwa
   RR STATION
   East Main
   Chicago, Rock Island & Pacific RR
   SI

197 Virden
   RR DEPOT
   118 North Masterson
   SI

198 Waterloo
   RR DEPOT
   South side of Park St.; West of Moore
   SI

199 Wilmette
   RR STATION
   1/2 block NW of Central
   Chicago & Northwestern RR
   SI
**IOWA**

*202 UNION STATION, Indianapolis, Indiana (Early view)*

Completed in 1888, this Romanesque Revival station handled 200 trains a day at its peak. The building, with its massive clock tower, handsome rose window illuminating the waiting room, and turrets, is one of the most distinguished edifices in Indianapolis. Plans are underway to restore the exterior and convert the interior into a three-level arcade lined with shops.

---

204 Council Bluffs
UNION PACIFIC TRANSFER DEPOT & HOTEL
1887
Union Pacific RR
DEMOLED
HABS

205 Creston *
CRESTON RR DEPOT
200 West Adams St.
1899
Burlington Northern RR
Proposed city hall
NR

206 Fayette
FAYETTE DEPOT
Chicago, Milwaukee, St. Paul & Pacific RR
Residence; moved
SI

207 Mt. Vernon
MT. VERNON STATION
Proposed residence; moved
SI

---

**KANSAS**

208 Burlingame
SANTA FE DEPOT
Kansas St. (vicinity)
1869
Museum
SI
209 Chanute
SANTA FE DEPOT
111 North Lincoln
1902
SI

210 Dodge City
SANTA FE DEPOT
Central and Front
1897
Atchison, Topeka & Santa Fe RR;
Amtrak
Amtrak RR Station; offices
SI

*205 CRESTON RAILROAD DEPOT, Creston, Iowa

One of the largest depots on the Chicago, Burlington and Quincy Railroad and the largest building in Creston, this landmark was built in 1899 at a cost of $75,000. Although a moderate amount of deterioration has occurred through several years of neglect, the brick station with its red glazed tile roof is structurally sound and needs no major repairs. Of special interest is the large waiting room with its red marble floor and oak beamed ceiling.

211 El Dorado
MISSOURI-PACIFIC RR DEPOT
430 North Main
SI

212 Ellinwood
SANTA FE DEPOT
Atchison, Topeka & Santa Fe RR
SI

213 Hays
UNION PACIFIC DEPOT
West 11th & Walnut Sts.
1923
Union Pacific RR
SI

214 Herington
ROCK ISLAND DEPOT
Walnut St.
1880's
Rock Island RR
Freight offices
SI

215 Holyrood
SANTA FE DEPOT
1887
Atchison, Topeka & Santa Fe RR
SI

216 Humboldt
SANTA FE DEPOT
East end of Bridge St.
Atchison, Topeka & Santa Fe RR
SI

217 Kinsley
SANTA FE DEPOT
US-56
1895
Atchison, Topeka & Santa Fe RR
SI
218 Kiowa
SANTA FE DEPOT
Railroad Ave.
1900's
Atchison, Topeka & Santa Fe RR

219 Larned
SANTA FE DEPOT
4th & Broadway
Atchison, Topeka & Santa Fe RR
SI

220 Liberal
ROCK ISLAND DEPOT
Kansas Ave.
1891
Rock Island RR
SI

221 Lincoln
SANTA FE DEPOT
428 West Lincoln Ave.
c. 1907
Atchison, Topeka & Santa Fe RR
SI

222 Lincoln
UNION PACIFIC DEPOT
Lincoln Ave.
1880's
Union Pacific RR
SI

223 Manhattan
UNION PACIFIC DEPOT
First & Pierre
1876
Union Pacific RR
SI

224 Newton
SANTA FE DEPOT
East Fifth & Main
Atchison, Topeka & Santa Fe RR
RR offices
SI

225 Osage City
MISSOURI PACIFIC DEPOT
1912
Missouri-Pacific RR
SI

226 Ottawa
OLD SANTA FE RR DEPOT
135 West Tecumseh St.
1888
Atchison, Topeka & Santa Fe RR
Museum
NR

227 Pratt
SANTA FE DEPOT
South Main
Atchison, Topeka & Santa Fe RR
SI

228 St. Francis
ST. FRANCIS RR STATION
West end of Washington St.
SI

229 Solomon *
UNION PACIFIC RR DEPOT
Third St.
1885
Union Pacific RR
May be moved
NR
Solomon City was an important railroad center at the time the Union Pacific Railroad Depot was built in 1885. Constructed of cut white Manhattan limestone ornately trimmed in wood, the depot is a 1-story rectangular structure with a distinctive gabled section running at right angles to the main section. The station is in regular use as a freight depot, although there are plans to move the building away from the tracks. Solomon Depot is considered to be one of the best remaining examples of railroad Victorian architecture executed in stone.
236 Frankfort
FRANKFORT LOUISVILLE & NASHVILLE DEPOT
Louisville & Nashville RR
Storage

237 Louisville
UNION STATION
1000 West Broadway
1910
Louisville & Nashville RR
Amtrak RR Station

238 Owensboro
LOUISVILLE & NASHVILLE DEPOT
11th & Frederica Sts.
Late 19th c.
Louisville, Henderson & St. Louis RR
SI

239 Paris *
PARIS RR DEPOT
Between 10th St. & Winchester Pike
Early 1880's
Louisville & Nashville RR
Y.M.C.A.; Chamber of Commerce
NR

240 Prestonsburg
CHESAPEAKE & OHIO RR DEPOT
Chesapeake & Ohio RR
SI

241 Salt Lick
CHESAPEAKE & OHIO RR DEPOT
Chesapeake & Ohio RR
SI

242 Stanford
LOUISVILLE & NASHVILLE RR DEPOT
Depot St.
1866
Louisville & Nashville RR
Freight depot
SI

243 Stanton
LOUISVILLE & NASHVILLE RR DEPOT
1891
Louisville & Nashville RR
Offices
SI

*239 PARIS RAILROAD DEPOT, Paris, Ky. (Ted Wiseman)

This ornate wooden Victorian railroad depot is distinguished by its horizontal shiplap and vertical siding and painted tin-ribbed roof decorated with wood acroteria. Inside the 1-story structure are three rooms which at one time served as waiting rooms and the station master's office.
244 Alexandria
ALEXANDRIA RR STATION
Missouri-Pacific RR
Proposed museum

245 Baton Rouge
OLD ILLINOIS CENTRAL RR STATION
1920's
Illinois Central RR
Museum

246 Bucksport
RR STATION
C. 1875
Maine Central RR
Bucksport Historical Society Museum
SI

247 Kennebunk
RR STATION
Kennebunk Historic District
NRP

248 Thomaston
THOMASTON RR STATION
Thomaston Historic District
Maine Central RR
NR

249 West Minot
RR STATION
C. 1900
Grand Trunk RR
Residence
SI

250 Yarmouth
RR STATION
1906
Grand Trunk RR
Museum
SI

251 Aberdeen, Hartford County
BALTIMORE & OHIO RR STATION
Baltimore & Ohio RR
Track maintenance office
SI

252 Baltimore
CALVERT STATION
Calvert & Franklin Sts.
1848-50
Penn Central RR
DEMOLISHED
HABS

253 Baltimore
CAMDEN ST. STATION
1852-56; 1869; 1895
Camden St.
Baltimore & Ohio RR
RR Station
HAER
254  Baltimore *
    MT. CLARE STATION (B & O TRANSPORTATION MUSEUM)
    Carroll Park
    1830
    Baltimore & Ohio RR
    Transportation Museum
    NHL/NR/HABS/HAER

255  Baltimore *
    MOUNT ROYAL STATION
    1400 Cathedral St.
    1896; E. Francis Baldwin & Josias Pennington
    College of art
    NR/HABS/HAER

*254 MOUNT CLARE STATION, Baltimore Md. (HABS)

In continuous use since its completion in 1830, the Mount Clare Station inaugurated regular passenger service in the United States on May 22, 1830. The roundhouse, with its many unusual architectural features, now houses the bulk of the historical collection of the B & O Transportation Museum, including locomotives and railroad cars. The annex contains some of the smaller exhibits.

256  Baltimore
    PRESIDENT ST. STATION
    Mid 19th c.
    Penn Central RR
    DEMOLISHED
    HABS

*255 MOUNT ROYAL STATION, Baltimore, Md. (Detroit Photographic Co. copyright 1902)

This elegant Italian Renaissance style station, completed in 1896, is reminiscent of the Venetian Palace in Venice. Built of granite trimmed with limestone, it is 3 stories with a 150-foot tower rising out of the center. In 1961 the Baltimore & Ohio Railroad ceased passenger operations from the terminal, and in 1965 the building was remodelled to become part of the Maryland Institute of Art.
During the first half of the 20th century, Cumberland was the most important stop on the Western Maryland Railway system between Chicago and Baltimore. The demolition of the Baltimore and Ohio's Queen City Hotel left this 2-story brick station the sole survivor of the city's transportation past. The station is a large, well-constructed building, an expression of the architectural functionalism of the turn of the century. It is presently used for office space.
260 Frederick
BALTIMORE & OHIO RR STATION
Frederick Historic District
Late 1850's
Baltimore & Ohio RR
Stores
NR/HAER

261 Glyndon
RR STATION
Glyndon Historic District
Western Maryland RR
NR

262 Laurel
LAUREL RR STATION
East Main St.
1884; E. Francis Baldwin
Baltimore & Ohio RR
NR

263 Loch Lynn
BALTIMORE & OHIO RR STATION
Baltimore & Ohio RR
SI

264 Lutherville
LUTHERVILLE RR STATION
Lutherville Historic District
NR

265 Oakland
OAKLAND RR STATION
Liberty St.
1884; Baldwin & Perrington
Baltimore & Ohio RR
RR Station
NR

266 Point of Rocks *
POINT OF ROCKS RR STATION
U.S. 15
1875; E. Francis Baldwin
Baltimore & Ohio RR; Chesapeake & Ohio RR
RR Station
NR/HABS/HAER

267 Auburndale
BOSTON & ALBANY RR STATION
1881; H. H. Richardson
Boston & Albany RR
HABS

268 Boston
ALLSTON RR STATION
1887; Shep1y, Rutan & Coolidge
Boston & Albany RR
Restaurant
SI

269 Buzzard's Bay
RR STATION
SI

270 Framingham
BOSTON & ALBANY RR STATION
1883; H. H. Richardson
Boston & Albany RR
DEMOLISHED
HABS

271 Holyoke
HOLYOKE RR STATION
H. H. Richardson
SI

MASSACHUSETTS
272 Millis
RR STATION
1886
Lansing-Millis Memorial Bldg.;
town offices
SI

273 Newton Center
NEWTON CENTER RR STATION
c. 1881; H. H. Richardson
Metropolitan Boston Transportation
Authority
Subway station
SI

274 Newton (Woodland)
BOSTON & ALBANY RR STATION
1897 Washington St.
1885; Shepley, Rutan & Coolidge
Boston & Albany RR
Storage for golf club
HABS

275 Newton
NEWTON HIGHLANDS RR STATION
1886; Shepley, Rutan & Coolidge
SI

276 North Easton *
NORTH EASTON RR STATION
(OLD COLONY RR STATION)
Off Oliver St. on RR right-of-way
1881; H. H. Richardson
New York, New Haven & Hartford RR;
Boston & Albany RR; Penn Central RR
Historical Society
NR/HABS

*276 NORTH EASTON RAILROAD STATION, North Easton, Mass. (Bradford Paul)

The North Easton Railroad Station is one of the best remaining examples of the small railroad stations designed by the noted American architect, Henry Hobson Richardson. Commissioned in 1881, it was the fourth in a series of five buildings in North Easton which the architect designed for his friend and patron, F.L. Ames. The I-story granite structure has a bellcast hipped roof with a deep overhang supported by large paired brackets. The distinctive wide arches placed symmetrically on the west and east facades and the decorative carved animal figures carved in the supporting beams are characteristic of Richardson's work.
MASSACHUSETTS

277 Palmer
BOSTON & ALBANY RR STATION
1881; H. H. Richardson
Boston & Albany RR
RR Station
HABS

278 Sandwich
RR STATION
C. 1881
SI

*279 STOUGHTON RAILROAD STATION, Stoughton, Mass.
(HABS)

The most significant public building in Stoughton, the station is situated one block from the town's main street and is presently operated by the MBTA. The station, designed by Charles Brigham in 1888, is constructed of random ashlar, roofed in slate, with an attached clock tower and carriage porch. Each of the two waiting rooms has its own fireplace and chimney and remains in excellent condition.

279 Stoughton *
STOUGHTON RR STATION
53 Wyman St.
1887-88; attributed to Charles Brigham
Metropolitan Boston Transit Authority
RR Station
NR/HABS

280 Wayland
RR STATION
1881
SI

281 Wellesley
BOSTON & ALBANY RR STATION
1884; H. H. Richardson
Boston & Albany RR
RR Station
HABS

282 Wellesley Hills
RR STATION
H. H. Richardson
Dry cleaners
SI

283 Williamstown
WILLIAMSTOWN RR STATION
North Hoosac Rd. & Cole Ave.
1898
Boston & Maine RR; Fitchburg RR
Offices & storage
HABS
284 Ann Arbor
  MICHIGAN CENTRAL RR STATION
  Michigan Central RR
  Gandy Dancer Restaurant
  SI

285 Battle Creek *
  PENN CENTRAL RAILWAY STATION
  West Van Buren St.
  1887-88
  Michigan Central RR; Penn Central RR
  RR Station
  NR/HABS

286 Buchanan
  BUCHANAN MICHIGAN CENTRAL RR STATION
  c. 1850
  Michigan Central RR
  SI

287 Charlotte
  CHARLOTTE RR STATION
  Ice Cream Parlor

*285 PENN CENTRAL RAILWAY STATION, Battle Creek, Mich. (Allen Stross for HABS)

Designed in 1887 by the firm of Roger & McFarland, the Penn Central Station is a 1 1/2-story brick building distinguished by a massive hipped roof, wide bracketed overhangs, and a tall clock tower. Windows are arcaded and grouped, and the porte-cochere is supported by a huge arch with radiating brick voussoirs.
288  Coopersville
GRAND RAPIDS, GRAND HAVEN & MUSKEGON RAILWAY DEPOT
363 West Main
1902
Grand Rapids, Grand Haven & Muskegon RR
Garden club
NR

289  Dexter
MICHIGAN CENTRAL RR STATION
Michigan Central RR
Youth Center
SI

290  Durand
GRAND TRUNK RAILWAY STATION
200 RR St.
1905
Grand Trunk Western RR
Amtrak Station
NR

291  Grand Haven
GRAND TRUNK DEPOT
SI

292  Howell
ANN ARBOR RAILWAY STATION
126 Wetmore St.
1886
Toledo, Ann Arbor & North Michigan RR
Museum
NR

293  Kalamazoo
KALAMAZOO RR STATION
Restaurant
SI

294  Kalkaska
KALCASKA RR STATION
Historical society museum

295  Lansing
LANSing RR STATION
Restaurant
SI

296  Petoskey
CHESAPEAKE & OHIO RAILWAY STATION
Pioneer Park, West Lake St.
1892
Chicago & West Michigan RR; Pere Marquette RR; Chesapeake & Ohio RR
Museum
NR

297  Port Huron
GRAND TRUNK RAILWAY STATION
SI

298  Spring Lake
GRAND TRUNK DEPOT
SI

299  West Branch
WEST BRANCH RR STATION
Barber shop; Chamber of Commerce
SI

MINNESOTA

300  Askou
GREAT NORTHERN RR DEPOT
Great Northern RR
Proposed exhibition space
SI
This unusual and striking building, designed by Peabody and Stearns, is modeled after a French chateau, with a symmetrical facade dominated by steeply-pitched roofs. There are projecting circular towers topped by flared, conical roofs at either side of the entrance. A cast iron portico was added over the entrance early in the 20th century. Planned as the focal point of a new city cultural complex, the Duluth Union Depot will soon house the A.M. Chisholm Museum, the St. Louis County Historical Society and the Duluth Art Institute.
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<td>Missouri-Kansas-Texas RR Station 204 East Broadway Missouri-Kansas-Texas RR Not in use SI</td>
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<td>Kansas City</td>
<td>* Kansas City Union Station Pershing Rd. &amp; Main St. 1914 (opened); Jarvis Hunt Kansas City Southern RR; Missouri-Kansas-Texas RR; St. Louis-San Francisco RR; Atchison, Topeka &amp; Santa Fe RR; Burlington Northern RR; Missouri Pacific RR; Illinois Central Gulf RR; Norfolk &amp; Western RR RR Station; restaurant; proposed museum NR</td>
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<td>Kennett</td>
<td>Frisco RR Depot SI</td>
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<td>317</td>
<td>Kirkwood</td>
<td>Missouri Pacific RR Station 1893 Missouri Pacific RR HABS</td>
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</table>
318 Moberly
MOBERLY RR STATION & MACHINE SHOPS
Norfolk & Western RR
Mo. (c. 1880's)

*315 UNION STATION, Kansas City, Mo. (Ca. 1925)

Kansas City's Union Station is a monumentally proportioned Beaux Arts building which has served the transportation needs of a growing metropolis for 30 to 40 years. Designed in 1914 by Jarvis Hunt, the station is noted for its huge interior spaces. The facade is broken by three major arches, nearly 90 feet high, which create a vast openness on both long sides. Marble in varying rosy-brown shades is the predominant interior finish for walls and floors. Original light fixtures are in place, and all rooms have flat ceilings coffered in ornamental plaster.

319 St. Charles
KANSAS & TEXAS RR DEPOT
Norfolk & Western RR
Not in use
NR

320 St. Louis*
ST. LOUIS UNION STATION
18th & Market Sts.
1891-95; Link & Cameron
Illinois Central Gulf RR; Missouri-Pacific RR;
Burlington Northern RR; Norfolk & Western RR;
Penn Central RR; Baltimore & Ohio RR; Southern;
Louisville & Nashville RR; Chicago, Rock Island & Pacific RR; St. Louis-San Francisco RR
RR Station
NHL/NR
*320 ST. LOUIS UNION STATION
St. Louis, Mo. (M. Patricia Holmes)

At the time of its construction the St. Louis Union Station was considered to be the largest in the world to have tracks and passenger service area all on one level. The building, designed by the firm of Link and Cameron in 1891, shows the influence of H.H. Richardson and the then-popular French Norman Revival style and is still used as a railroad terminal. The station's Grand Hall is its best feature; an enlarged version of the dining room in Adler and Sullivan's Auditorium Hotel in Chicago, it is roofed by a cavelike semicircular barrel vault. Decorations include ornamental plasterwork, frescoes, ornate light fixtures, and art glass windows.
MONTANA

325 Bozeman
BURLINGTON NORTHERN PASSENGER DEPOT
829 Front Ave.
1892
Burlington Northern RR
SI

326 Great Falls
MILWAUKEE RR DEPOT
100 Central Ave. West
Early 1900's
Chicago, Milwaukee, St. Paul & Pacific RR
Import shop; restaurant
SI

327 Livingston
LIVINGSTON RR DEPOT
Second Ave. & Park St.
1902; Reed & Sten
Burlington Northern RR
RR Station
SI

328 Missoula
MISSOULA RR DEPOT
Proposed restaurant

NEBRASKA

329 Beatrice
BURLINGTON DEPOT
118 Court St.
c. 1915-20
Burlington Northern RR
Historical society museum
SI

330 Bellevue
BURLINGTON DEPOT (OMAHA & SOUTHERN
RR STATION)
Haworth Park, along Nebraska State
Highway 370
1869-70
Omaha & Southern RR; Southwestern RR;
Burlington Northern RR
Museum
NR

331 Brownville
BROWNVILLE
Main & Wharf Sts.
c. 1880
Burlington & Missouri River RR; Burlington
Northern RR; Chicago, Burlington & Quincy
RR
NR

332 David City
BURLINGTON DEPOT
1912
Burlington Northern RR
Historical society museum
SI

333 Dorchester
BURLINGTON DEPOT
Highway 33
1871
Burlington Northern RR
County museum
SI

334 Elmwood
ELMWOOD RR STATION
Burlington Northern RR
Not in use; proposed museum
SI
335 Farwell
BURLINGTON DEPOT
Late 1880's
Burlington Northern RR
SI

336 Florence
DOUGLAS COUNTY DEPOT
Being restored
SI

*337 ROCK ISLAND DEPOT, Lincoln, Neb. (NPS)

The Rock Island Depot, completed in 1893, is one of Nebraska's finest remaining examples of 19th-century railroad architecture. It was designed in the Chateauesque style popular during the last decades of the 19th century. Walls are red sandstone and brick, and several contiguous roofs of varying dimensions and shapes project upward from the low, bracketed eaves. The station has been successfully renovated to serve as a drive-in bank.

337 Lincoln *
ROCK ISLAND DEPOT
1944 "O" St.
1892-3; prepared under the direction of
Chief Engineer R. W. Day
Chicago, Rock Island & Pacific RR
Drive-in bank
NR

*341 UNION PASSENGER TERMINAL, Omaha, Nebraska
(Nebraska State Historical Society)

This art moderne terminal was designed by Gilbert S. Underwood, consulting architect to the Union Pacific Railroad, and completed in 1931. The building is steel frame reinforced concrete piling, finished on the exterior with cream-colored glazed terra cotta. Particularly noteworthy is the main waiting room, with its colored glass windows, columnettes of blue Belgian marble, and crystal and bronze chandeliers. Although vacated by Union Pacific, the station is in excellent condition and is one of Omaha's finest landmarks.
338 Lincoln
UNION PACIFIC DEPOT
1893
Union Pacific RR
Proposed information center
SI

339 Lodgepole
UNION PACIFIC DEPOT
Highway 30
Union Pacific RR
Community museum; moved
SI

340 Loup City
LOUP CITY DEPOT
1886
Burlington Northern RR
Storage shed
SI

341 Omaha *
UNION PASSENGER TERMINAL
10th & Marcy Sts.
1931; Gilbert S. Underwood
Northwestern RR; Rock Island RR; Milwaukee
Missouri Pacific RR; Wabash RR; Union
Pacific RR
Not in use
NR

342 Pauline
OLD DEPOT BUILDING
Missouri-Pacific RR
Storage shed
SI

343 Peru
BURLINGTON DEPOT
c. 1890's
Burlington Northern RR
SI

344 Red Cloud
BURLINGTON DEPOT
South Seward St.
c. 1897
Burlington Northern RR
Willa Cather Foundation
SI

345 Sidney
UNION PACIFIC DEPOT
10th Ave. & Grant St.
c. 1895
Union Pacific RR
SI

346 Caliente *
CALIENTE RR DEPOT
100 Depot Ave.
1923; John & Donald Parkinson
Union Pacific RR
Civic center
NR

347 Carson City
RR STATION
Virginia & Truckee RR
Masonic Lodge

348 Gold Hill
RR STATION
SI

349 Virginia City
VIRGINIA CITY FREIGHT STATION
Virginia & Truckee RR
Proposed tourist shops
NR
350 Virginia City
RR STATION
Virginia City Historic District
NHL/NR

*346 CALIENTE RAILROAD DEPOT, Caliente, Nev.
(Custom Photo)

Designed by the Los Angeles firm of John and Donald Parkinson, the Caliente Depot is the only Mission style station of its type left in Nevada. The two story white stucco building, with its red tile roof, is distinguished by a graceful arched loggia which continues across the north facade. The second floor was originally used as a hotel and Division offices for the Union Pacific Railroad. The station now houses the Caliente City Hall and civic center.
354 Hopewell
READING RR STATION
  c. 1860's
  Reading RR
  RR Station

355 Jersey City
  JERSEY CITY RR TERMINAL
  c. 1900
  Central RR of New Jersey
  Not in use; proposed Bicentennial park

356 Montclair
  MONTCLAIR RR STATION
  Lackawanna Plaza
  1912
  Erie-Lackawanna RR
  Flea market; proposed public acquisition
  NR

357 Newark
  BROAD ST. STATION
  Broad St.
  early 20th c.
  Central RR of New Jersey
  Not in use

358 Newark
  PENNSYLVANIA RR STATION
  Raymond Plaza West (Market St.)
  1935; McKim, Mead & White
  Penn Central RR
  RR Station
  SI

359 Plainfield
  PLAINFIELD STATION (SOUTHERLY TWIN STATION)
  1900; Bradford L. Gilbert
  Central RR of New Jersey

360 Raritan
  JERSEY CENTRAL RR STATION
  Central RR of New Jersey
  RR Station
361 Aztec
RR STATION
Denver & Rio Grande Western RR
362 Chama
CUMBRES & TOLTEC SCENIC RR DEPOT
1880's
Denver & Rio Grande Western RR
RR Station; museum
NR
363 Columbus
RR STATION
1902
Southern Pacific RR
Not in use
364 McIntosh
LOS CERILLOS RR STATION
Residence; moved
365 Santa Fe
ATCHISON, TOPEKA & SANTA FE RR STATION
Santa Fe Historic District
Atchison, Topeka & Santa Fe RR
Freight & ticket office
NR
366 Santa Fe
DENVER & RIO GRANDE STATION
Santa Fe Historic District
Atchison, Topeka & Santa Fe RR
Not in use
NR
367 Tucumcari
RR STATION
Chicago, Rock Island & Pacific RR;
Southern

368 Albany *
ALBANY UNION STATION
East side of Broad St.; between Columbia & Steuben Sts.
1899-1900; Shepley, Rutan & Coolidge
Boston & Albany RR; Delaware & Hudson RR;
New York Central & Hudson River RR
Not in use
NR

*368 ALBANY UNION STATION, Albany, N.Y. (Chester Liebs)

Designed by the firm of Shepley, Rutan and Coolidge, Albany's Union Station was constructed as part of a general rail transportation improvement program taking place in the east. The Beaux-Arts classical station is composed of two three-story sections which flank a large, one-story waiting room. The interior of the waiting room has a polished granite wainscot, an ornate plaster ceiling, and a mosaic floor. Exterior walls are granite. Owned by the State of New York, Albany Union Station is presently unoccupied.
369 Altamont *
DELAWARE & HUDSON RR PASSENGER STATION
(ALTAMONT VILLAGE HALL)
Main St.
1887
Delaware & Hudson RR
Community center; village hall
NR

370 Atlanta
DELAWARE, LACKAWANNA & WESTERN COMBINATION
STATION
Erie-Lackawanna RR
HAER

*369 DELAWARE & HUDSON RAILROAD PASSENGER STATION
Altamont, N.Y. (Wayne Lennebaker)

Completed in 1881, this station and the rail line
it served was the principal reason for Altamont's
growth. The 1 1/2 story station has masonry and
frame walls and a hipped roof containing four
eyebrow dormers. A decorative cupola covered by
a pyramidal roof with flared eaves crowns the
roof. After service was discontinued in 1964,
the building was converted into a town hall
for the village.

371 Avon
ERIE PASSENGER STATION
Erie-Lackawanna RR
HAER

372 Binghamton
DELAWARE, LACKAWANNA & WESTERN RR STATION
Lewis St. at Chenango St.
c. 1910
Delaware, Lackawanna & Western RR; Erie-
Lackawanna RR
HABS/HAER

373 Buffalo
RR-Boat Depot
HAER

372 DELAWARE, LACKAWANNA & WESTERN RAILROAD
STATION, Binghamton, N.Y. (Jack E. Boucher
for HABS)
NEW YORK

374 Callicoon
ERIE PASSENGER STATION
Erie-Lackawanna RR
HAER

375 Cortland
LEHIGH VALEY RR STATION
7 South Ave.
1910; J. J. McCleece
Lehigh Valley RR
Printing Co.
HABS

376 Deposit
ERIE PASSENGER STATION
Front St.; foot of Allen St.
1865
Erie-Lackawanna RR
HAER

377 Elmira
ERIE PASSENGER STATION
Erie-Lackawanna RR
HAER

378 Goshen
ERIE PASSENGER STATION
1865
Erie-Lackawanna RR
HAER

379 Hancock
ERIE PASSENGER STATION
Erie-Lackawanna RR
HAER

380 Hornell
ERIE PASSENGER STATION
Erie-Lackawanna RR
HAER

381 ERIE STATION
Jamestown, N.Y. (Jack E. Boucher for HAER)

384 ERIE PASSENGER STATION, Middletown, N.Y.
(Jack E. Boucher for HAER)
381 Jamestown
ERIE STATION
1931
Erie-Lackawanna RR
HAER

382 Lockport
NEW YORK CENTRAL PASSENGER STATION
Penn Central RR
HAER

383 Martisco
MARTISCO STATION
1860
Marcellus & Otisco Lake RR
Not in use
HABS

384 Middletown
ERIE PASSENGER STATION
James St.
Erie-Lackawanna RR
HAER

385 New York
PENNSYLVANIA STATION
370 Seventh Ave.
1904; McKim, Mead & White
Pennsylvania RR
DEMOLISHED
HABS

386 Niagara Falls
NEW YORK CENTRAL RR STATION
NE corner of Falls & Third Sts.
1851-53
New York Central
DEMOLISHED
HABS

387 ERIE PASSENGER STATION, Port Jervis, N.Y.
(Jack E. Boucher for HAER)

384 DELAWARE, LACKAWANNA & WESTERN COMBINATION
STATION, Vestal, N.Y. (HABS)
NEW YORK

387 Port Jervis
ERIE PASSENGER STATION
1891
Erie-Lackawanna RR
HAER

388 Rochester
NEW YORK CENTRAL RR STATION
1909-13; Claude Bragdon
New York Central
DEMOLISHED
HABS

389 St. James
ST. JAMES RR STATION
St. James Historic District (Lake Ave.)
1873; Calvin L'Hommedieu
Long Island RR
RR Station
NR

390 Salamanca
Baltimore & Ohio Passenger Station
Baltimore & Ohio RR
HAER

391 Salamanca
ERIE PASSENGER STATION
Erie-Lackawanna RR
HAER

392 Saratoga Springs
DRINK HALL
Circular St. Historic District
Delaware & Hudson RR

393 Saratoga Springs
OLD ADIRONDACK RR STATION
Franklin Square Historic District
1870's
Delaware & Hudson RR
Residence
NR

394 Vestal
DELAWARE, LACKAWANNA & WESTERN
COMBINATION STATION
Rte. 434
1904
Erie-Lackawanna RR
HAER

395 Warsaw
ERIE COMBINATION STATION
Erie-Lackawanna RR
HAER

NORTH CAROLINA

396 Apex
APEX RAILROAD STATION
Late 19th c.
Seaboard Coast Line
Library
SI

397 Beaufort
BEAUFORT RR STATION
Beaufort Historic District
(620 Broad St.)
1907
Not in use
NR
398 Black Creek
BLACK CREEK RR STATION
C. 1889
SI

399 Burlington
BURLINGTON RR STATION
Late 19th c.
SI

400 Edenton
EDENTON DEPOT
312 East Queen St.
C. 1910
SI

401 Fayetteville
CAPE FEAR & YADKIN VALLEY RR STATION
West Russell St.
C. 1885
Cape Fear & Yadkin Valley RR
SI

402 Goldsboro
GOLDSBORO TRAIN STATION
Station & Virginia Sts.
C. 1914
SI

403 Hamlet
SEABOARD COAST LINE PASSENGER DEPOT
Main St.
1900
Seaboard Coast Line
RR Station; proposed RR museum
NR

404 Hickory
HICKORY RR STATION
Main Ave. Place
C. 1910
Not in use
SI

405 Kinston (vicinity)
PAWSON STATION
Late 19th c.
Lumber co.
SI

406 Lincolnton
LINCOLNTON RR STATION
Oak & Walker Sts.
1860
Southern
Not in use
SI

407 Milton
MILTON RR STATION
High St.
1894
Atlantic & Danville Railway
SI

408 New Bern
ATLANTIC & EAST CAROLINA RAILWAY STATION
New Bern Historic District
(Queen St. at Pasteur St.)
Early 20th c.
Atlantic & North Carolina RR; Southern Railway Co.
NR/HABS

409 Nicanor
NICANOR RR STATION
S. R. 1001
C. 1902
Suffolk & Carolina RR
Not in use
SI

410 Salisbury
SOUTHERN RR PASSENGER STATION
Depot St.
1908; Frank P. Milburn
Southern Railway
SI
411 Sanford
SANDFORD RR STATION
Early 20th c.
SI

412 Seagrove (vicinity)
SEAGROVE DEPOT
c. 1898
Norfolk & Southern
Seagrove Potter's Museum
SI

413 Wilmington
RR STATION
Wilmington Historic District
Seaboard Coast Line
NR

414 Bismarck
NORTHERN PACIFIC DEPOT
Northern Pacific RR
RR Station

415 Fargo
NORTHERN PACIFIC DEPOT
1897-98; Cass Gilbert
Northern Pacific RR
Youth center
SI

416 Fargo
CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC
RR STATION
1884
Chicago, Milwaukee, St. Paul & Pacific RR
Shops

417 Grand Forks
GRAND FORKS RR STATION
Not in use

418 Minot
SOO LINE DEPOT
c. 1913-14; William Kenyon
Soo Line
Post Office

*419 CINCINNATI UNION TERMINAL, Cincinnati, Ohio
(Gale Brooks)

This terminal is a unique manifestation of Art Deco architecture and interior decoration and as such is one of the best remaining examples of the modern style prevalent in the U.S. in the 1930's. Designed by Fellheimer and Wagner, the distinguishing element of this monumental concrete and steel structure is a round arch semi-spherical dome flanked by low stepped wings which are curved to accommodate the street vehicle system. The interior is richly decorated with murals by Winold Reiss and linoleum panels by Pierre Boudell. The station's future is in question.
419 Cincinnati *
CINCINNATI UNION TERMINAL
1301 Western Ave.
1933; Alfred Fellheimer & Steward Wagner
Baltimore & Ohio RR; Chesapeake & Ohio RR;
Louisville & Nashville RR; Norfolk &
Western RR; New York Central; Penn Central
RR; Southern
Not in use; proposed bus station
NR

*420 UNION STATION ENTRANCE, Columbus, Ohio
(Larry Alan Beers)

Built in 1897, the Union Station Entrance was
designed in a Beaux-Arts style by the well-known
architect Daniel H. Burnham and as completed
served as the entrance to the largest train depot
in Columbus. Instead of the one remaining grand
arch, there were originally two, each flanked by
Corinthian columns and capped with an elaborate
cornice. While the building is structurally
sound, an immediate restoration program is neces­
sary to save one of Burnham's important works.
420 Columbus
TOLEDO & CENTRAL OHIO RR STATION
379 West Broad St.
c. 1895
Toledo & Central Ohio RR
Volunteers of America
NR

421 Columbus *
UNION STATION ENTRANCE
348 North High St.
1897; Daniel Burnham
Chesapeake & Ohio RR; Norfolk & Western RR; Penn Central RR
Commercial
NR

422 Haydenville
CHESAPEAKE & OHIO RR STATION
Haydenville Historic Town
Early 20th c.
Chesapeake & Ohio RR
NR

423 Kent
ERIE RR TERMINAL
Erie St.
1885
Erie-Lackawanna RR
Not in use
HABS

424 Painesville
NEW YORK CENTRAL RR STATION
475 Railroad St.
1893
New York Central RR museum
SI

OKLAHOMA

425 Shawnee *
SANTA FE DEPOT
Main St. & Minnesota Ave.
1902-03
Atchison, Topeka & Santa Fe RR
RR Station
NR

426 Waynoka
SANTA FE DEPOT & READING ROOM
Santa Fe Tracks
1910
Atchison, Topeka & Santa Fe RR
Reading room
NRP

*425 SANTA FE DEPOT, Shawnee, Okla. (Pottawatomie County Historical Society)

Built of cut red sandstone, this unusual station with its crenelated watch tower was built in 1902-03. Although the architect of the station is unknown, the rusticated arched loggia and steep pitched conical roof are Richardsonian in style and give the building its distinctive appearance. An adaptive use is being sought for the Santa Fe Depot, which is in need of repair.
OREGON

427 Huntington
UNION PACIFIC RR STATION
East Second St. & Washington St.
Late 1800's
Union Pacific RR
RR Station
SI

428 Jacksonville
ROGUE RIVER VALLEY RR DEPOT
(CANNONBALL STATION)
Jacksonville Historic District
NHL/NR

PENNSYLVANIA

429 Allentown
READING RR STATION
Race & Hamilton Sts.
Late 19th c.
Reading RR
RR Station
SI

430 Altoona
PENNSYLVANIA RR
9th Ave.; West of 9th St.
1849 to present
Pennsylvania RR
Not in use
SI

431 Bethlehem
CENTRAL RR CO. OF NEW JERSEY STATION
101 Main St.
Central RR of New Jersey
RR Station
HABS

432 Bryn Mawr
PENNSYLVANIA RR BRYN MAWR STATION
Bryn Mawr & Morris Aves.
1869; Joseph M. Wilson
Pennsylvania RR
DEMOLISHED
HABS

433 Chestnut Hill
CHESTNUT HILL STATION
Rte. 422
c. 1900; Frank Furness
Penn Central RR
RR Station
SI

431 CENTRAL RAILROAD CO. OF N.J. STATION,
Bethlehem, Pa. (Jack E. Boucher for HABS)
434 Columbia
   READING RR STATION
   Columbia Front St.
   Late 19th c.
   Reading RR
   RR Station
   SI

435 Delaware Water Gap
   DELAWARE, LACKAWANNA & WESTERN RR
   DELAWARE WATER GAP STATION
   Delaware, Lackawanna & Western RR
   Not in use
   HABS

436 East Stroudsburg
   DELAWARE & LACKAWANNA RR STATION
   Crystal & Washington Sts.
   1883; 1915
   Delaware & Lackawanna RR
   SI

437 Easton
   EASTON STATION
   5th St. at Lehigh River
   Late 19th c.
   Central RR of New Jersey
   RR Station
   SI

438 Gettysburg
   GETTYSBURG RR STATION
   North Washington St.
   Pizza parlor

439 Gettysburg
   WESTERN MARYLAND STATION
   (LINCOLN STATION)
   Carlisle St.
   1850's
   Western Maryland RR
   Tourist information center

440 Harrisburg (vicinity)
   READING RR YARDS & SHOPS
   Rte. 322, east of Harrisburg
   Late 19th c.
   Pennsylvania RR
   In use
   SI

441 Lebanon
   CORNWALL-LEBANON STATION
   North 8th St.
   Cornwall RR
   Dress Factory

442 Lebanon
   READING RR TERMINAL
   North 8th St.
   Late 19th c.
   Reading RR
   SI

443 Meadville
   ERIE STATION
   1893
   Erie-Lackawanna RR
   DEMOLISHED
   HAER

444 New Oxford
   WESTERN MARYLAND RR STATION
   Western Maryland RR
   Store (operated by model RR station)

   (Cervin Robinson for HABS) DEMOLISHED
PENNSYLVANIA

445 Philadelphia
   BALTIMORE & OHIO RR STATION
   24th & Chestnut Sts.
   1886-87; Frank Furness
   Baltimore & Ohio RR
   DEMOLISHED
   HABS

446 Philadelphia
   PENNSYLVANIA RR BROAD ST. STATION
   Broad & Market Sts.
   1893; Furness, Evans & Co.
   Pennsylvania RR
   DEMOLISHED
   HABS

447 Philadelphia
   CHELTEN AVE. STATION
   Pennsylvania RR
   HABS

448 Philadelphia
   GERMANTOWN JUNCTION STATION
   Pennsylvania RR
   HABS

449 Philadelphia *
   READING TERMINAL
   1115-1141 Market St.
   1891-93; F. Kimball; Wilson Bros.
   Reading RR
   RR Station; office; market
   NR

450 Pittsburgh *
   PENNSYLVANIA RR STATION ROTUNDA
   1100 Liberty St.; at Grant St.
   1901-02; D. H. Burnham
   Penn Central RR
   RR Station
   NR/HABS

   1894 view (HABS) DEMOLISHED

447 CHELTEN AVE. STATION, Philadelphia, Pa. (PRR photo)
451 Pittsburgh *
PITTSBURGH AND LAKE ERIE RR STATION
Smithfield St. at Carson St.
1898-1901; William George Burns
Offices; transportation
NR/HABS

452 Sayre
LEHIGH VALLEY RR STATION
Lehigh Valley RR
HAER

453 Shohola
ERIE PASSENGER STATION
Erie-Lackawanna RR
HAER

454 Stoops Ferry
STOOPS FERRY RR STATION
Rte. 51
1908
SI

455 Susquehanna *
ERIE RR STATION (STARUCCA HOUSE)
1865; E. J. M. Derrick (attribution)
Erie RR
NR/HAER

*449 READING TERMINAL, Philadelphia, Pa. (George Thomas)

The Reading Terminal is typical of the "stub end" type of terminal and consists of a head house and a train shed. At the time of its completion it was the widest single-span train shed in the world, an actively-used terminal handling in excess of 375 trains each day. As a monument to the history of transportation architecture, the terminal is equally significant. The structure also houses the original Philadelphia farmer's market, in existence and continuous use for over 279 years.
*450 ROTUNDA OF THE PENNSYLVANIA RAILROAD STATION, Pittsburgh, Pa. (Early view)

The Rotunda, designed by Daniel H. Burnham, is a large neo-Baroque pavilion covering the entranceway to the railroad station. It is constructed primarily of light, ornamental brown terra cotta over a steel truss framework. The interior is decorated in late-18th century French detail with cartouches and guilloches. The Rotunda is still owned and operated by the Penn-Central Company.

*451 PITTSBURGH & LAKE ERIE RAILROAD STATION, Pittsburgh, Pa. (Pittsburgh History and Landmark Foundation)

Designed in 1898 by William George Burns, this classically-detailed station was completed in 1901. The seven story steel frame building is clad in stone, brick and terra cotta and is highly ornamented. Of particular architectural interest is the great waiting room which features an elaborate staircase, barrel-vaulted ceiling, and is adorned with fine woodwork and gilded or painted plaster. In the center of the ornamental roof balustrade there is a square pediment which contains a large relief of a moving locomotive. The building is still owned by the Pittsburgh & Lake Erie Railroad and houses company offices.
458 West Chester
WEST CHESTER STATION
East Market St.
1870's
Pennsylvania RR
HABS

459 Wilkes-Barre
CENTRAL RR OF NEW JERSEY STATION
East Market St.
Late 19th c.
Central RR of New Jersey
SI

*455 ERIE RAILROAD STATION (STARRUCCA HOUSE),
Susquehanna, Pa. (Jack E. Boucher for HAER)

Only a relatively few railroads built station-hotels between 1865 and 1875. Although quickly made obsolete by the Pullman sleeper, the station-hotel nevertheless played an historic part in American railroad development. The Erie Railroad Station is the sole survivor of that style. The 2 1/2 story brick building has a wide ornamental cornice and an immense hipped roof with a number of dormers. Two Lombard roof towers which were presumed to hold cisterns have since been removed.

452 ERIE PASSENGER STATION, Shohola, Pa. (Jack E. Boucher for HAER)
460  RAILROAD TERMINAL, San Juan, Puerto Rico.
(Jack E. Boucher for HABS)

460  San Juan
RR TERMINAL
Calle Comercio at Calle Harding
1913
Not in use
HABS

461  Berkley
BERKLEY MILL VILLAGE DEPOT
Berkley Mill Village Historic District
c. 1847
Providence & Worcester RR
Not in use
NR

465  PROVIDENCE & WORCESTER RAILROAD STATION, Woonsocket, R.I. (Jack E. Boucher for HABS)
462 Providence
PROVIDENCE & WORCESTER RR DEPOT
Canal St.
Providence & Worcester RR
NR
463 Shannoch
SHANNOCH RR DEPOT
c. 1850
SI
464 Warren
OLD FREIGHT DEPOT
Warren Waterfront Historic District
1887
Penn Central RR
NR
465 Woonsocket
PROVIDENCE & WORCESTER RR STATION
1882
Providence & Worcester RR
Offices; restaurant
HABS

SOUTH CAROLINA

466 Abbeville
SEABOARD RR DEPOT
Town of Abbeville Historic District
East Washington & Oak Sts.
c. 1900
Seaboard Coast Line; Southern
Not in use; formerly a restaurant
NR
467 Blacksburg
CHEROKEE FALLS RR STATION
1886-90
Charleston, Cincinnati & Chicago RR
Restored
SI
468 Branchville
SOUTHERN RAILWAY PASSENGER DEPOT
110 North Main St.
1877
Southern Museum
NR
469 Brunson
OLD BRUNSON DEPOT
U.S. 278
1887
SI
470 Charleston
WILLIAM AIKEN HOUSE & ASSOCIATED RR STRUCTURES
Charleston Historic District
(456 King St.)
South Carolina RR
NHL/NR/HABS
471 Charleston
SOUTH CAROLINA RR WAREHOUSE
Charleston Historic District
(Ann St.)
Warehouse
NHL/NR
472 Chester
SEABOARD COAST LINE RR DEPOT
Chester Historic District
(Wyley St.)
Seaboard Coast Line
Freight Station
NR
SOUTH CAROLINA

473 Columbia
UNION STATION
401 South Main St.
1900-02; Frank P. Milburn
Seaboard Coast Line; Southern
NR

474 Edgefield
SOUTHERN RR DEPOT
Edgefield Historic District
(Main St.)
c. 1900
Southern
Not in use
NR

475 Greenville
SOUTHERN RR STATION
West Washington St.
c. 1890
Richmond & Atlanta Air Line RR
SI

476 North Augusta
OLD HAMBURG DEPOT
South Carolina RR
SI

477 Pendleton
CAROLINA NORTHWESTERN DEPOT
Pendleton Historic District
(227 South Depot St.)
1950
Carolina Northwestern RR
Freight Station
NR

SOUTH DAKOTA

478 Hot Springs
UNION DEPOT
Burlington Northern RR
Information center; Chamber of Commerce
NRP

479 Sioux Falls
ROCK ISLAND DEPOT
210 East 10th St.
1885
Burlington, Cedar Rapids & Northern RR;
Rock Island RR
Restaurant
NR

TENNESSEE

480 Chattanooga *
TERMINAL STATION
1434 Market St.
1906-08; Don Barber
Southern
Restaurant; shops
NR

481 Friendsville
FRIENDSVILLE RR STATION
1895
Not in use
SI
Dominating this red brick structure is the massive arch which frames the main entrance. The interior of this section contains the main waiting room with a domed skylighted roof. Decorative elements reflect the influence of the Beaux Arts. Constructed at a cost of $1.5 million between 1906 and 1908, this was the grandest station built in the city. The station has recently been restored as the "Chattanooga Choo-Choo," and is enjoying renewed popularity. Another terminal in Chattanooga, Union Station, was demolished several years ago after being listed on the National Register. At the time it was the oldest extant structure in the city.
Nashville's Union Station, designed by Richard Montfort, is a notable example of a public building in the Romanesque Revival style. Constructed of Bowling Green gray stone and Tennessee marble, the square 4 story structure features rounded arches above all openings, a roughed stone exterior, and two distinctive towers. This station is one of the best examples of the Richardsonian Romanesque style remaining in Nashville.
491 Alta Loma
ALTA LOMA RR DEPOT
Railroad Ave.
19th c.
SI

492 Bowie
FORT WORTH & DENVER CITY DEPOT
SE corner of Highway 81 and FM 3034
c. 1900
Fort Worth & Denver City RR
Museum
NR

493 Brownsville
SOUTHERN PACIFIC RR STATION
East Madison; 6th & 7th
1926
Southern Pacific RR
RR Station
SI

494 Denison
DENISON RR TERMINAL
NE corner of Houston & Main
20th c.
Missouri-Kansas-Texas RR
RR Station
SI

495 Fort Worth *
GULF, COLORADO & SANTA FE PASSENGER STATION
1601 Jones St.
1899; David Smith & John Bardon, Contractors
Gulf, Colorado & Santa Fe RR
RR Station
NR

496 Galveston
UNION STATION
Strand Historic District
(end of Strand Blvd.)
Early 20th c.
Atchison, Topeka & Santa Fe RR
NR

The Santa Fe Depot was built at the turn of the century and symbolized the prosperity which both Fort Worth and the Santa Fe Railroad hoped they could foster in the Southwest. The station is a distinctive two-story rectangular structure of red brick with white limestone trim. The first story has limestone inserted between the brick, producing an unusual banding effect, and the lines radiate into the window voussoirs.
497 Haskell
OLD RR DEPOT
City Park
1906
Museum
SI

498 Houston
UNION STATION
NE corner of Texas & Crawford
Early 20th c.; Warren & Wetmore
SI

499 Jacksboro
GULF, TEXAS & WESTERN RR STATION
302 South Main
1910
Gulf, Texas & Western RR
Miniature RR museum
SI

500 La Grange
OLD RR STATION
SE corner of Lafayette & Washington
SI

501 Orchard
SANTA FE RR STATION
Junction 1439 & Highway 36
c. 1900
Atchison, Topeka & Santa Fe RR
Not in use
SI

502 Quanah
OLD RR DEPOT
U.S. 287 & 283
1910
SI

503 San Antonio
SAN ANTONIO RR STATION
654 East Commerce St.
Early 20th c.
Southern Pacific RR
RR Station

504 San Antonio
SANTA FE RR STATION
Between Broadway & Elm
1905
SI

505 Waco
HOUSTON & TEXAS CENTRAL DEPOT
Myrtle St.
Houston & Texas Central RR
RR Station
SI

506 Cache Junction
CACHE JUNCTION STATION
1890
RR Station
SI

507 Cedar City
UNION PACIFIC RR STATION
1920's
Union Pacific RR
Tourist transportation facility
SI

UTAH
Logan
UNION PACIFIC PASSENGER DEPOT
Sixth West St. at Center St.
c. 1898
Oregon Short Line RR; Union Pacific RR
HABS

Milford
MILFORD UNION PACIFIC STATION
c. 1920
Union Pacific RR
RR Station

*510 OGDEN UNION DEPOT, Ogden, Utah (Dave Farr)

Ogden was one of four cities vying for the honor of being the intermountain rail junction when the transcontinental railroad was completed in 1869. As a result of expansion of the Utah Northern Railroad in 1869, Ogden acquired the coveted position. The first depot was completed in 1889, but following a fire in 1923, it was replaced with the present structure. Adding to the station's Spanish motif are the inlaid designs of colored brick in diamond shapes, a red tile ceiling, and bright blue decorative mosaic tiles beneath the arches of the two front entrances.
510 Ogden *
OGDEN UNION DEPOT
25th St. & Wall Ave.
1889; 1924; John & Donald B. Parkinson
Denver & Rio Grande Western RR; Central
Pacific RR; Union Pacific RR; Utah
Central RR; Utah Northern RR; Echo &
Park City RR
RR Station
NR

511 Park City
PARK CITY UNION PACIFIC RR STATION
Corner of Heber Ave. & Main St.
c. 1886
Echo & Park City RR; Union Pacific RR
SI

512 Salt Lake City
SALT LAKE & RIO GRANDE STATION
Third South & Rio Grande
1908-10; Henry S. Schlacs
Denver & Rio Grande Western RR; Western
Pacific RR
Denver & Rio Grande Western RR offices
SI

513 Salt Lake City
UNION PACIFIC DEPOT
Third West & South Temple
1909; D. J. Patterson, engineer
Oregon Short Line RR; San Pedro, Los
Angeles & Salt Lake RR; Union Pacific
RR
RR Station
SI

514 Bellows Falls
BELLOWS FALLS RR STATION
c. 1926
Boston & Maine RR
RR Station
SI

515 Bennington
RUTLAND RR STATION
Depot St.
c. 1900
New York Central RR; Rutland RR
Restaurant

516 Bethel
CENTRAL VERMONT RR STATION
Main St.
1878
Central Vermont System
Barbershop
SI

517 Brattleboro
UNION STATION
Jct. of Bridge St.
1915-16; H. Wales Lines, Contractor
Central Vermont System; Boston & Maine
RR
RR Station; museum & art center
NRP

518 Burlington
BURLINGTON UNION STATION
Main St.
Early 20th c.
Rutland RR
Central Vermont Public Service Offices
519 Montpelier Junction
MONTPELIER JUNCTION STATION
  c. 1905
  Boston & Maine RR; Central Vermont System
  RR Station
  SI

520 New Haven
NEW HAVEN RR STATION
  U.S. Rte. 7 at NH Jct.
  c. 1860
  Vermont RR; Rutland RR
  Not in use
  SI

521 North Bennington *
NORTH BENNINGTON DEPOT
  Main St.
  1880
  Rutland RR
  Offices; rental space
  NR

522 Northfield
NORTHFIELD RR STATION
  Depot Square
  c. 1855
  Central Vermont System Bank
  SI

523 Randolph
RANDOLPH DEPOT
  Depot Square
  c. 1875
  Central Vermont System
  Not in use
  SI

524 Roxbury
ROXBURY RR STATION
  Rte. 12a
  1867
  Central Vermont System
  Proposed town offices
  SI

*521 NORTH BENNINGTON DEPOT, North Bennington, Vt.
(Chester Liebs)

Located at the junction of two major lines to Massachusetts and New York, the North Bennington Depot is a 2-story brick structure resting on a foundation of cut marble blocks. The first story windows and doorways are capped by ornate stone hood moldings and the roofline is embellished with a wooden cornice with scrolled brackets. The roof is a mansard sheathed with alternating bands of light and dark slates and pierced by pedimented dormers.
VERMONT

525 Rutland Center
DELAWARE & HUDSON DEPOT
Late 19th c.
Delaware & Hudson RR
RR business office

526 St. Albans
CENTRAL VERMONT RR HEADQUARTERS
Lake St.
c. 1869
Central Vermont System
Transportation center
NR/HAER

527 St. Johnsbury
CANADIAN PACIFIC RAIL DEPOT
Railroad St. Historic District
1883
Canadian Pacific RR; Connecticut & Passumpsic RR
RR Station
NRP

528 South Royalton
SOUTH ROYALTON DEPOT
Depot Square
1886
Central Vermont System
Bank; senior citizens center
SI

529 Waterbury
WATERBURY RR STATION
Village Square off Rte. 2
c. 1873
Central Vermont System
Amtrak RR Station
SI

530 White River Junction
WHITE RIVER JUNCTION RR STATION
1937
Boston & Maine RR; Connecticut & Passumpsic RR; Central Vermont System
RR Station
SI

531 Windsor
WINDSOR RR STATION
c. 1878
Boston & Maine RR; Central Vermont System
Not in use
SI

VIRGINIA

532 Lexington
VALLEY RR OF VIRGINIA STATION
1883
Baltimore & Ohio RR; Chesapeake Western RR; Chesapeake & Ohio Valley RR
Storage for REA
HABS

533 Richmond *
BROAD ST. STATION
Broad & Robinson Sts.
1919; John Russell Pope
Richmond, Fredericksburg & Potomac RR;
Seaboard Coast Line RR
RR Station
NR
*534 MAIN STREET STATION, Richmond, Va. (Virginia Historic Landmarks Commission)

Designed by the architectural firm of Wilson, Harris, and Richards, this elegant station demonstrates the strong influence of the French Ecole des Beaux Arts on American architecture during the late 19th and early 20th centuries. The main facade is seven bays wide at ground level, and a five-bay rough hewn stone loggia with segmental arches frames the entrances. The steep hip roof has decorative bronze finials at either end, and there is an impressive six-story clock tower at the southwest corner.

537 Bothell
NORTHERN PACIFIC DEPOT
East Riverside Dr. & 102nd St.
Late 1880's
DEMOILISHED
SI

*542 UNION PASSENGER STATION, Tacoma, Washington (City of Tacoma)

This imposing station, designed by Charles Reed and Allen Stern, was built in 1910 and, while still used as a terminal, is in need of some restoration. Like the Broad St. Station in Richmond, Virginia, this station is dominated by a vast domed central waiting room, flanked by lower two-story wings. The brick and stone station is entered through a massive arch, which also lights the classically decorated waiting room.
Richmond's Broad Street Station was among the last of the great rail terminals to be built in the "Golden Age of Railroads." Designed by John Russell Pope in 1919, the neo-classical station is dominated by a vast domed central waiting room, flanked by 3-story wings on either side and a long concourse at the rear. The interior is functional and elegant with arches and semicircular niches lined with rosetted coffers.
538 Seattle
UNION STATION
4th South & South Jackson St.
1911
Milwaukee, St. Paul & Pacific RR;
Union Pacific RR
RR Station
SI

539 Snoqualmie
NORTHERN PACIFIC DEPOT
109 King St.
1889
Northern Pacific RR
Not in use
NRP
WASHINGTON

540 Spokane
GREAT NORTHERN RAILWAY DEPOT
West 400 Block
1902
Great Northern RR
Partially demolished
SI

541 Sunnyside
BURLINGTON DEPOT
c. 1910
Burlington Northern RR
Proposed museum

542 Tacoma *
UNION PASSENGER STATION
1713 Pacific Ave.
1910; Charles Reed & Allen Stern
Northern Pacific RR
RR Station
NR

543 Tenino
TENINO DEPOT
West side of town
1914
Northern Pacific RR
Not in use; proposed museum
SI

WEST VIRGINIA

544 Grafton
GRAFTON RR STATIONS & McGRAW HOTEL
Baltimore & Ohio RR
Baltimore & Ohio offices
HAER

545 Huntington
BALTIMORE & OHIO RR DEPOT
1100 block of 2nd Ave.
1887
Baltimore & Ohio RR; Chesapeake & Ohio RR
Not in use
NR

546 Monongalia
BALTIMORE & OHIO DEPOT
Baltimore & Ohio RR
SI

547 Sistersville
BALTIMORE & OHIO RR DEPOT
Baltimore & Ohio RR

WISCONSIN

548 Mineral Point
OLD RAILWAY STATION
Mineral Point Historic District
(Commerce St.)
1857
Chicago, Milwaukee, St. Paul & Pacific RR
NR

WYOMING

549 Cheyenne *
UNION PACIFIC DEPOT
121 West 15th St.
1886-87; Van Brunt & Howe
Transport; commercial; engineering offices
NR
550 Lost Cabin
RR STATION
Chicago & Northwestern RR
Residence; studio

551 Rock Creek
ROCK CREEK STATION
1868
Union Pacific RR
Not in use
SI

552 Torrington
UNION PACIFIC DEPOT
1926
Union Pacific RR
Proposed town museum
SI

553 Vinta County
HILLIARD STATION
1868
Union Pacific RR
SI

ADDENDA

CALIFORNIA

555 Los Angeles
UNION PASSENGER TERMINAL
1934-39; Donald & John Parkinson
Atchison, Topeka & Santa Fe RR; Union
Pacific RR; Southern Pacific RR
Amtrak RR Station

*549 UNION PACIFIC DEPOT, Cheyenne, Wy. (Mark Junge)

The Union Pacific Depot stands as a symbol of the growth of Cheyenne, as well as a fine example of Richardsonian architecture. The 2 1/2 story depot, designed by Van Brunt and Howe, is constructed of red and gray sandstone blocks laid on a frame of wood and iron. In 1890, a clock tower 118 feet high, capped by a foursided pyramid, was built onto the north end. Other additions include an extension on the east and train sheds on the south.
ADDENDA

CONNECTICUT

556 Hartford
UNION STATION
Asylum St.
1889; Shepley, Rutan & Coolidge
Penn Central RR
RR Station; offices; school; bus terminal
SI

GEORGIA

557 Savannah
CENTRAL OF GEORGIA RAILWAY CO. SHOP
PROPERTY
Central of Georgia Railway
RR Station
NR

NEW YORK

558 Chatham
UNION STATION
New York 66 at New York 295
1887; Shepley, Rutan & Coolidge
Penn Central RR
Not in use
NR

559 New York
GRAND CENTRAL STATION
42nd St.
1903-13; Reed & Stem, Warren & Wetmore
Penn Central RR
RR Station
SI

PENNSYLVANIA

560 Graver's Lane
PHILADELPHIA & READING RR DEPOT
c. 1884; Frank Furness
Reading RR
RR Station

561 Strafford
STRAFFORD RR STATION
HABS

562 Wallingford
WALLINGFORD RR STATION
c. 1885; Furness & Evans
RR Station

557 UNION STATION, Chatham, N.Y. (Steven Levy)
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Pennsylvania RR
Calvert Station, Baltimore MD
President St. Station, Baltimore MD
Pennsylvania Station, New York NY
Pennsylvania RR Shops, Altoona PA
Pennsylvania RR Bryn Mawr Station, Bryn Mawr PA
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Pittsburgh & Lake Erie RR
Pittsburgh & Lake Erie RR Station, Pittsburgh PA

Providence & Worcester RR
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Reading RR
Montchanin RR Station, Montchanin DE
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Philadelphia & Reading RR Depot, Graver's Lane PA

Richmond, Fredericksburg & Potomac RR
Broad St. Station, Richmond VA

Richmond & Atlanta Airline RR
Southern RR Station, Greenville SC

Rio Grande Southern RR
Ridgway RR Station, Ridgway CO

Rock Island RR
Choctaw Route Station, Little Rock AR
Rock Island Depot, Sioux Falls SD

Rock Island & Pacific RR
La Salle RR Depot, La Salle IL
Rock Island Depot, Herington KS
Liberal Depot, Liberal KS
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Union Passenger Terminal, Omaha NE

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Rutland RR Station, Bennington VT

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Millis RR Station, Millis MA 272
Williamstown RR Station, Williamstown MA 283
Atchison, Topeka & Santa Fe RR Station, Santa Fe NM 365
Reading Terminal, Philadelphia PA 449
Providence & Worcester RR Station, Woonsocket RI 465
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<td>Western Maryland RR Station</td>
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<td>444</td>
</tr>
<tr>
<td>Terminal Station</td>
<td>Chattanooga TN</td>
<td>480</td>
</tr>
</tbody>
</table>
TRANSPORTATION CENTER
Santa Fe RR Station (Union Station), San Diego CA
Rehoboth RR Station, Rehoboth DE
Union Station, St Louis MO
Erie-Lackawanna Terminal, Hoboken NJ
Pennsylvania RR Station Rotunda, Pittsburgh PA
Pittsburgh & Lake Erie RR Station, Pittsburgh PA
Clinchfield RR Station, Kingsport TN
Nashville Union Station, Nashville, TN
Gulf, Colorado & Santa Fe RR Passenger Station, Fort Worth TX
Union Pacific RR station, Cedar City UT
Central Vermont RR Headquarters, St Albans VT
Main St Station/New Union Station, Richmond VA
Union Passenger Station, Tacoma WA
Union Pacific Depot, Cheyenne WY
Union Station, Hartford CT

VISITORS CENTER
Union Station, Washington DC
Central of Georgia Trainshed & Station, Savannah GA
Jersey City RR Terminal, Jersey City NJ
W Maryland Station (Lincoln Station), Gettysburg PA

YMCA
Paris RR Depot, Paris KY

YOUTH CENTER
Michigan Central RR Station, Dexter MI
North Pacific Depot, Fargo ND
As the Nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering the wisest use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historical places, and providing for the enjoyment of life through outdoor recreation. The Department assesses our energy and mineral resources and works to assure that their development is in the best interests of all our people. The Department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.