

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED NOV 7 1975

DATE ENTERED

MAR 26 1976

## NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

### 1 NAME

HISTORIC ---

AND/OR COMMON

Dearborn Station (also known as Polk Street Station)

### 2 LOCATION

STREET & NUMBER

47 West Polk Street, at Dearborn Street

NOT FOR PUBLICATION

CITY, TOWN

Chicago

7th

CONGRESSIONAL DISTRICT

VICINITY OF

Cardiss Collins

STATE

Illinois

CODE  
17

COUNTY  
Cook

CODE  
031

### 3 CLASSIFICATION

| CATEGORY  | OWNERSHIP                                   | STATUS  | PRESENT USE  |
|---|---|---|--|
| <input type="checkbox"/> DISTRICT               | <input type="checkbox"/> PUBLIC             | <input checked="" type="checkbox"/> OCCUPIED        | <input type="checkbox"/> AGRICULTURE               |
| <input checked="" type="checkbox"/> BUILDING(S) | <input checked="" type="checkbox"/> PRIVATE | <input type="checkbox"/> UNOCCUPIED                 | <input type="checkbox"/> MUSEUM                    |
| <input type="checkbox"/> STRUCTURE              | <input type="checkbox"/> BOTH               | <input type="checkbox"/> WORK IN PROGRESS           | <input type="checkbox"/> COMMERCIAL                |
| <input type="checkbox"/> SITE                   | <b>PUBLIC ACQUISITION</b>                   | <b>ACCESSIBLE</b>                                   | <input type="checkbox"/> EDUCATIONAL               |
| <input type="checkbox"/> OBJECT                 | <input type="checkbox"/> IN PROCESS         | <input checked="" type="checkbox"/> YES: RESTRICTED | <input type="checkbox"/> ENTERTAINMENT             |
|   | <input type="checkbox"/> BEING CONSIDERED   | <input type="checkbox"/> YES: UNRESTRICTED          | <input type="checkbox"/> GOVERNMENT                |
|   |   | <input type="checkbox"/> NO                         | <input type="checkbox"/> INDUSTRIAL                |
|   |   |   | <input checked="" type="checkbox"/> TRANSPORTATION |
|   |   |   | <input type="checkbox"/> MILITARY                  |
|   |   |   | <input type="checkbox"/> OTHER:                    |

### 4 OWNER OF PROPERTY

NAME

Chicago and Western Indiana Railroad

STREET & NUMBER

47 West Polk Street

CITY, TOWN

Chicago

VICINITY OF

STATE

Illinois

### 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Recorder of Deeds, Cook County

STREET & NUMBER

118 North Clark Street

CITY, TOWN

Chicago

STATE

Illinois

### 6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Historic American Building Survey

DATE

1960

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Library of Congress

CITY, TOWN

Washington

STATE

District of Columbia

DATA SHEET

# 7 DESCRIPTION

| CONDITION                                |                                       | CHECK ONE                                   | CHECK ONE   |
|--|---------------------------------------|---|---|
| <input type="checkbox"/> EXCELLENT       | <input type="checkbox"/> DETERIORATED | <input type="checkbox"/> UNALTERED          | <input checked="" type="checkbox"/> ORIGINAL SITE |
| <input checked="" type="checkbox"/> GOOD | <input type="checkbox"/> RUINS        | <input checked="" type="checkbox"/> ALTERED | <input type="checkbox"/> MOVED      DATE _____    |
| <input type="checkbox"/> FAIR            | <input type="checkbox"/> UNEXPOSED    |   |   |

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

### ORIGINAL

The building is a railroad passenger terminal for eight tracks abutting a freight terminal and trainshed that are not included in this nomination. The terminal stretches for 212 feet along Polk Street where its principal facade faces north. Wings project to the south along Plymouth Place (where extensive original paving survives) on the east and Federal Street on the west.

The terminal is of masonry construction with cast iron structural elements and resting on spread footings. The exterior masonry is a combination of pink granite, red brick, and red ornamental terra cotta, all enriched with cut and cast mouldings and details.

The terminal building is organized into four elements. Two are the three-story corner blocks. The third is a two story (now three story) recessed central section, and the last is a high clock tower. The eastern corner block was originally the entrance to the terminal waiting rooms and is larger than the west corner block. It had four arches on its east face and three on its north face. The tower is set west of the center of the recessed central section, relieving the building of monotony arising from symmetry and allowing the height of the tower to balance the larger mass of the eastern corner block.

The walls rest on a rusticated granite sill that varies in height. It has one stone above grade along the central section and western corner block, becomes a half story high on the eastern corner block, and rises to one and a half stories under the clock tower. The masonry above this base is of common bond pressed brick with occasional horizontal bands defining string courses and with cornices of ornamental terra cotta. Arched openings appear on the first and third floors, and rectangular openings framed by moulded bricks are used on the second floor.

Originally, the roofing consisted of independent roof structures on each of the four sections. Hipped roofs appeared above each corner block, a gabled roof on the central section, and a steep, broken pitched Flemish Gothic roof on the tower. The roofs were ornamented with horizontal bands of different colored slates and by dormer windows. The dormers were triangular in shape and contained an arched window.

The most striking feature of the building is its clock tower which makes the building highly visible at the foot of Dearborn Street. Above its limestone base a simple brick shaft ascends far above the roof line. The shaft has an arched window near the bottom, three sets of slit windows along its height, and a grouping of three windows on each face just below a bracketed cornice. Above this is

UNITED STATES DEPARTMENT OF THE INTERIOR  
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INVENTORY -- NOMINATION FORM**

|                  |             |
|------------------|-------------|
| FOR NPS USE ONLY |             |
| RECEIVED         | NOV 7 1975  |
| DATE ENTERED     | MAR 26 1976 |

CONTINUATION SHEET

ITEM NUMBER 6 PAGE 1

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Illinois Historic Structures Survey  
state  
1972  
1800 South Prairie Avenue  
Chicago, Illinois

Commission on Chicago Historical and Architectural Landmarks  
local  
1972  
320 North Clark Street, Room 800  
Chicago, Illinois

Landmarks Preservation Council and Service Inventory  
local  
1974  
407 South Dearborn  
Chicago, Illinois

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CONTINUATION SHEET

ITEM NUMBER 7

PAGE 1

a rectangular block containing the clock set within a highly textured field; this was originally topped by the roof.

The interior originally contained fireplaces and other ornate and useful appointments. The main waiting room is in the central section and contains an open well between the first and second floors.

PRESENT CONDITION

On December 21, 1922, a fire swept through the upper portions of the building. Within a matter of weeks the engineering department of the Santa Fe Railroad had completed the necessary rebuilding, basing its design on that of Solon S. Beman's Grand Central Station (1889-90; destroyed), according to the railroad's magazine (The Santa Fe Magazine, vol. XVII, no. 3, 1923, p. 35). The roofs on the corner blocks and tower were replaced with flat ones not visible from the ground, thus depriving the building of its dramatic massing. The central two story section was given an additional story that repeated the design of the floor below; it too was given a flat roof. This addition had the effect of producing a more compact sense of mass for the building that is very much in keeping with its masonry forms and helps to compensate for the loss of the high roofs.

Other alterations have been less consequential. The portcochere that originally appeared only before the east corner block has been extended across the front to the western corner block and along the east face of the western block. During an entrance remodeling in 1946 the ground floor was altered but without substantial loss to the fabric. The arches remain, although they have been bricked up. The entire interior has been remodeled, but the two story space of the waiting room remains, as does the ornate stair railing of the clock tower.

# 8 SIGNIFICANCE

| PERIOD  | AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW |   |   |   |
|---|--|---|---|---|
| <input type="checkbox"/> PREHISTORIC          | <input type="checkbox"/> ARCHEOLOGY-PREHISTORIC  | <input type="checkbox"/> COMMUNITY PLANNING     | <input type="checkbox"/> LANDSCAPE ARCHITECTURE | <input type="checkbox"/> RELIGION                   |
| <input type="checkbox"/> 1400-1499            | <input type="checkbox"/> ARCHEOLOGY-HISTORIC     | <input type="checkbox"/> CONSERVATION           | <input type="checkbox"/> LAW                    | <input type="checkbox"/> SCIENCE                    |
| <input type="checkbox"/> 1500-1599            | <input type="checkbox"/> AGRICULTURE             | <input type="checkbox"/> ECONOMICS              | <input type="checkbox"/> LITERATURE             | <input type="checkbox"/> SCULPTURE                  |
| <input type="checkbox"/> 1600-1699            | <input checked="" type="checkbox"/> ARCHITECTURE | <input type="checkbox"/> EDUCATION              | <input type="checkbox"/> MILITARY               | <input type="checkbox"/> SOCIAL/HUMANITARIAN        |
| <input type="checkbox"/> 1700-1799            | <input type="checkbox"/> ART                     | <input type="checkbox"/> ENGINEERING            | <input type="checkbox"/> MUSIC                  | <input type="checkbox"/> THEATER                    |
| <input checked="" type="checkbox"/> 1800-1899 | <input checked="" type="checkbox"/> COMMERCE     | <input type="checkbox"/> EXPLORATION/SETTLEMENT | <input type="checkbox"/> PHILOSOPHY             | <input checked="" type="checkbox"/> TRANSPORTATION  |
| <input type="checkbox"/> 1900-                | <input type="checkbox"/> COMMUNICATIONS          | <input type="checkbox"/> INDUSTRY               | <input type="checkbox"/> POLITICS/GOVERNMENT    | <input checked="" type="checkbox"/> OTHER (SPECIFY) |
|   |  |   |   | Urban Planning                                      |

SPECIFIC DATES      1883-84      BUILDER/ARCHITECT      Cyrus L.W. Eidlitz

STATEMENT OF SIGNIFICANCE

The terminal building is a superb example of nineteenth century Victorian architecture in the Romanesque style. Its architect, Cyrus L. W. Eidlitz (1853-1921), a prominent architect in Buffalo and in New York City who specialized in commercial buildings, had been a collaborator with Henry H. Richardson on the New York State Capitol in Albany. This is his only work in Chicago, and one of his best works anywhere.

Romanesque architecture of the period is rare in buildings of this size and prominence in the Chicago area only because many others have been destroyed. The original building was excellent in design, revealing the best of balance, mass, and vigor that the style could muster. The present building, while less striking than the original structure, is nonetheless a very good example of the style and good in itself. The statement of Montgomery Schuyler, an architectural critic of the period, remains valid despite the 1922 alterations: it is "architecturally by much the best station and one of the ornaments of the city."

It remains an ornament to the city, clearly visible from the Loop at the end of Dearborn Street, one of Chicago's principal streets. Urbanistically, it helps to tie together the commercial Loop area with the area to the south. As a link between the two areas and as a tie between the past and the future, the station is indispensable.

It is the oldest surviving railroad terminal in Chicago, and one of the oldest major railroad terminals surviving in the United States. (It is not now used for passenger traffic.) While the Santa Fe was the principal road using it, others included the Wabash, the Erie, and the C & O.

It is the oldest surviving remnant in the central area of Chicago that can call attention to the role railroads and the commerce they carried, both in package goods and passengers, played in the development of Chicago, a city built by the railroads and the railroad capital of the country.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Montgomery Schuyler, "Cyrus L. W. Eidlitz," Architectural Record, V (April-June, 1896), pp. 411-435.

Carroll L. V. Meeks, The Railroad Station, New Haven, 1956.

F. A. Randall, History of the Development of Building Construction in Chicago, Urbana, 1949.

H. M. Mayer and R. C. Wade, Chicago: Growth of a Metropolis, Chicago, 1969 (photo of original design), p. 127

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one

UTM REFERENCES

|   |      |         |          |      |         |          |   |  |  |  |  |
|---|------|---------|----------|------|---------|----------|---|--|--|--|--|
| A | 1,6  | 44,7    | 8,6,0    | 4,6  | 3,5     | 5,6,0    | B |  |  |  |  |
|   | ZONE | EASTING | NORTHING | ZONE | EASTING | NORTHING |   |  |  |  |  |
| C |      |         |          | D    |         |          |   |  |  |  |  |

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| STATE | CODE | COUNTY | CODE |
|-------|------|--------|------|
|-------|------|--------|------|

| STATE | CODE | COUNTY | CODE |
|-------|------|--------|------|
|-------|------|--------|------|

# 11 FORM PREPARED BY

NAME / TITLE

C. W. Westfall, President, with Robert Furhoff (312) 922-1742

ORGANIZATION

Landmarks Preservation Council

DATE

July 1, 1975

STREET & NUMBER

407 South Dearborn

TELEPHONE

CITY OR TOWN

Chicago

STATE

Illinois 60605

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

*Caroline J. Dean*

TITLE

State Historic Preservation Officer

DATE

10-8-75

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Acting

*John S. ...*

DATE

3/26/96

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

*Robert B. Kelley*

DATE

3-24-76

KEEPER OF THE NATIONAL REGISTER

Acting

Property

Dearborn Station

76000698  
Cook County

State

Ill.

Working Number

11.7.75.1996

**TECHNICAL**

Photos

2

Maps

1

**CONTROL**

pl

OK 11/11/75

**HISTORIAN**

Accept  
w. R. Rice  
12/16/75

**ARCHITECTURAL HISTORIAN**

ACCEPT  
H. W. Jandl  
12/18/75

**ARCHEOLOGIST**

**OTHER**

Called Prof. Westfall (2/2/76) and asked him why the train shed was not included in this nomination. He maintained they were going to prepare a separate nomination for it. Both head house & shed are threatened and it was felt that if the two were nominated together, there existed the possibility that the head house could be destroyed along with the shed. Evidently, the shed is in advanced stages of deterioration, much more so than the station. I explained to him that without registration, it would be more difficult to effect recording under Sec. 2(c) of EO 11593. He promised to get the form written for the shed by the next Review Committee mtg. in March.

**HAER**

Inventory

ENB photo/23  
Y29/76

Review

Accept Scully  
2/2/76

**REVIEW UNIT CHIEF**

Accept  
Cole  
3-17-76

**BRANCH CHIEF**

Accept  
Hungs  
3-23-76

**KEEPER**

Accept  
Rettig (for Murtagh)  
3-24-76

National Register Write-up

Send-back

Entered

MAR 26 1976

Federal Register Entry

5-4-76

Re-submit

INT:2106-74



UNITED STATES DEPARTMENT OF THE INTERIOR  
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TYPE ALL ENTRIES -- ENCLOSE WITH PHOTOGRAPH

**1 NAME**

HISTORIC ---

AND/OR COMMON

Dearborn Station (also known as Polk Street Station)

**2 LOCATION**

CITY, TOWN Chicago 47 West Polk St., VICINITY OF at Dearborn St. STATE, Illinois COUNTY Cook

**3 PHOTO REFERENCE**

PHOTO CREDIT Robert J. Nickerson DATE OF PHOTO 1975

NEGATIVE FILED AT 730 Harrison Street, Forest Park, Illinois

**4 IDENTIFICATION**

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT. GIVE BUILDING NAME & STREET

PHOTO NO. 142

View of east facade, and of east portion of north facade

GPO 892

NPS Number 3/26/76

Title: Dearborn Station

Cook County, Illinois

Loc. View of east facade, and of east portion of north facade

142

ROBERT J NICKERSON  
PHOTOGRAPHY 312-369-6650  
7304 HARRISON ST  
FOREST PARK, ILL 60130



12  
11  
10  
9  
8  
7  
6  
5  
4  
3  
2  
1

N  
HOLLAND

POLK

FEDERAL

NO  
PARKING  
EXCEPT  
FOR  
LOADING  
UNLOADING

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM**

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TYPE ALL ENTRIES -- ENCLOSE WITH PHOTOGRAPH

**1 NAME**

HISTORIC ---

AND/OR COMMON

Dearborn Station (also known as Polk Street Station)

**2 LOCATION**

CITY, TOWN \_\_\_\_\_ VICINITY OF \_\_\_\_\_ STATE \_\_\_\_\_ COUNTY \_\_\_\_\_  
Chicago 47 West Polk St., at Dearborn Illinois Cook

**3 PHOTO REFERENCE**

PHOTO CREDIT Robert J. Nickerson DATE OF PHOTO 1975

NEGATIVE FILED AT 730 Harrison St., Forest Park, Illinois

**4 IDENTIFICATION**

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

View of north and west facades, including tower

PHOTO NO. *272*

PROPERTY OF THE NATIONAL REGISTER

NPS Number 3/26/76

Title: Dearborn Station  
Cook County, Illinois

Loc. View of north and west  
facades, including tower

ROBERT J NICKERSON  
PHOTOGRAPHY 312-369-6650  
730 HARRISON ST  
FOREST PARK, ILL 60130

*272*

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY MAP FORM**

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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- ENCLOSE WITH MAP

**1 NAME**

HISTORIC ---

AND/OR COMMON

Dearborn Station (also known as Polk Street Station)

**2 LOCATION**

CITY, TOWN

\_\_\_VICINITY OF

COUNTY

STATE

Chicago 47 West Polk Street, at Dearborn Street Cook Illinois

**3 MAP REFERENCE**

SOURCE USCGS 7.5 series, Englewood Quadrangle

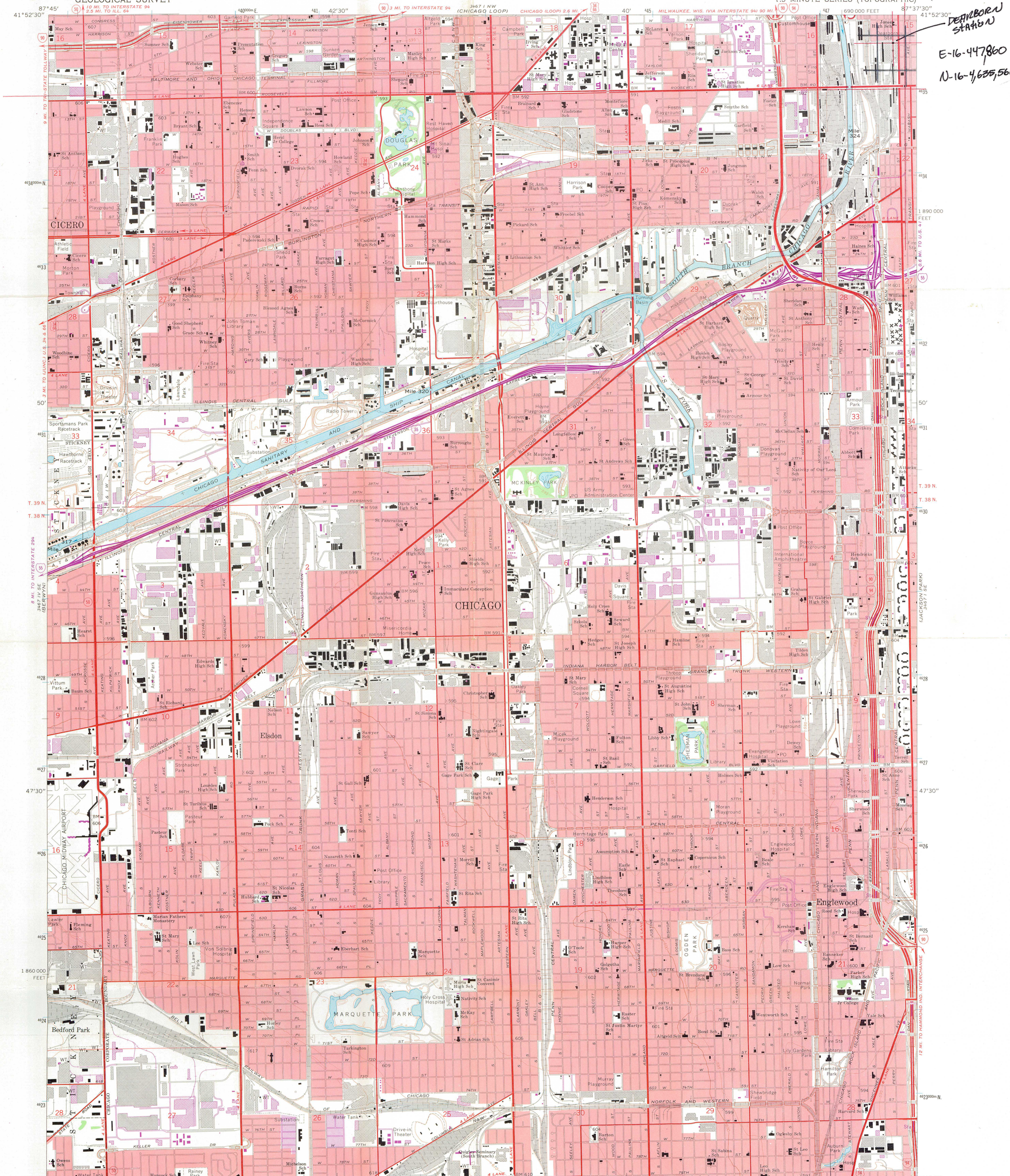
SCALE 1:24,000

DATE 1972

**4 REQUIREMENTS**

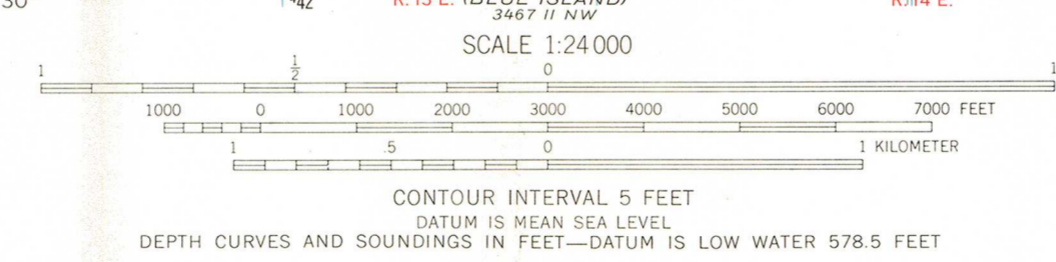
TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES



DEARBORN  
STATION  
E-16-447860  
N-16-4635560

Mapped, edited, and published by the Geological Survey  
in cooperation with State of Illinois Geological Survey  
Control by USGS, USC&GS, and City of Chicago  
Planimetry by photogrammetric methods from aerial photographs  
taken 1962-63. Topography by planimetric surveys 1926. Revised 1963  
Selected hydrographic data compiled from U.S. Lake Survey  
Chart 752 (1963)  
This information is not intended for navigational purposes  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Illinois coordinate system, east zone  
1000-meter Universal Transverse Mercator grid, east  
zone 16, shown in blue  
Red tint indicates areas in which only landmark buildings are shown



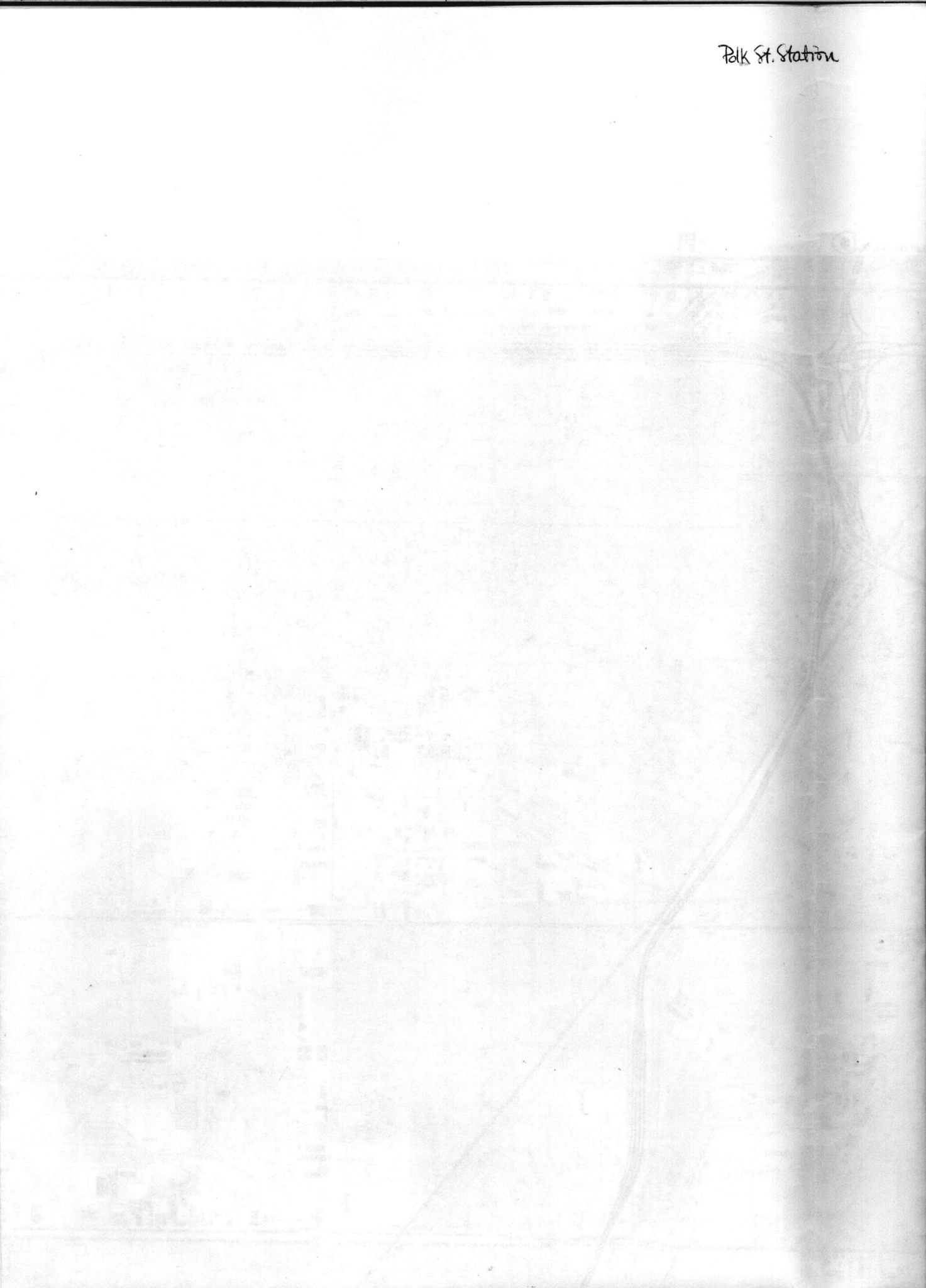
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, WASHINGTON, D.C. 20242  
AND BY THE STATE GEOLOGICAL SURVEY, URBANA, ILLINOIS 61801  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled from aerial photographs  
taken 1972. This information not field checked  
Purple tint indicates extension of urban areas



ENGLEWOOD, ILL.  
N4145—W8737.5775  
1963  
PHOTOREVISED 1972  
AMS 3467 1 SW—SERIES 8563

Folk St. Station



ENTRIES IN THE NATIONAL REGISTER

STATE ILLINOIS

Date Entered MAR 26 1976

Name

Location

Dearborn Station

Chicago  
Cook County

Also Notified

Hon. Charles H. Percy  
Hon. Adlai E. Stevenson  
Hon. Cardiss Collins

Regional Director, Midwest Region

PR MOTT:djb 4/1/76

State Historic Preservation Officer  
Mr. Anthony Dean  
Director, Department of Conservation  
605 State Office Building  
400 South Spring Street  
Springfield, Illinois 62706

# NATIONAL REGISTER DATA SHEET

1 NAME as it appears on federal register: Dearborn Station  
 2 OTHER NAMES: Polk Street Station (secondary)  
 3 date of entry: 3-26-76  
 4 county code: 031

5 LOCATION street & number: 47 W. Polk St.  
 city / town: Chicago  
 vicinity of: Chicago  
 state: IL  
 county: Cook  
 6 NPS REGION: Midwest

7 OWNER  PRIVATE  STATE  MUNICIPAL  COUNTY  MULTIPLE  FEDERAL (agency name)  
 8 ADMINISTRATOR:  
 9 EXISTING SURVEYS  NABS  HAER  NHL  
 10 FUNDED?  YES  NO  
 11 CONGRESS. DISTRICT: 7th  
 12 SOURCE OF NOMINATION  STATE  FEDERAL  
 if state who prepared form?

13 WITHIN NATIONAL REGISTER HISTORIC DISTRICT?  YES, NAME:  NO  
 14 WITHIN NATIONAL HISTORIC LANDMARK?  YES, NAME:  NO  
 15 ACREAGE less than 1  
 LOCAL  PRIVATE ORGANIZATION

16 CONDITION  deteriorated  altered  original site  
 excellent  ruins  unaltered  moved  
 good  unexposed  reconstructed  unknown  
 fair  unexcavated  excavated  
 17 features: INTERIOR  SUBSTANTIALLY INTACT-1  SUBSTANTIALLY INTACT-2  SUBSTANTIALLY INTACT-3  
 NOT INTACT-0  NOT INTACT-0  
 UNKNOWN-4  UNKNOWN-5  UNKNOWN-6  
 NOT APPLICABLE-7  NOT APPLICABLE-8  NOT APPLICABLE-9  
 EXTERIOR  NOT APPLICABLE-8  
 ENVIRONS  NOT APPLICABLE-9

18 ACCESS  YES-Restricted  YES-Unrestricted  No Access  Unknown  
 19 ADAPTIVE USE  YES  NO  
 20 SAVED?  YES  
 21 IS PROPERTY A HISTORIC DISTRICT?  yes  no

22 AREAS OF SIGNIFICANCE:  
 ARCHEOLOGY-prehistoric-2  COMMERCE-6  ENGINEERING-11  LANDSCAPE ARCH.-15  POLITICS/GOVT.-21  RECREATION-28  
 ARCHEOLOGY-historic-1  COMMUNICATIONS-7  ENTERTAINMENT-26  LAW-16  RELIGION-22  SETTLEMENT-29  
 AGRICULTURE-3  CONSERVATION-8  EXPLORATION-12  LITERATURE-17  SCIENCE-23  URBAN PLANNING-31  
 ARCHITECTURE-4  ECONOMICS-9  HEALTH-27  MILITARY-18  SOCIAL/HUMANITARIAN-24  OTHER (SPECIFY)  
 ART-5  EDUCATION-10  INDUSTRY-13  MUSIC-19  SOCIAL/CULTURAL-30  
 INVENTION-14  PHILOSOPHY-20  TRANSPORTATION-25  
 23 CLAIMS: explain 'first'   
 'oldest'   
 'only'

24 functions  
 WHEN HISTORICALLY SIGNIFICANT: R.R. Passenger terminal  
 CURRENTLY: Freight Depot  
 25 dates of initial construction: 1883-84  
 major alterations:  
 historic events:  
 26 ETHNIC GROUP ASSOCIATION

27 architectural style(s): Richardsonian Romanesque  
 28 architect: Cyrus L.W. Eidlitz  
 29 master builder:  
 30 engineer:

31 landscape architect / garden designer:  
 32 interior decorator:  
 33 artist:  
 34 artisan:  
 35 builder/contractor:

36 NAMES give role & date  
 PERSONAL:  
 EVENTS:  
 INSTITUTIONAL:

37 NATIONAL REGISTER WRITE-UP: Cast-iron frame, brick, granite, terra cotta; 3 stories, rectangular, flat roof sections, various glazed entrances set under segmental-arched reveals, 8-story square clock tower with corbel table and crenelated parapet; prominent decorated and corbelled belt courses, 1<sup>st</sup> and 3<sup>rd</sup> story round-arched openings; interior alterations; roof sections rebuilt after 1922 fire. Example of Richardsonian Romanesque interpreted in brick; example of the work of prominent NY architect Cyrus L.W. Eidlitz.

reviewers initials: Guff date: 8.15