

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received OCT 6 1986
date entered NOV 6 1986

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Chicago and Eastern Illinois Railroad Depot, Tamms, Illinois
and or common Tamms Depot

2. Location

street & number Front Street not for publication
city, town Tamms vicinity of Congressional District #22
state Illinois code 012 county Alexander code 003

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input checked="" type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Village of Tamms, Honorable Kerry Baugher, Mayor
street & number Post Office Drawer E
city, town Tamms vicinity of state Illinois

5. Location of Legal Description

courthouse, registry of deeds, etc. Alexander County Courthouse
street & number 2000 Washington
city, town Cairo state Illinois

6. Representation in Existing Surveys

title Southern Five Historic Preservation has this property been determined eligible? yes no
date August 4, 1986 (revision) federal state county local
depository for survey records Southern Five Planning Commission
city, town Vienna state Illinois

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input 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

The depot at Tamms was boarded up after 1955. A slow, insidious deterioration began to set in. The worst damage was to the interior of the building--some by vandalism before it was boarded up. The only cheerful aspect it presented at that time was its bright red tile roof--also in need of minor repairs.

Today, the depot once again proudly surveys the town it helped build. Everything is as closely patterned after the original as research and pictures can possibly make it. It stands freshly painted and repaired, its windows gleam brightly in the sunlight. They have all been replaced to match the old ones as closely as possible. The front and back door have had to be replaced. The old ceilings (beyond repair) have been replaced and lowered from 14' to their present 10' height. The floor plan is the same as it was many long years ago. Most of the interior walls have been replaced, (as in earlier days) with tongue-and-groove wood car siding and rough-sawn and reversed board and batten. The freight room to the North now has inner folding doors along its west wall to hide the filing cabinets there. A very small window in the upper outhwest wall of this room has been covered over.

The center room (dispatchers' room) remains structurally unchanged. The switch levers are no longer there. The railing enclosing the raised (4') dispatchers' area still has three of the original "round-knob-top posts"--another had to be replaced, as did the deteriorated inner wood rails between these supporting posts. The original style was faithfully copied. The bottom floor area has been replaced with dark red tile. The South wall of this room still retains the original ticket window with its gilt lettering. There is a small storage cabinet (24" x 20" x 6') on this wall under the old chimney that still has the original wood car siding and doors intact.

The old waiting room to the south remains basically the same, with the addition of a small bathroom in the N.W. corner of the room. All lighting fixtures in the rooms had to be replaced--with fixtures as near like those of the period as possible. The walls are a combination of tongue and groove car siding covered over with varnish (top) and upright boards that have been painted (bottom). The hardwood floors have been replaced and glisten with stain and varnish.

The outward appearance of the building, with the exception of the front door being moved to the center of the building (the old entrance was replaced with a window matching the others) remains exactly the same. The extreme curvature of the building that follows the entire east wall is architecturally rare. Mr. J. J. Coleman, a lifetime resident of Tamms, enjoyed talking about his many years with the railroad (60). He told many in Tamms (still living) that there were only two depots ever built anywhere with this curvature on an entire wall. He was blessed with an alert mind and memory until his death in 1980. Mr. David Wagner, Vice President of the G, M & O in 1983, said there were none like it on any of their lines. The original outside baggage doors on the north and northwest walls of the building that used to slide open are permanently fixed in place and covered by the new inner walls. Exact hand-made replicas of the old depot signs were made by a local carpenter.

The outside entrance area leading to the depot blends in with the time period of the early 1900's. A walkway, made of wood in staggered, stair-step heights leads to the entrance. The hand railing (wood) is also in staggered heights. Outside lighting resembles the old multiple globe-type candle/gas lamps of yesteryear. Patios and walkways are constructed of old cobblestones from the area. Landscaping has been completed and benches have been installed for those who wish to sit and reminisce about the depot's past history.

(See continuation sheet # 1).

**United States Department of the Interior
National Park Service**

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date entered

Depot

Continuation sheet Chicago and Eastern Illinois Item number

Page

(DESCRIPTION CONT'D)

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1

An old caboose from the line's early beginning has been added to the site as a tourist attraction. The caboose will remain on track next to the northwest corner of the depot. It is all original, although it does need some minor restoration work done. When this is finished it will be open to the public for their inspection. While it will not be attached to the depot itself, it is only a few feet from it.

The inside depot walls are covered with picture memorabilia from 1899 into the 1920s. There are numerous pictures of the interior/exterior of the depot before/after renovation. There is a picture of Oscar T.'s estate with an old passenger train passing by that has an interesting story behind it. The line ran directly in front of his beautiful estate, and as a courtesy and testimonial to what he had done for the railroads, all trains slowed down, blew a resounding blast of their whistle, and the people on the train waved to those on the estate.

Once again, as it was in the past, the depot at Tamms is a focal point of the community. The townspeople frequently take advantage of the outside benches to sit around and discuss current events and those of the past. It is now "home" to the City Hall, the City Clerk, and the Mayor's office and board room. The town council holds their meetings there, dignitaries come to visit, bills are paid at the clerk's desk, and tourist information is readily available.

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 type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1900-1936 **Builder/Architect** unknown

Statement of Significance (in one paragraph)

The town is named for its founder, Oscar T. Tamm. The first railroad, the Mobile & Ohio (which later became the Gulf, Mobile & Ohio) was completed in 1899, on land donated by Theodore Tamm, father of Oscar T. In 1900 Oscar T. had already inherited his property, and that year he donated land to the Chicago & Eastern Illinois Railroad to build another line through Tamms to further promote the growth of his town. This line was completed in 1904.

Oscar T. began building his town in 1900 with his house, the Yellow Dog Saloon, and the Alexandria Hotel. This magnificent 55 room creation was completed in 1901. The depot, these buildings, plus his plans to enlarge the size of his town, and the close proximity of the railroad all combined to put Tamms on the map. Oscar T. also owned 40 houses that he had built for his town. By the latter part of 1900 the town was thoroughly settled.

An interesting facet of this depot that makes it unique is that it was used by dispatchers of both railroads simultaneously! These gentlemen worked together, each on their own line and switches, in the same office at the same time! The "bay window" area that surveyed the tracks of both lines was approximately 16' x 10'. This room has a room under it of the same dimensions. It has the original 4" x 12 and 4" x 14" beams, plus a concrete I-beam anchored to the floor. A grown man can easily walk upright in this room. The sturdy floor beams were there to support the extremely long handles of the switches that came up through the floor directly into the dispatchers' office.

The depot was the focal meeting place of community residents, tourists, and guests alike until the passenger line was abandoned in 1955. From 1899 through the mid-50's this depot has played an important role in the development of Tamms. The farmers and townspeople alike would gather there (the hotel was only for guests) to discuss everyday happenings, news events, things being shipped out as well as those brought in. They always availed themselves of every opportunity to look over newcomers that arrived on the train. From its early inception, the depot had a large amount of freight and passenger traffic.

Among the freight shipped out was lumber, several kinds of produce, poultry, livestock, dairy products and bales of cotton. Passengers could purchase a ticket to anywhere in the United States from the little depot at Tamms. From the onlookers to the "talkers and doers" it was a beehive of activity. The weather was always a prime topic of conversation. Business deals were consummated here as well as at the Mercantile (built in 1907). Besides selling merchandise of all description, the store also gave loans, bank drafts, and cashed checks. For some reason, most of the railroaders preferred to cash their checks at the saloon!

The townspeople came to the depot to get a look at the opera stars as they arrived in this small downstate community. Oscar T. contracted for singers from all over the United States and Europe. The tourists flocked to this small town to view the magnificent Alexandria Hotel (billed as being as fine as any in Europe), an elegant 2-1/2 story edifice with pennants flying from its roof. The Opera House (built in 1907) itself was a cultural rarity in that area. The Mercantile, Opera House, and the saloon were all within walking distance of this sturdy little depot, and the hugh hotel was directly across the street.

9. Major Bibliographical References

Building Record of Depot - 1899
Letter from David Wagner
Bill of Sale
Lease

10. Geographical Data

Acreeage of nominated property 2 acres

Quadrangle name Tamms, Illinois

Quadrangle scale 1:24000

UTM References

A

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2	9	18	6	1	6	1	0
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4	1	1	2	1	3	2	0	1	0
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Zone Easting Northing

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Zone Easting Northing

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Verbal boundary description and justification

Beginning at the point of intersection of the Northerly boundary line of Russell Avenue with the Westerly boundary line of Front Street in the original town of Tamms, Illinois, thence North from said point of beginning along said Westerly boundary line of said Front Street a distance (See continuation sheet #3.)

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 Charlene Meier, Historical Coordinator

organization Southern Five Planning Commission date August 4, 1986

street & number P. O. Box 698 - 111 N. 5th telephone (618) 658-8364

city or town Vienna state Illinois

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

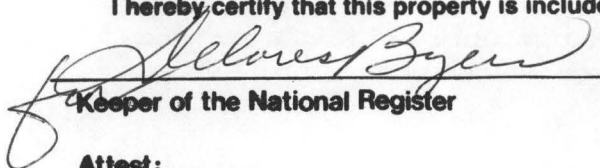
As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National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

State Historic Preservation Officer signature 

title Director date 9-22-86

For NPS use only

I hereby certify that this property is included in the National Register

 Entered in the National Register date 11-6-86

Keeper of the National Register

Attest: _____ date _____

Chief of Registration

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

Chicago and Eastern
Illinois Depot, Tamms

Continuation sheet

Item number

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For NPS use only

received

date entered

(Statement of Significance - Cont'd)

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2

Oscar T. died in 1913, and the historic architectural and cultural buildings that he had built were all destroyed by fire between 1906 (the Alexandria Hotel) and 1948 (the store, Opera House, and the saloon).

Fortunately, life at the depot in Tamms went on without him. In November, 1921, a vestibule was constructed in the waiting room of the depot. The Johnson Bakery (built in the early 1920's) began shipping its wares via the railroad at this time, and the freight operations and passenger line continued to flourish.

At the time the passenger line was abandoned (1955) there still remained a "round house" (used to repair engines and cars, and "make-up" trains before they went out) that employed 100 people. This was operational until 1971, when it was phased out entirely. In its hey-day the railroads employed over 150 people in the Tamms area alone.

In 1982 the people of Tamms purchased the depot from the G M & O and obtained a 99 year lease on the adjoining property from the C & E I. They wanted to do something to preserve the little depot that had done so much to help their town thrive in its formative years. They did everything possible to retain a tangible resource of their early history. The town could never have continued to grow without the railroad and the depot it served.

When the people of Tamms began the renovation of the depot the exterior was in much better shape than the interior. Very few outside boards had to be replaced. Surprisingly, almost 97% of the exterior walls, the red tile roof and its decorative outside roof supports (it has a hipped roof), as well as the two baggage doors are original.

The other historic town buildings are all gone now, the majority of railroad tracks have been removed, the round house is deserted. Only memories and the sturdy little depot, alive once again at 87 years of age, stand as a reminder of a fascinating historical past. It is the last tangible resource and tourist attraction, beautifully preserved, left in Tamms from a bygone era at the turn of the century.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
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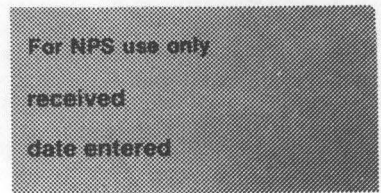
Chicago and Eastern Illinois

Depot, Tamms

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Item number

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(Verbal Boundary - Cont'd)

10

3

of 500 feet to the point of Intersection with the Southerly boundary line of West Street, thence West along the Southerly boundary line of West Street, and beyond, a distance of 194 feet to a point, which is 10 feet east of the center line of the existing Cairo Terminal Railroad track, thence in a Southerly direction on a line 10 feet East and parallel to the Center line of said railroad track, approximately 500 feet to the Intersection of said line with the Northerly boundary line of Russell Avenue; thence East along the northerly boundary line of Russell Avenue 194 feet to the point of beginning, all being situated in the Village of Tamms, County of Alexander, and State of Illinois.

PROJECT TITLE: _____

PROJECT SPONSOR: _____



TAMMS

ILLINOIS HISTORIC PRESERVATION AGENCY

86003168

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Chicago and Eastern Illinois Railroad Depot
Alexander County
ILLINOIS

OCT 6 1986

Working No. _____

Fed. Reg. Date: 2/2/88

Date Due: 11/6/86 - 11/20/86

Action: ACCEPT 11-6-86

_____ RETURN _____

_____ REJECT _____

Federal Agency: _____

Entered in the
National Register

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review: sample request appeal NR decision

Reviewer's comments:

Recom./Criteria _____

Reviewer _____

Discipline _____

Date _____

_____ see continuation sheet

Nomination returned for: technical corrections cited below
 substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership Public Acquisition	Status Accessible	Present Use
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4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? yes no

7. Description

Condition

- excellent
- good
- fair
- deteriorated
- ruins
- unexposed

Check one

- unaltered
- altered

Check one

- original site
- moved date _____

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection

8. Significance

Period Areas of Significance—Check and justify below

Specific dates Builder/Architect

Statement of Significance (in one paragraph)

- summary paragraph
- completeness
- clarity
- applicable criteria
- justification of areas checked
- relating significance to the resource
- context
- relationship of integrity to significance
- justification of exception
- other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrange name _____

UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

_____ national _____ state _____ local

State Historic Preservation Officer signature

title _____ date _____

13. Other

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____



TAMM

- 7
1. Tamms Depot
 2. Tamms, Illinois
 3. Photographer: Sharon Ury
 4. Date of Photograph: May, 1986
 5. Location of Negative
So. Five Plnng. Comm., Vienna, IL
 6. East View
 7. Photograph /



TAMMS

1. Tamms Depot
2. Tamms, Illinois
3. Photographer: Sharon Ury
4. Date of Photograph: May, 1986
5. Location of Negative:
So. Five Plnng. Comm., Vienna, IL
6. Southeast View
7. Photograph 2



TAMMS

VILLAGE OF TAMMS

1. Tamms Depot
2. Tamms, Illinois
3. Photographer: Sharon Ury
4. Date of Photograph: May, 1986
5. Location of Negative:
So. Five Plnng. Comm, Vienna, II
6. Southwest View
7. Photograph # 3

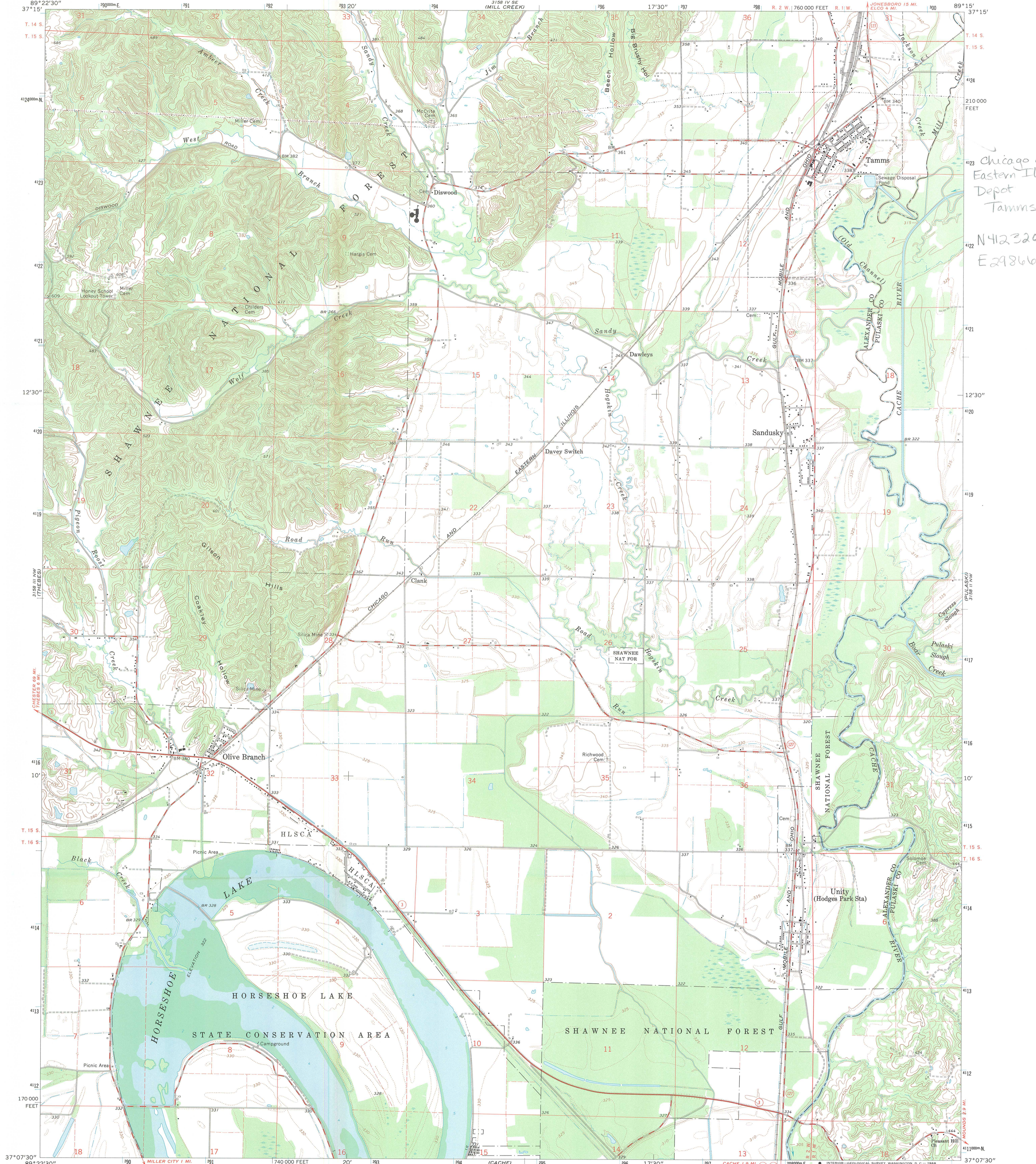


N.W.

1. Tamms Depot
2. Tamms, Illinois
3. Photographer: Sharon Ury
4. Date of Photograph: May, 1986
5. Location of Negative:
So.Five Plnng.Comm.,Vienna,IL
6. Northwest View
7. Photograph #4

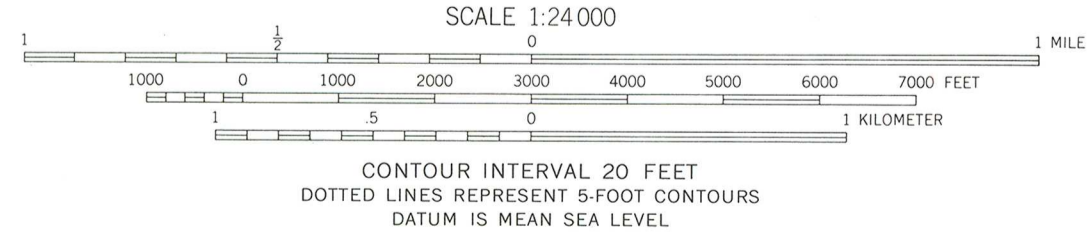
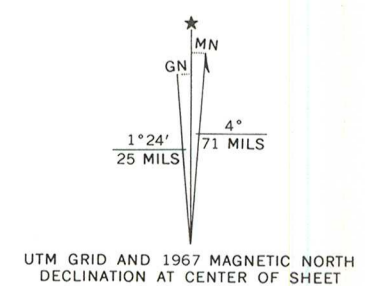


1. Tamms Depot
2. Tamms, Illinois
3. Photographer: Sharon Ury
4. Date of Photograph: May, 1986
5. Location of Negative:
So. Five Plnng. Comm., Vienna, IL
6. Northeast View
7. Photograph # 5



Chicago and Eastern Illinois Depot Tamms
N4123200
E298660

Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial photographs taken 1965 and planetable surveys 1967
Soundings compiled from charts furnished by Illinois Department of Conservation
Polyconic projection. 1927 North American datum 10,000-foot grid based on Illinois coordinate system, west zone 1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue
Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked

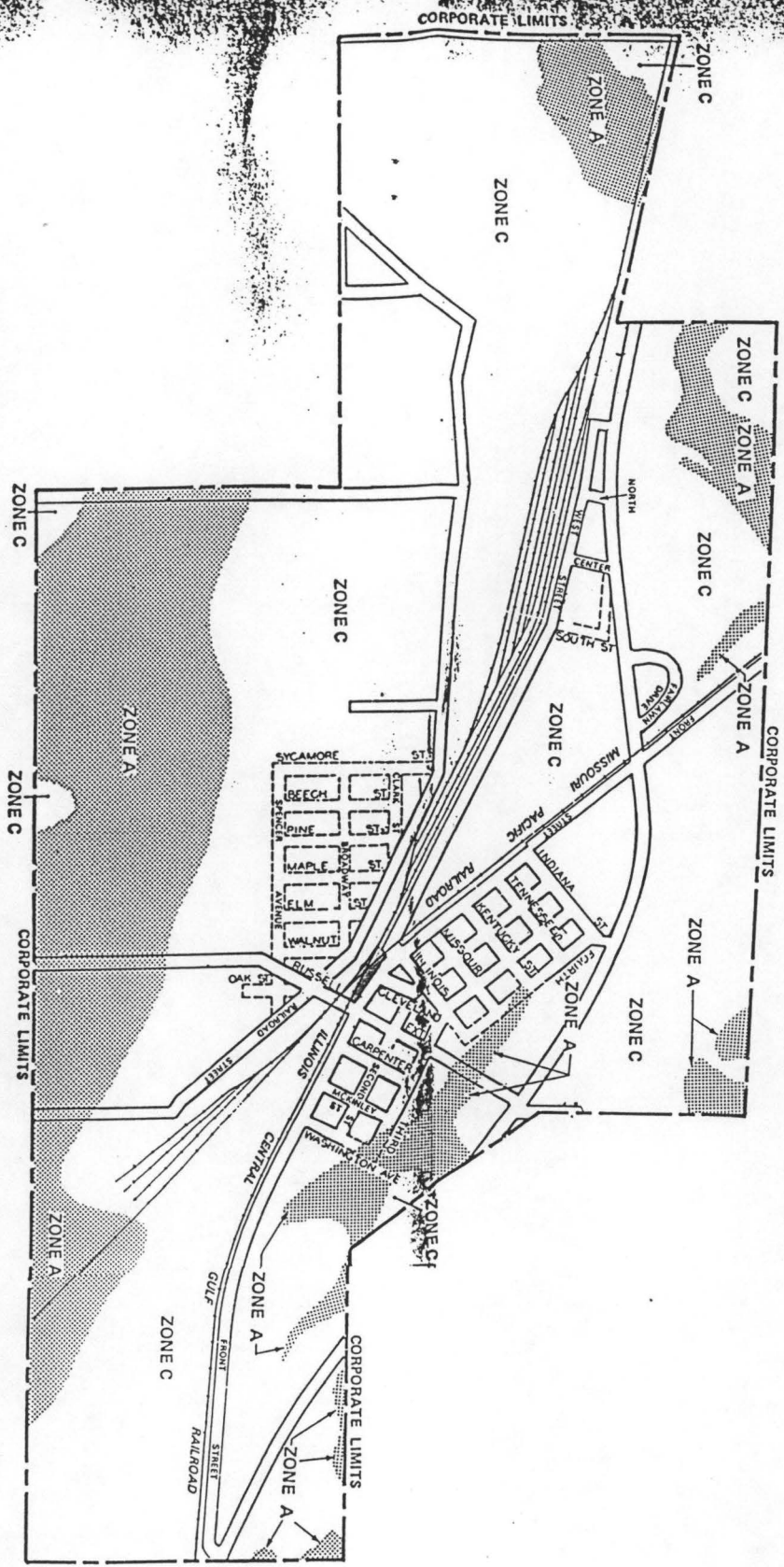


ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
State Route	

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

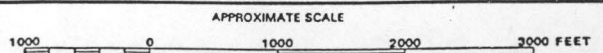
TAMMS, ILL.
NE/4 THEBES 15' QUADRANGLE
N3707.5-W8915/7.5
1967
AMS 3158 III NE-SERIES V863



MAP 01

FEDERAL EMERGENCY MANAGEMENT AGENCY

VILLAGE OF TAMMS, IL
ALEXANDER COUNTY



FLOOD INSURANCE RATE MAP
COMMUNITY NUMBER 170005

EFFECTIVE DATE
MAY 25, 1984



Illinois Historic Preservation Agency

Old State Capitol • Springfield • 62701

September 30, 1986

Beth Grosvenor
National Register Program
National Park Service
Department of Interior
1100 L Street, N.W.
Washington, DC 20240

Dear Beth:

Enclosed please find the National Register nomination forms and accompanying materials for the following properties:

Ayers Bank Building, Jacksonville, IL
Balaban and Katz Uptown Theatre, Chicago, IL
George Blackman House, Hillsboro IL
Central Springfield Historic District Boundary Extension
Chicago and Eastern Illinois Railroad Depot, Tamms, IL ✓
East Grove Street Historic District, Bloomington, IL ✓
Goddard Chapel, Marion, IL
Henry E. Legler Regional Branch Public Library, Chicago, IL

Thank you for your attention.

Sincerely yours,

Ann V. Swallow
Assistant National Register
Coordinator

AVS;tb
Enclosures

OCT 6 1986