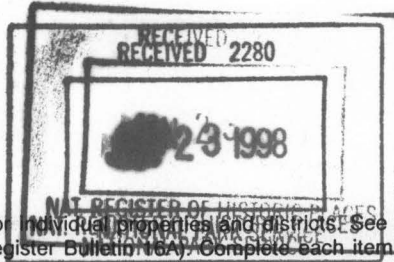


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Baltimore & Ohio Railroad Depot

other names/site number _____

2. Location

street & number 225 West Railroad Street not for publication

city or town Flora vicinity

state Illinois code IL county Clay code 025 zip code 62839

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

William L. Weber / SHPO 12/29/97
Signature of certifying official/Title Date

Illinois Historic Preservation Agency
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): _____

Edson H. Beall 2/20/98
Signature of the Keeper Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
2	0	buildings
0	0	sites
0	0	structures
0	0	objects
2	0	Total

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

n/a

Number of contributing resources previously listed in the National Register

n/a

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/Rail-Related

Current Functions
(Enter categories from instructions)

Transportation/Rail-Related

7. Description

Architectural Classification
(Enter categories from instructions)

Late 19th & Early 20th Century
American Movements

Materials
(Enter categories from instructions)

foundation Concrete
walls Brick
Limestone
roof Asphalt
other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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**National Register of Historic Places
Continuation Sheet**

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Baltimore and Ohio Railroad Depot

Narrative Description

The Baltimore and Ohio Railroad Depot is located at the northeast intersection of the former Baltimore and Ohio Railroad (originally the Ohio and Mississippi Railroad) and Illinois Central Railroad lines. The building's front elevation faces southwesterly, and away from Flora's main street, known as North Avenue/Old U.S. Route 50. The depot is an imposing structure in the western section of the downtown area and is surrounded by vacant lots that were once the site of commercial enterprises such as hotels and early automobile garages that have all fallen victim to the wrecking ball. A large gravel parking lot borders the property to the west along State Street, and north to West North Avenue. Near North Avenue, the former Yard Office to the railroad once stood until the 1950s when it was demolished.

To the south the abandoned Illinois Central Railroad line heads south in a large open grassy area that contains a diamond shaped turn around point. The abandoned track continues for about a mile where it ends at the spillway ruins of the old Baltimore and Ohio Railroad Reservoir and Dam. To the south of the depot are a few small vernacular homes that were probably occupied by railroading families in their time. Closer to the southern elevation of the building, the current east/west tracks (now occupied by CSX Transportation) pass along the building's intact brick loading platform that extends completely around the building's front facade to the north (181 feet) and to the east (375 feet). The eastern landscape of the depot property is dominated by a long grass "mall" area that contains the previously mentioned brick loading platform extending to the east until the Elm Street intersection. (Coming from the north, Elm Street dead ends into the current tracks) At the end of the mall area to the east, at the Main Street crossing, is another vacant lot where the railroad demolished the circa 1850s freight house in the 1980s.

Closer to the depot, in the mall area, the remains of the goose neck platform lights that lined the boarding area may still be seen, and adjacent to the building along the east elevation, the brick weigh scales still remain. The rear, or the northeast landscape is bordered by the brick street that curves from Elm Street to West North Avenue behind the depot. A large vacant lot to the rear of the depot, that borders West North Avenue, once contained Flora's first and oldest hotel, the Major House. It was built in 1855 with a large three story addition in 1878, after the original building was destroyed by fire. In the late 1980s, the hotel fell into an unsympathetic owner's hands and was destroyed.

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Baltimore and Ohio Railroad Depot

Just to the east of the hotel's site stands the vacant Brooks Chevrolet Garage built in 1922 and significant in its own right. To the north of the vacant Baltimore and Ohio Depot, stands the single story Railway Express Agency Building that is also included in this nomination. Across the street is a modern gas station that replaced another significant hotel called the Midland Trail. This auto garage/forty room hotel structure was built in 1916 while the current depot was under construction, and was another tribute to the railroad's power over economic development growth upon the city. The western view from the depot, across State Street, is dominated by the 1951 concrete block Engine House. This one-story structure contains two bays to service the railroad engines, and was constructed over two of the existing 'pits' of the former Engine House that was destroyed by fire in March of 1951. The current building is one story in height and has been vacant for many years. This structure is not included in the boundary for the nomination. Walking the grounds of this area also reveals the site of the turntable and the filled pits and foundation ruins of massive circa 1902 brick Engine House.

Construction of the Baltimore and Ohio Railroad Depot began in 1916 and was completed in the fall of 1917, with the earlier depot being razed to make way for the present structure. The depot is an imposing structure for such a small city, but symbolizes the importance of Flora as a railroad center in the early twentieth century, and as a reminder that this building and its owner served as the largest employer to the city of Flora.

The depot was constructed by local contractor Frank S. Nichols in an unusual configuration. The building was constructed in a basic L-shaped formation. However, the portion of the building that forms the "L" is angled to face the southwest to offer a more boomerang appearance than an "L" so that both railroad lines could be viewed at the same time.

Overall, the depot is the blend of several architectural styles. The small square windows along the cornice level of the third floor are representative of the Italian Renaissance, the dominant archway feature below suggests the Romanesque period, while the overall building and its materials offer a Classical Revival style impression. The building contains over 7,500 square feet. The depot is constructed in a Flemish bond reddish brown brick with matching mortar. Although virtually all of the building's openings are covered with plywood, a great deal of the depot's integrity remains intact. The roof of the structure consists of a slightly-pitched wood deck with a tar coated

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Baltimore and Ohio Railroad Depot

finish. The foundation is constructed of concrete, and the only chimney is located on the northern wing of the depot (where the former boiler room was once housed). In addition, ashlar limestone belt courses are present on the building and serve as the sills for the windows on every floor. A simple metal cornice is located below the parapet walls of the two-story wings of the depot. A more elaborate metallic cornice with brackets, and brick gabled parapet are present on the three-story center section of the building. Windows throughout the depot are six-over-six, double-hung wood windows except where noted. The windows have soldier brick course arched lintels. Most of the openings have been covered over with plywood to protect the building from vandalism. Most of the windows remain in their frames or are in storage in the building and can be repaired.

The western facade, including the main section facing southwest, offers one of the most impressive views of the building. The facade offers a symmetrical appearance. The north wing has a symmetrical facade of five bays. The cornice area consists of a simple brick parapet that hides a slightly gabled roof. Below the parapet, a smooth metallic cornice projects outward from the building and connects to an exterior down spout system that empties below the brick loading platform surrounding the building. Below the cornice, are five covered window openings. The first story of the western elevation (north wing), contains from north to south, two windows, a door which has been covered by a modern metal shed addition, a window, and a door. The window to the north has been replaced by a modern double-hung window. Both original doors have been removed and replaced with more modern vinyl doors as well. One of these entries is one of two accesses to the upper floor offices in the building. The upper floors of the depot were accessed from two interior staircases with outside entrances. The other entry on the west facade (north wing) enters an office and ticket area that was located in this wing of the building. The aluminum shed addition on this elevation that shelters the interior entrance was added in the early 1970s, after CSX Transportation took possession of the property.

The most impressive feature of the western facade, is the angled three-story section of the depot that connects to the two-story wings of the building. This three-story section is dominated by the massive limestone archway that extends above the first two levels of this section. Eleven distinct horizontal recessed brick bands stretch across the three-story section of the depot. The archway, like the other windows in the building, rest on a limestone belt course about three feet above the foundation. The archway contains

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Baltimore and Ohio Railroad Depot

five doorways with lower recessed panels and two-over-two windows above. Two-pane transom windows are also present above each of these entries as well. All of the doors and transoms are intact today with the exception of one. This area is where the steel beam construction used to construct this section of the depot is evident too. The beams extend the height of the arch, and were used throughout the three-story section of the building. Multi-paned windows above the entry doors, located in the arch remain stored inside the building awaiting restoration. The three-story section projects slightly to the southwest from the two-story wings of the building. Single windows on the second story are located on the north and east elevations of this section.

The third story of the angled western elevation, is bounded by the continuous limestone belt course that encircles the upper floor, and acts as the sills for the thirteen small, square windows. The windows contain a Beaux Arts inspired pattern of intersecting mullion pieces to a single point in the center of the window. These openings afford excellent natural light for the third floor, and were part of the depot's extensive natural lighting system devised by Nichols. Most of these windows survive in storage on the upper floor today. Between the window openings on the third story, are metal scrolled brackets that support the simple metal cornice projecting from the building. Above the cornice line on the north and east elevations, is a single gabled parapet with a circle brick pattern located in the center. This parapet is capped by ashlar limestone and obscures the slightly pitched roof. An identical gabled parapet was located on the southwestern elevation above the archway, but was partially removed when it became unstable in the 1970s.

The east wing of the depot is virtually a copy of the north wing with a few exceptions. Differences from the north wing include that this wing of the building is longer than the other, and contains additional bays. As opposed to the five-bay facade of the northern wing, there are seven bays located here on the south elevation. Seven wooden window openings are located on the southern elevation of the second story of this wing. The first story contains from west to east, two windows, a door covered with a modern aluminum shed addition, a window, a wooden freight door, and two windows. The wooden freight door accessed the baggage room of the depot.

The east elevation of the east wing is quite simple. It is two stories in height, contains the simple brick parapet capped with limestone and has a metallic cornice projection. Overall it is a three-bay facade, but is unbalanced by the absence of a third window

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Baltimore and Ohio Railroad Depot

opening to the north on the first story. There is a narrow four-over-four window located in the center on both floors. The second floor center window is flanked by two covered windows.

The rear elevation of the depot, demonstrates the angular composition of the structure. The eastern wing of the rear elevation has a somewhat symmetrical appearance with five window bays on the second story, and four bays on the first story that include from east to west, a door, a wooden freight door with a four-pane transom, and two windows. The window to the north has been replaced by a modern double-hung window in the men's rest room.

The rear elevation of the central three-story section of the depot does not contain a gabled parapet as do the other three elevations. The metal cornice and brackets barely wrap around the rear of the structure. It apparently was not necessary to go to the expense to carry this design treatment to rear of the building, which at one time, was obscured from public view by the old Major House/Starr Hotel (demolished). The third story elevation has five, six-over-six windows. The second story has a bank of four windows. The first story also has a bank of four windows.

The north wing of the rear elevation is symmetrical with two bay openings. The second story has two windows, while the first story has a window to the south and a door to the north. The door and transom leads to the former boiler room, which could be accessed only from this point.

The north elevation of the northern wing of the depot is symmetrical, and is dominated by the towering chimney used for the boiler room. The facade displays three bay openings containing windows on both stories. Two windows on the first story have been replaced with modern double-hung windows that will be replaced with six-over-six windows during the restoration of the depot.

Interior

The interior of the Baltimore & Ohio Railroad Depot is of frame construction overall with a steel skeleton used in the three-story section. The floors throughout are wood with the exception of the waiting room and ticket area on the ground floor which is a red terra cotta tile. Also the baggage room has a concrete floor. The first floor of the depot

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contains the former waiting room in the center section of the depot. To the east of the waiting area is the telegraph office. A hallway leads east from the waiting room to the baggage room. The baggage room has exposed brick walls. A stair in the northeast corner leads up to the railroad offices on the second story. To the northeast of the waiting room is the former ladies' waiting room and rest room facility, and just down the hall to the east is the men's rest rooms. To the north of the waiting room area is the former ticket office and yardmaster offices. The boiler room is located in the northeast corner of the north wing. The first floor rooms contain original plaster walls that are present throughout the building and some wainscoting. Access to all of the rooms is by wood panel doors, some with overhead transoms. The first floor rest rooms still have the original glazed terra cotta tile floors, white ceramic tile walls, wooden partitioned stalls, and fixtures. The rest room facilities on the second and third floors also retain these same historic features.

The second and third floors of the depot are accessed by two stairways on opposite ends of the building. Each stairway landing makes a ninety degree turn with handrails leading up from their first floor entrances. The second and third floors originally contained the management functions of the railroad division. The center section and the east wing housed the offices of the division physician, division superintendent, division engineer, chief dispatcher, master carpenter, assistant division engineer, and train dispatcher. The north wing provided offices for two train masters and the roadway foreman.

On the third level of the center section was one large office. This was the business office where clerks kept the flow of paperwork moving for the railroad, including payroll and billing, statistics, and tracking of all shipments through the division. The third floor later became the place where railroad social functions were held. Meals and refreshments could be prepared in the company kitchen and there is evidence of a small stage at one end of the room.

The Railway Express Agency Building, located to the north of the depot along West North Avenue, is believed to have been built at the same time as the depot in 1916-1917. The building is a single story rectangular structure measuring 26 feet by 50.5 feet with Flemish bond brick walls of a reddish brown color. A limestone belt course is located approximately one quarter of the way above the concrete foundation, and encircles the building entirely. The roof of the building is flat with a slight pitch, but is

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completely obstructed in view by the simple ashlar limestone parapet. The Railway Express Agency Building is a contributing building to the nomination.

The front elevation, or western facade of the building, (from north to south) contains five bay openings, an entry door, window, freight door, window, and freight door. The entry door and metal freight doors interrupt the belt course while the two, six-over-six windows rest upon it. Most of the windows and doors are covered with plywood to protect the building from vandalism. The south freight door slides open as two separate doors on a track system and consist of ribbed metal with an X-pattern on each door panel.

The southern elevation has one bay that contains a simple metal freight door that operates on a rolling track system.

The eastern elevation has three bays. A large metal/wood combination freight door is the dominant feature on this elevation with two wooden covered windows on either side. The window openings rest on the ashlar limestone belt course.

The northern elevation along West North Avenue, is symmetrical in appearance with three window bays. Again, these openings rest on the limestone belt course and have been covered. The wood windows are six-over-six. At the top of the parapet of this elevation is the wooden remains of the sign that once declared this building as the Railway Express Agency for the railroad.

The interior of the Railway Express Agency Building is simple in appearance. A narrow wooden tongue-and-groove ceiling is present throughout the building, as is a concrete floor with a perimeter ditch used in connection with the environmental controls for the office and the depot. In the northern section of the building is a small toilet facility and two small offices that are partitioned from each other and the freight area of the building by the same narrow tongue-and-groove wood found on the ceiling of this structure.

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

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

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1917-1947

Significant Dates

1917

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Nichols, Frank, Builder

Primary location of additional data:

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

Name of repository:

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Baltimore and Ohio Railroad Depot

Narrative Statement of Significance

The Baltimore & Ohio Railroad Depot meets Criterion A for listing in the National Register of Historic Places for transportation. The depot, along with the adjacent Railway Express Agency Building, are locally significant for listing in the National Register. Both buildings retains sufficient exterior and interior historic integrity for listing in the National Register. The depot is located along the north right-of-way side of the former Baltimore and Ohio Railroad (now CSX) tracks running east and west between Vincennes, Indiana, and East St. Louis, Illinois. Flora's Depot was the halfway station mark between these two cities. The now abandoned Illinois Central Railroad line passed by the depot to the west, and the track has since been removed. Much of the growth of Flora, as well as the actual platting and naming, is tied to the railroad. The Baltimore & Ohio Railroad Depot and Railway Express Agency Building remain symbolic of Flora's history as a "railroad town." The period of significance is 1917, the year construction was completed, to 1947, the fifty-year cutoff for the National Register.

Flora was surveyed and platted in 1854, the year the Ohio and Mississippi Railroad came through the area. The railroad company wanted to locate the depot at Mooresville, one mile west of the present location of Flora. The Moore brothers refused to donate or sell land for a station house. Mooresville was a town with a store or two, blacksmith shop, a number of dwellings and other buildings. The action of the Moore brothers killed their town when Samuel White offered his land a mile to the east, and Flora was platted. Many of the stores and houses from Mooresville were afterwards moved to Flora. Samuel White donated the land for the depot.

The name of Flora was given to the town in honor of a railroad surveyor's daughter. Flora was incorporated under the general law in 1857. The railroad had become a reality on February 14, 1848, when the first act of incorporation was passed by the State of Indiana. This act incorporated the Ohio and Mississippi Railroad Company and authorized construction of a railroad between Lawrenceburg, Indiana on the Ohio River and Vincennes, Indiana on the Wabash River, extending east to Cincinnati, Ohio and west through Illinois to St. Louis, Missouri. This grant, made by the State of Indiana, was recognized by Ohio on March 15, 1849, in an act authorizing the Ohio and Mississippi Railroad to build in Ohio. On February 12, 1851, Illinois joined the other two states by passing an act incorporating the Ohio and Mississippi Railroad with power to construct a railroad connecting at Illinoistown (East St. Louis, Illinois) on the Mississippi

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River and then east to the Illinois-Indiana state line in the direction of Vincennes, Indiana.

These three acts, along with several amendments, were the instruments in the location of the railroad from Cincinnati to East St. Louis (Illinoistown) which passed through Flora, Illinois. The first report of preliminary surveys and estimates of the Western Division was made by Chief Engineer Erasmus Cost on September 1, 1851, and was addressed to the President and Directors of the Ohio and Mississippi Railroad, chartered by the state of Illinois. The first breaking of ground took place at East St. Louis, the western terminus, on February 17, 1852. The line was completed and opened to traffic on May 1, 1857. As a tribute to this newest artery of transportation binding the east with the west, a special excursion trip over the line was arranged. The entire line between Cincinnati and St. Louis was 341 miles long. It passed across the southern parts of Indiana and Illinois through the small settlement of Harter Township soon to become known as Flora, Illinois.

The gauge of the Ohio and Mississippi Railroad tracks originally was 6 foot. On July 13, 1871, trains were stopped for eight hours, and the entire line of 341 miles, Cincinnati to St. Louis, was changed to standard gauge at that time. Each section of three miles had three gangs of workmen moving the rails and changing its location at the same time--a record in building track.

On November 1, 1893, the Ohio and Mississippi Railroad and its interests including the Marietta and Cincinnati Railroad, formally merged with its parent company, the Baltimore and Ohio Railroad. The name of the consolidated line became known as the Baltimore and Ohio Southwestern Railroad and for a number of years it was operated by the Baltimore and Ohio Railroad as a separate company.

On February 16, 1857, the Illinois General Assembly granted a charter to the Springfield and Pana Railroad, but no line was ever built under that charter because of hard times beginning in 1857 and followed closely by the Civil War. In February 1857 another charter was granted to cover a line between Springfield, Illinois, and Pana, Illinois, but extending further under the name of the Pana, Springfield, and Northwestern Railroad. Forty miles of this road were completed and opened for business in March 1870. During the summer of 1870 it was put under contract to

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Beardstown, Illinois, with the intention of extending it to Keokuk, Iowa. This extension however, was never undertaken.

By an act of the General Assembly, approved March 5, 1867, a charter was granted to the Illinois and Southeastern Railroad Company. This company gained possession of the Pana, Springfield, and Northwestern Railroad giving it a line from the Ohio River at Shawneetown, Illinois, to the Illinois River at Beardstown, Illinois.

Realizing the need for this railroad and the benefits it would bring to the community as a result of its construction, the citizens of Flora, on November 10, 1868, by a vote of 300 to 42 donated to the Illinois and Southeastern Railroad the sum of \$20,000. Not having the money, an election was held May 20, 1869 to decide whether bonds should be issued or a special tax levied. The vote stood 79 for issuing bonds and none against. On March 28, 1872, through trains began operation between Shawneetown, Illinois, and Beardstown, Illinois. Later in the same year the Ohio & Mississippi Railroad took over the Illinois and Southeastern Railroad and the division offices were moved from Pana to Flora. Now freight and passenger service in all four directions was complete.

Moving the division offices to Flora created the need for a railroad agent. George Harter was appointed the first station agent for the city of Flora. This was quite an arduous and responsible position because no one could tell just where the engine would stop. It was a choice left up to the engineer, since there was no station at that time. Freight to be unloaded at Flora was scattered all over the prairie at spots where the engineer decided to stop the train. It then became the job of the station agent to collect all the unloaded freight.

Mr. J. F. Adduddel, who later became station agent, grew tired of the situation and conceived the idea of a depot, one that would have sufficient room for the storage of freight. The idea became a reality through the liberality of local citizens who built the proposed depot by subscription. The depot was later taken over by the railroad. The first depot was frame and was demolished when the present brick depot was erected in 1916-1917. The contractor and builder for the new depot was Frank Nichols, a Flora citizen. The Flora News Record of August 6, 1917 stated, "office rooms in the new Baltimore & Ohio Railroad Depot were ready for occupancy." On the main floor were the large waiting room, the telegraph and Western Union offices, and the yard office,

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Baltimore and Ohio Railroad Depot

baggage room, rest rooms, and ticket offices. The adjoining Railway Express Agency Building was utilized for large rail cargo.

In 1860, just six years after the railroad decided to place a depot at Flora, the population had reached one hundred occupants. Farmers, merchants, doctors, lawyers, school teachers, and even a retired ship captain called Flora home. In the next thirty years, between 1860 to 1890, Flora grew as the railroad did with the city's population exploding to over 3,000 people, most of whom were associated with the railroad in some way. As Flora's population grew, industry that depended on the railroad system began to locate their facilities in the town, and drew additional residents that caused growth in housing and local commerce.

Hotels, adjacent to the depot served the town's population, visitors, and railroad employees. The three-story Major House, rebuilt in 1878 following a fire was located to the northeast of the depot on West North Avenue. The Major House later became known as the Starr Hotel. Across West North Avenue, the Midland Trail Hotel, built in 1916, contained over forty rooms and an automobile garage.

Flora's growth span from 1900-1920 is called the Industrial Boom period. Garment, furniture, and shoe factories, moved into Flora along with many new families when the Baltimore and Ohio Division offices moved into town in 1906. A Flora newspaper from 1916 stated that without the B&O Railroad, "Flora would be a dead one." At the time the depot was being completed the city was experiencing an economic boom due in part to the railroad. New hotels were being erected in the vicinity of the depot, new homes were being constructed throughout the city to meet the demand of the influx of new residents coming to the city to work for the railroad. New industry came to the city such as Sexton Garment Manufacturing in 1916, the International Shoe Company in 1922, and Kuhne Furniture Manufacturing in 1923. Orchard development surrounding the city also proved to be another economic support for the railroad, as their produce was shipped by the railroad. Food production companies such as Flora Pure Milk in 1912, Flora Cheese in 1919, Ebner Cold Ice and Storage in 1903, and Brown Poultry Company in 1929 erected plants in Flora. These factories depended on the railroad to get their products to market, and with these companies came more economic gains for the bustling little city of Flora. The population had climbed to well over 5,000 by 1920. In 1937, oil was discovered in Clay County and the railroad played a vital role in transporting petroleum products and supplying materials for new oil wells. This was

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also a time of other civic improvements as new residences were constructed throughout the city, a new bank in 1918, a new First Methodist Church in 1914, new brick streets, and more greeted new residents to Flora. For many of these people the railroad was the only connection to the outside world. U.S. Route 50 cut through downtown Flora, and the Baltimore and Ohio Railroad line basically followed its path to St. Louis. However, the road was not as dependable and expedient as the railroad.

From 1910 through the mid 1920's the Baltimore and Ohio Railroad employed about half the wage earners in Flora. In 1924 the industry had about 300 employees, with an average annual payroll of \$624,000. In 1923 the railroad paid \$64,000 to the county in taxes.

From the mid 1920's to 1937 many railroad families moved from Flora to Washington, Indiana, where the Baltimore and Ohio Division office had been moved. The depot was along the route as President Truman and Winston Churchill moved through town enroute to Fulton, Missouri, where Churchill was to deliver the "Iron Curtain" speech at Westminster College on March 5, 1946. Hundreds of quiet citizens lined the Baltimore and Ohio Railroad tracks on April 1, 1969 to pay last respects to former President Dwight D. Eisenhower. In 1973, the last passenger train quickly passed through Flora signaling the end of service to a once bustling place.

The railroad was a huge part of the social life in Flora as residents would board passenger trains for other points. The Baltimore and Ohio Railroad employees were highly respected in Flora too as they had their own band, baseball teams, and were leaders in patriotic morale and community betterment. The amount of trains to pass through Flora continued to grow during the 1910s through the 1930s as did the industrial base of Flora and the surrounding area. During World War II goods were transported by rail to support the troops, and German POW trains were a common site in Flora as they would stop for refueling before heading somewhere west.

Once the hub of activity, the Baltimore and Ohio Railroad Depot in Flora stands quiet. Few, if any, Flora residents can recall the time when twelve passenger trains passed through the community each day. However, there are still residents who remember when several passenger trains were still running, and a station agent was kept busy selling tickets and minding the telegraphy equipment. Travelers waiting for a train no longer mill about in the waiting room. They don't mingle with loafers nor engage in that

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

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Section number 8 Page 13

Baltimore and Ohio Railroad Depot

old favorite small town pastime--going down to the depot to watch the trains come in. Today, Flora's population still holds at slightly above 5,000, and its major employment source is still related to transportation. This time Flora's mainstay is the automobile industry with several facilities supporting Flora's economy. It is perhaps ironic that Flora has turned its economic dependency to the automobile, one of the very factors that contributed to the decline of the city's railroad heritage.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 9 Page 14

Baltimore and Ohio Railroad Depot

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9, 10 Page 15

Baltimore and Ohio Railroad Depot

PERSONAL INTERVIEWS

Interviewer: Mary Anne Ayers

Bruner, Bernice. Wife of Henry Bruner, former B & O Call Boy, Yardmaster, and Freight Foreman. January 26, 1994.

Lents, Madiliene. Wife of Frank Lents, former B & O Yardmaster and Conductor. January 26, 1994.

Powless, Mid. Daughter of Ray Robinson Parrish, former Conductor. January 26, 1994.

Zimmerman, Frank. Retired Freightman and Yardmaster. February 8, 1994.

Verbal Boundary Description

Being a part of the southwest quarter (SW 1/4) of section twenty five (25), township three north (T3N), range six east (R6E) of the 3rd principal meridian, city of Flora, Clay County, Illinois, more particularly described as follows:

Beginning at the northwest corner of lot 2 of block 21 of the original town of Flora, being a point on the south right of way line of North Avenue; thence S 75' 06'35" W, 148.27 feet along the south right of way line of North Avenue to a point on the east right of way line of State Street; thence S 4' 07' 53 " W, 191.45 feet along the east right of way line of State Street to a point located 20.0 feet north of the centerline of the CSX Railroad; thence N 75' 06'35" E, 989.70 feet along a lone parallel to the centerline of the CSX Railroad to a point on the centerline if Main Street; thence N 14' 35' 01 " W, 36.00 feet along the centerline of Main Street; thence S 75 0 061 3511 WI 780.00 feet; thence N 14' 35'01 " W, 145.00 feet to the point of beginning, containing 1.39 acres

Boundary Justification

The boundary includes the buildings and brick walkways historically associated with the Baltimore & Ohio Railroad Depot and that maintains their historic integrity.

10. Geographical Data

Acreeage of Property 1.39 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	1 6	3 7 0 5 2 0	4 2 8 0 7 7 0
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Mary Anne Ayers, Depot Project Chairman/ John Bry, Main Street
Manager
organization Flora Community Development Corporation date November 5, 1997
street & number P.O. Box 277 telephone (618) 662-4781
city or town Flora state IL zip code 62839

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

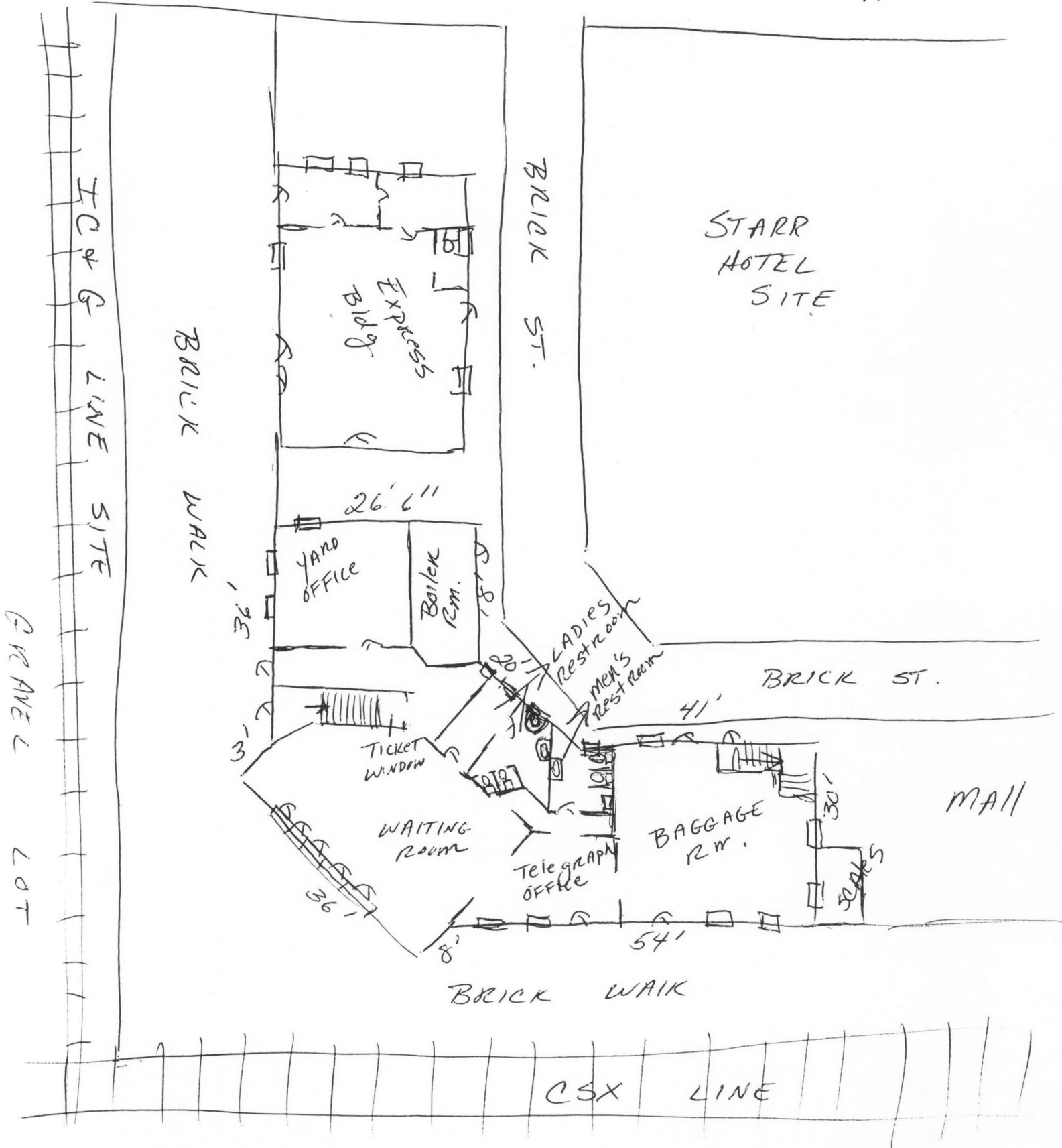
name Flora Community Development Corporation/Main Street Flora
street & number P.O. Box 277 telephone (618) 662-4781
city or town Flora state IL zip code 62839

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

↑ (N)

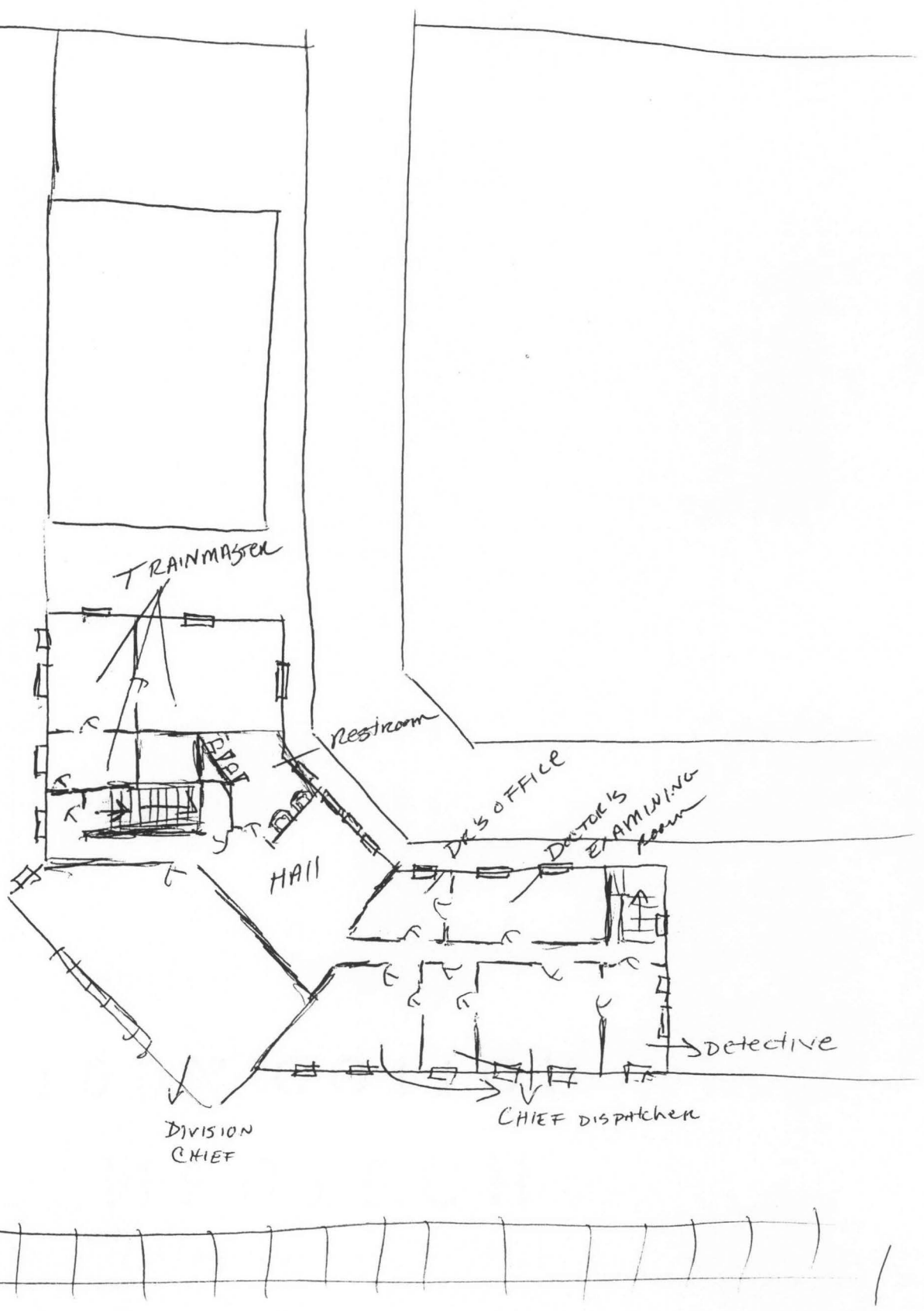
OLD ROUTE 50 / WEST NORTH Avenue



BALTIMORE & OHIO RAILROAD DEPOT
FLORA, CLAY COUNTY, IL

FIRST FLOOR

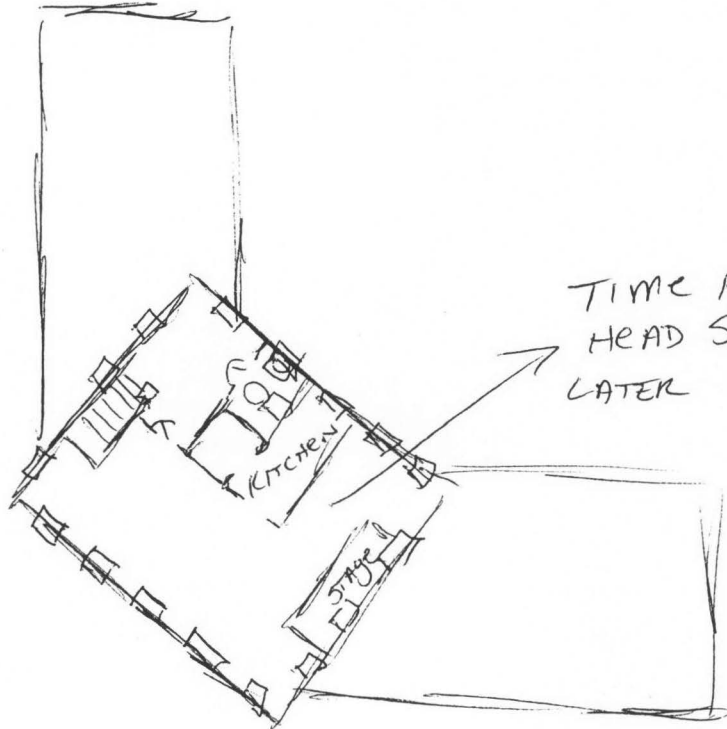
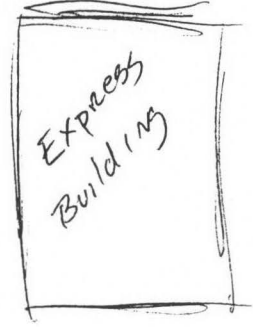
① OLD ROUTE 50 / WEST NORTH AVENUE



BALTIMORE & OHIO RAILROAD DEPOT
FLORA, CLAY COUNTY, IL

SECOND
Floor

72



BALTIMORE & OHIO RAILROAD DEPOT
FLORA, CLAY COUNTY, IL THIRD FLOOR

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Baltimore and Ohio Railroad Depot

MULTIPLE NAME:

STATE & COUNTY: ILLINOIS, Clay

DATE RECEIVED: 1/23/98 DATE OF PENDING LIST: 2/02/98
DATE OF 16TH DAY: 2/18/98 DATE OF 45TH DAY: 3/09/98
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 98000112

NOMINATOR: STATE

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT 2/20/98 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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



1. Flora Baltimore & Ohio Depot
2. Clay Co. Illinois
3. John Brey
4. 10/97
5. Flora Main Street Office
6. WEST VIEW, DEPOT COMPLEX
7. /



1. Flora Baltimore + Ohio Depot
2. Clay Co. Illinois
3. John Brey
4. 10/97
5. FLORA main Street office
6. NORTHEAST VIEW, DEPOT
7. 2



1. Flora Baltimore + Ohio Depot
2. Clay Co. Illinois
3. John Bry
4. 10/97
5. FLORA main Street office
6. NORTH VIEW, EAST WING, DEPOT
7. 3



1. Floer Baltimore + Ohio Depot
2. Clay Co. Illinois
- 3 John Bry
4. 10/97
5. Floer main Street office
6. SOUTHEAST VIEW, Depot
7. 4



1. Flora Baltimore + Ohio Depot
2. Clay Co. Illinois
- 3 John Bry
4. 10/97
- 5 Flora Main Street office
6. WEST VIEW, DEPOT, WEST WING
7. 5



1. Floor Baltimore & Ohio Depot

2. Clay Co. Illinois

3. John Bey

4. 10/97

5. Floor Main Street office

6. REAR, SOUTH VIEW

7. 6



1. Flora Baltimore + Ohio Depot
2. Clay Co. Illinois
3. John Bry
4. 10/97
5. Flora main Street office
6. ARCH DETAIL, NORTHWEST, DEPOT
7. 7



1. Floer Baltimore + Ohio Depot
2. Clay Co. Illinois
3. John Bry
4. 10/97
5. Floer Main Street office
6. WINDOW DETAIL, DEPOT
7. 8



1. Flora Baltimore + Ohio Depot
2. CLAY Co. ILLinois
3. John BRY
4. 10/97
5. FLORA Main Street office
6. Southeast view, Express Building
7. 9



1. Flora Baltimore & OHIO Depot
2. Clay Co., Illinois
3. JOHN Bry
4. 10/97
5. Flora MAIN STREET OFFICE
6. North West View, Express Building
7. 10



1. Flora Baltimore & OHIO Depot
2. Clay Co., ILLINOIS
3. JOHN Bay
4. 10/97
5. Flora MAIN STREET OFFICE
6. EAST View, Freight Door, Express Building
7. 11



1. FLORA B & O RAILROAD DEPOT
225 RAILROAD STREET
FLORA, IL 62839
2. CLAY COUNTY, IL
3. RON PARKS
4. OCT. 1997
5. RON PARKS' PAINT STORE-FLORA, IL 62839
6. CAMERA FACING DOWN STAIRWAY
BETWEEN THIRD & SECOND FLOORS.
STAIRWAY MAKES A RIGHT ANGLE TURN AT
LANDING. PLASTER INTACT - PAINT ONLY
IS CHIPPED & FLAKING. THIS IS THE
WEST-SIDE STAIRWAY.
7. # 12



1. B&O RAILROAD DEPOT
225 RAILROAD ST.
FLORA, IL 62839
2. CLAY COUNTY, IL
3. RON PARKS
4. OCT. 1997
5. RON PARKS' PAINT STORE - FLORA, IL 62839
6. CAMERA FACING NORTH INTO "LANDING" OF
STAIRCASE TO SECOND FLOOR. ORIGINAL
PLASTER INTACT - ONLY PAINT PEELING,
ORIGINAL WOODWORK.
7. #13



1. FLORA B & O RAILROAD DEPOT
225 RAILROAD STREET
FLORA, IL 62839

2. CLAY COUNTY, IL

3. RON PARKS

4. OCT. 1997

5. RON PARKS' PAINT STORE - FLORA, IL 62839

6. CAMERA FACING SOUTHEAST TO ENTRANCE-
WAY INTO EAST WING OF SECOND FLOOR
OFFICES.

7. #14



1. FLORA B & O RAILROAD DEPOT
225 RAILROAD STREET
FLORA, IL 62839
2. CLAY COUNTY, IL
3. RON PARKS
4. OCT. '97
5. RON PARKS' PAINT STORE - FLORA, IL 62839
6. CAMERA VIEWING ORIGINAL WOOD TRIMMED
WINDOW BETWEEN OFFICES ON SECOND FLOOR.
OLD R.R. BOOKS ARE VISIBLE IN BACK OF ONE
OFFICE.
7. #15



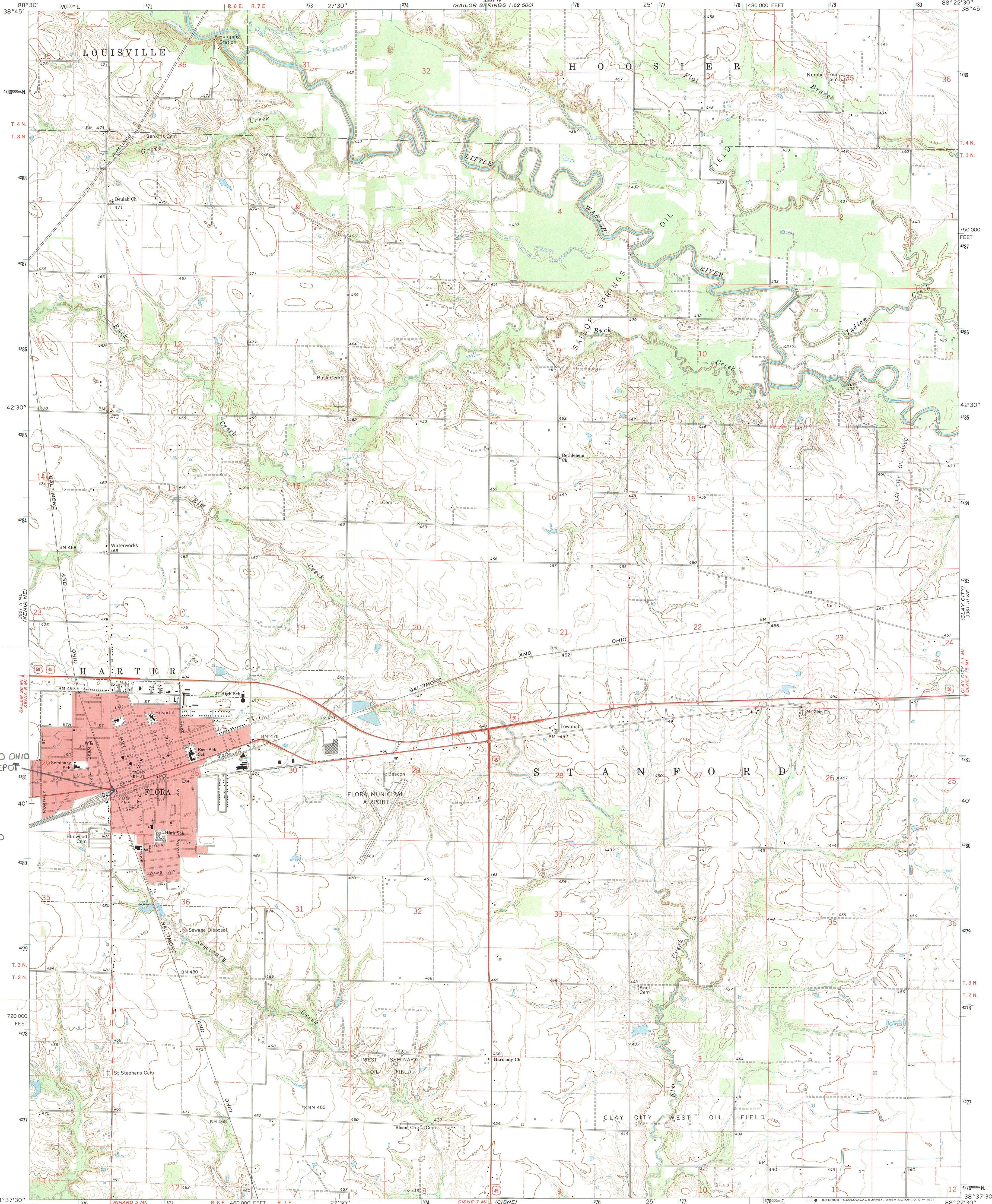
1. FLORA B & O RAILROAD DEPOT
225 RAILROAD STREET
FLORA, IL 62839
2. CLAY COUNTY, IL
3. RON PARKS
4. OCT. '97
5. RON PARKS' PAINT STORE - FLORA, IL 62839
6. CAMERA VIEWING WAITING ROOM BENCHES
NOW STORED ON SECOND FLOOR.
ARCH WINDOWS LEAN AGAINST BENCHES
7. #15



1. FLORA B&O RAILROAD DEPOT
225 RAILROAD STREET
FLORA, IL 62839
2. CLAY COUNTY, IL
3. RON PARKS
4. OCT. '97
5. RON PARKS PAINT STORE - FLORA, IL 62839.
6. CAMERA FACING SOUTHWEST WINDOWS ON
THIRD FLOOR. PIANO STILL REMAINS FROM
DAYS WHEN RAILROADERS USED THIS ROOM
FOR SOCIAL GATHERINGS
7. #17



1. FLORA B & O RAILROAD DEPOT
225 RAILROAD STREET
FLORA, IL 62839
2. CLAY COUNTY, IL
3. RON PARKS
4. OCT 97
5. RON PARKS' PAINT STORE - FLORA, IL 62839
6. CAMERA FACING SOUTHEAST ON THIRD
FLOOR
7. #18



BALTIMORE AND OHIO
RAILROAD DEPOT
CLAY COUNTY,
ILLINOIS
ZONE 16
E 370520
N 4280770

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography by photogrammetric methods from aerial photographs taken 1966. Field checked 1970

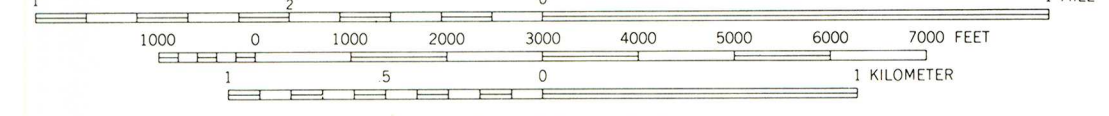
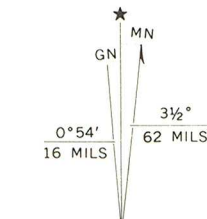
Polyconic projection. 1927 North American datum

10,000-foot grid based on Illinois coordinate system, east zone

1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue

Red tint indicates area in which only landmark buildings are shown

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked



CONTOUR INTERVAL 5 FEET
DATUM IS MEAN SEA LEVEL

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

ROAD CLASSIFICATION

Primary highway, all weather, hard surface	Light-duty road, all weather, improved surface
Secondary highway, all weather, hard surface	Unimproved road, fair or dry weather
	U. S. Route



FLORA, ILL.
NW/4 FLORA 15' QUADRANGLE
N3837.5—W8822.5/7.5
1970
AMS 3361 III NW—SERIES V863



**Illinois Historic
Preservation Agency**

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • (217) 782-4836 • TTY (217) 524-7128

January 20, 1998

Beth Boland
National Register Program
National Park Service
Department of the Interior
P. O. Box 37127
Washington, D. C. 20013-7127

Dear Beth:

Enclosed please find the National Register of Historic Places nomination form for the Baltimore & Ohio Railroad Depot in Flora, Illinois, which was recommended by the Illinois Historic Sites Advisory Council at its December 12, 1997 meeting, and nominated by the State Historic Preservation Officer.

Thank you for your attention to this matter.

Sincerely yours,

Ann V. Swallow
Survey & National Register
Coordinator

encl.