

**United States Department of the Interior
Heritage Conservation and Recreation Service**

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

For HCRS use only
received **MAY 8 1980**
date entered **JUL 3 1980**

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

1. Name

historic The Grand Trunk Western Rail Station (Lansing Depot)

and/or common The Depot Restaurant

2. Location

street & number 1203 South Washington Avenue not for publication

city, town Lansing vicinity of _____ congressional district 6

state Michigan code 26 county Ingham code 065

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 type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" 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 type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input 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 The Grand Trunk Western Railroad Company

street & number 131 West Lafayette Boulevard

city, town Detroit vicinity of _____ state Michigan 48226

5. Location of Legal Description

courthouse, registry of deeds, etc. Ingham County Register of Deeds

street & number The Courthouse, Jefferson and Ash Streets

city, town Mason state Michigan 48854

6. Representation in Existing Surveys

title HAER, The Lower Peninsula of Michigan (National Park Service)
has this property been determined eligible? yes no

date 1976 federal state county local

depository for survey records Michigan History Division

city, town Lansing state Michigan 48918

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

Located on a 5.7 acre site in South Lansing, the Grand Trunk Western Station is a one-story rectangular red-brick building, 33 feet wide and 107 feet long, resting on a finished gray ashlar foundation. Erected in 1902-1903, it is an example of Jacobethan Revival style architecture.

The station's main entrance is housed in a two-story, ten-foot square brick tower topped by a battlemented parapet. The building has red tiled roofs, overhanging eaves and smooth-faced, Bedford limestone, Tudor-inspired door and window hoods, sills, facings, and gable copings. A covered waiting platform thirty feet square stands at the eastern end of the station with a gable roof supported by wooden posts with triangle bracket capitols.

The original interior contained a waiting room measuring 30 x 83 feet finished in antique oak. Its open timbered ceiling was supported by two scagliola plaster columns. Interior walls were faced with Tiffany enameled brick wainscoting eight and one quarter feet high, and the floors were fashioned of mosaic tile. The waiting area also housed a ticket office, mens' smoking room, ladies' room, and restrooms finished in brick and enameled marble.

In 1972 the station interior was converted for use a restaurant known as The Depot. The former waiting area now houses open and enclosed dining booths, a bar, a kitchen and railroad memorabilia. Interior walls, ceilings and floors remain unchanged. The building exterior remains unaltered except for the addition of "Depot Restaurant" signs.

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 type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1902-1903

Builder/Architect Frederick H. Spier and William C. Rohns

Statement of Significance (in one paragraph)

The Grand Trunk Western Rail Station is significant for two reasons: (1) its association with the golden era of the Grand Trunk railroad system in Michigan and Lansing; and (2) its expression of a major work by Spier and Rohns, a Detroit architectural firm which designed several Michigan rail stations between 1886 and 1910.

Railroad enthusiasm reached fever pitch in Michigan between 1860 and 1900. Miles of laid track increased tenfold in the forty year period, from less than 800 miles in 1860 to nearly 11,000 by 1900, fueled by an Upper Peninsula boom in mining and lumber.¹ Lansing saw its first rail line in 1856 when the Detroit and Milwaukee Railway connected the city with Owosso to the north. In 1872 the Michigan Central linked Lansing by rail with northern Michigan's lumber forests. In 1879 the Chicago and Grand Trunk, a Canadian railway seeking increased Michigan business, began freight and passenger service from Port Huron through Lansing to a western terminus in Gary, Indiana. By 1902 six rail lines crisscrossed the city.

The Chicago and Grand Trunk reorganized under the name of the Grand Trunk Western Railroad on November 22, 1900.² During the next decade the company built five rail depots along its Michigan route at Lansing, Battle Creek, Durand, Port Huron and Grand Rapids. Grand Trunk ran six eastbound and five westbound trains daily past the crossing in South Lansing, more than any other railroad.³ When Ransom Olds, Lansing's pioneer auto maker, announced plans for a new foundry and industrial complex (later known as the Diamond Reo Motor Works) directly south of the Grand Trunk crossing in January 1902, the rail company decided to build its new depot adjacent to it.⁴ Construction began in late summer of 1902 and concluded a year later.

On December 30, 1971, after sixty-eight years of service, Grand Trunk Western closed the Lansing station. In 1972, after extensive interior renovation, the building reopened as the Depot Restaurant.

Frederick H. Spier and William C. Rohns drafted plans for the Grand Trunk Lansing Station. The Detroit architectural firm had previously executed the Ann Arbor Depot for Michigan Central (1886) and the Niles Depot for Grand Trunk (1892) in the prevailing Romanesque Revival style. The Lansing station was their first major Jacobethan Revival depot. Grand Trunk further commissioned Spier and Rohns to plan their other stations at Battle Creek and Durand in 1905, and at Port Huron and Grand Rapids in 1907.⁵

(see continuation sheet)

9. Major Bibliographical References

The State Republican, 1902 - 1903; Grand Trunk Reporter (November, 1978);
 Willis M. Dunbar, Michigan: A History. (Grand Rapids, 1965).
 Willis M. Dunbar, ATT Aboard! A History of Michigan Railroads. (Grand Rapids, 1969).

10. Geographical Data

Acreege of nominated property 5.7 **ACREAGE NOT VERIFIED**
 Quadrangle name Lansing South Quad Quadrangle scale 1:24000

UMT References

UTM NOT VERIFIED

A	<u>16</u> Zone	<u>701051010</u> Easting	<u>41731231510</u> Northing	B	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing
C	<u> </u>	<u> </u>	<u> </u>	D	<u> </u>	<u> </u>	<u> </u>
E	<u> </u>	<u> </u>	<u> </u>	F	<u> </u>	<u> </u>	<u> </u>
G	<u> </u>	<u> </u>	<u> </u>	H	<u> </u>	<u> </u>	<u> </u>

Verbal boundary description and justification Located in a commercial section of south Lansing, the property is bounded on the east by an industrial factory, on the west by Washington Avenue, on the south by the Grand Trunk rail tracks, and on the north by South Street.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code

11. Form Prepared By

name/title Charles C. Cotman, Historic Sites Research Unit
 organization Michigan History Division date January 15, 1980
 street & number 208 N. Capitol Avenue telephone (517) 373-0510
 city or town Lansing state Michigan 48918

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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Marian M. Bigelow

title Director, Michigan History Division date 4/30/80

For HCRS use only
 I hereby certify that this property is included in the National Register

John A. Beebe
 Keeper of the National Register date July 3, 1980

Attest: Emma Jane Saxe
 Chief of Registration date 7-1-80
 Regional Coordinator

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

FOR HCRS USE ONLY

RECEIVED MAY 8 1980

DATE ENTERED

JUL 3 1980

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

FOOTNOTES

- 1 Willis M. Dunbar, Michigan: A History, (Grand Rapids, 1965), pp. 484-485.
- 2 Grand Trunk Reporter (November, 1978), p. 5
- 3 The State Republican, January 3, 1902.
- 4 The State Republican, June 23, 1902.
- 5 Willis M. Dunbar, All Aboard! A History of Railroads in Michigan (Grand Rapids, 1969) p. 124.

Property Grand Trunk Western Rail Station (Lansing Depot)

80004605

State MI, Ingham

Working Number 5.8.80.1299

TECHNICAL

CONTROL

Photos 1
Maps 1

HISTORIAN

1902-03 brick railroad depot building is historically significant for associations with prominent Mich. railroad Co., Grand Trunk Western Railroad which used Lansing as a major center for its lines and also served Ransom Olds'

ARCHITECTURAL HISTORIAN

Accept.
Saxe
7-1-80

Diamond Reo motor works built in 1902 adjacent to depot (NHL listed, but demolished or substantially altered, I believe). Depot architecturally signif.

ARCHEOLOGIST

for its design by Detroit architectural firm specializing in Mich. rail stations. Embodies characteristics of Jacobethan Revival style.

OTHER

HAER

Inventory _____
Review _____

REVIEW UNIT CHIEF

Accept.
Saxe
7-1-80

BRANCH CHIEF

KEEPER

Accept
L. Decker for
S. Adnan
July 3, 1980

National Register Write-up _____
Federal Register Entry _____

Send-back _____
Re-submit _____

Entered JUL 3 1980



Grand Trunk Western Rail Station

1203 South Washington Avenue

Lansing Ingham Michigan

Charles Cotman

March, 1980

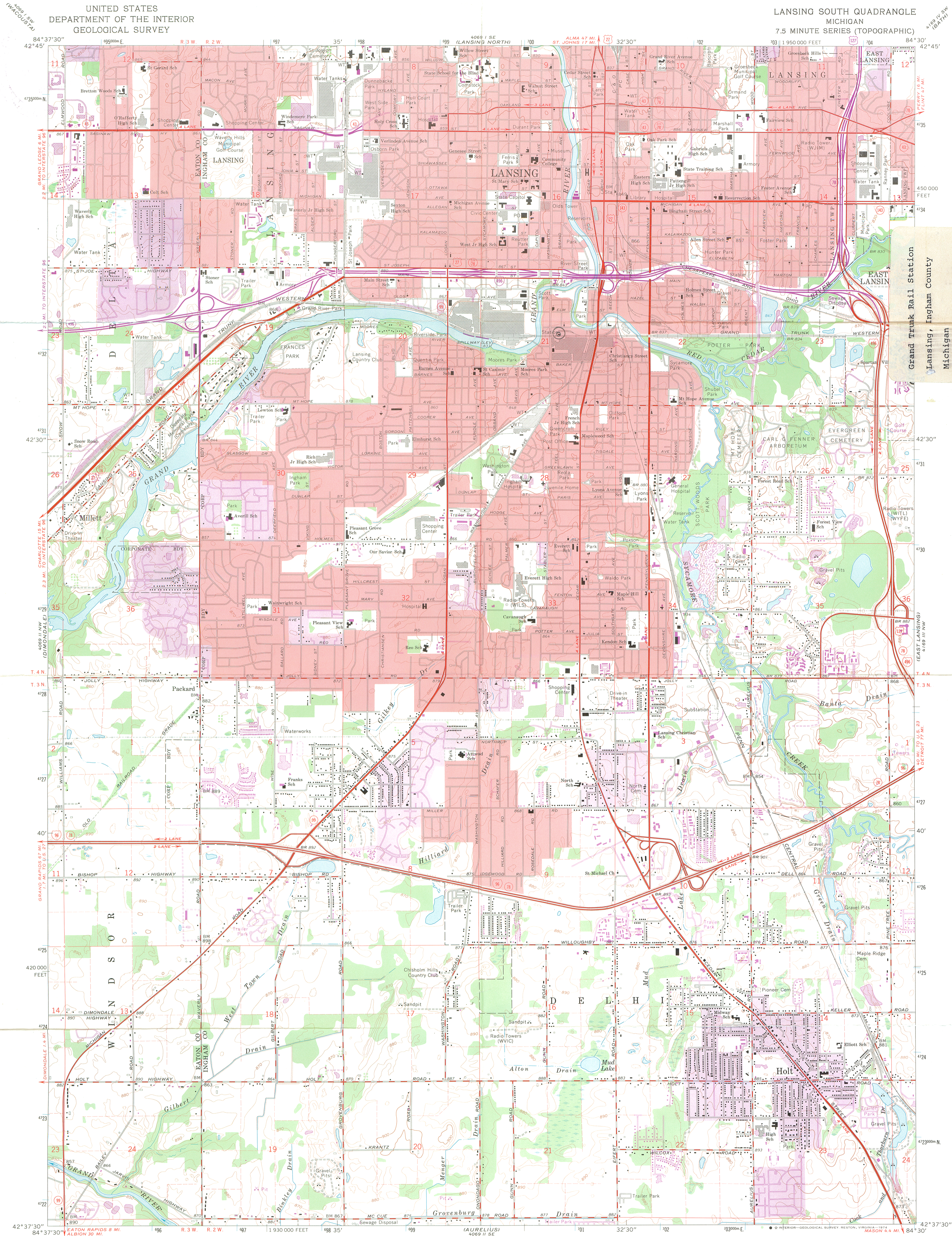
Michigan History Division

Camera facing SE

Photo # 1 of 1

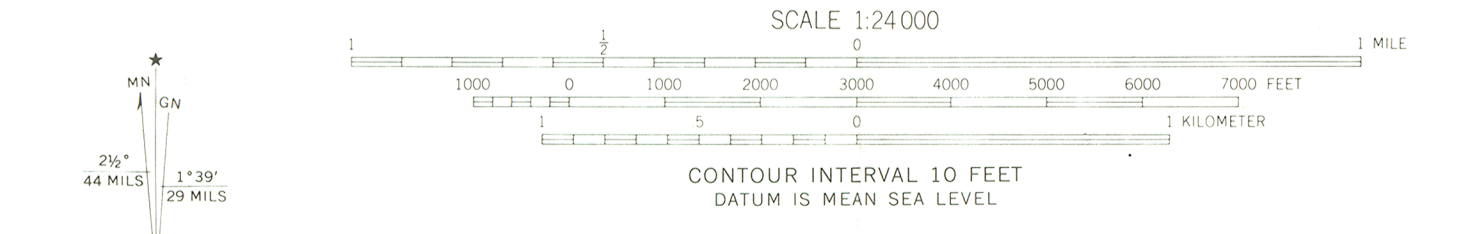
MAY 8 1980
MAY 8 1980

JUL 3 1980



Grand Trunk Rail Station
Lansing, Ingham County
Michigan
16/ 700500/ 4732350

Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1964. Field checked 1965
Polyconic projection. 1927 North American datum
10,000-foot grid based on Michigan coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 16, shown in blue
Red tint indicates areas 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
Revisions shown in purple compiled from aerial photographs
taken 1973. This information not field checked
Purple tint indicates extension of urban areas



ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty - - - - - Unimproved dirt - - - - -
Interstate Route U.S. Route State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

LANSING SOUTH, MICH.
N4237.5—W8430/7.5

PHOTOREVISED 1973
AMS 4069 II NE—SERIES V862

JUL 3 1980

ENTRIES IN THE NATIONAL REGISTER

STATE MICHIGAN

Date Entered JUL 3 1980

<u>Name</u>	<u>Location</u>
McAdow, Perry, House	Detroit Wayne County
Grand Trunk Western Rail Station (Lansing Depot)	Lansing Ingham County
Van Riper, Andrew J., House	Shaftsbury Shiawassee County

Also Notified

Honorable Donald W. Riegler, Jr.
Honorable Carl Levin
Honorable Jack Barthwell
Honorable M. Robert Carr

State Historic Preservation Officer
Dr. Martha Bigelow
Director
Michigan History Division
Department of State
Lansing, Michigan 48918

NR

Byers/mjd

7/18/80